

U. LinSig Output & Signal Controller Data – Junction 6

Appendices

Works Order : 460886711
EM Number : 84038
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

Administration

General Specifications

Customer Name	Balfour Beatty Mott MacDonald HA	Customer Order No.	855316671
Intersection/ General Description	M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22	Controller/ Serial Number	7066761
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	84038 Issue 2
Area Specifications/ Customer Drawings	REN / 13 95 / 1200 - 22	Equipment Installation by	Siemens Mobility Traffic
Specification Section	Rev C	Slot Cutting by	Siemens Mobility Traffic
Contract/Tender Ref.		Civil Works by	Carnell Group
Quotation No.		Customer's Engineer	A.Smith
Works Order No.	460886711	Telephone Number	020-34332174

Signal Company Use Only

Signal Engineer	Kevin L Roberts	(IF PROM Label as >) PROM Number	16260	PROM Variant	0
		Configuration Check Value	41 DC 2A A		
Controller Options					
Hardware	ST950 ELV	Firmware Type and Issue	46059 ISS 8	Other Options	
ST950/ST900/ST750 Series Cabinet Options					
Cabinet/Rack	Cabinet	Kit Type Options	<input checked="" type="radio"/> UK-Std <input type="radio"/> Non-UK <input type="radio"/>		
Cabinet/Rack Variant	Grey	Cuckoo Options	None	Gemini Unit Fitted	<input type="checkbox"/>

Mains Supply	230	Volts	50	Hz	Dimming	27.5 V	Answer Issue	0
Peak Lamp Current	2	Amps			Low Inrush Transformer	<input checked="" type="checkbox"/>	Edit Issue	5
Average Lamp Power	370	Watts			Date Created	09/12/2014		
Total Average Power	460	Watts						

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

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="3"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="2"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="1"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="3"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

Serial/Internal UTMC OTU
 Free-standing OTU
 Serial MOVA

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

Non-UK
 Fail to Part Time

 Download To Level 3

12 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

standard46059.8df

Default PROM data file

Correspondence Monitoring to inc.

Reds
 Ambers
 Switched Signs

Flash Rate (ms)

 Off
 On

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Phases in Stages

Phases

	A	B	C
0			■
1	■		
2		■	

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	<input type="text" value="1"/>							
Startup Stage	<input type="text" value="1"/>							
Switch Off Stage	<input type="text" value="1"/>							
Standalone Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2
0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Phase Type and Conditions

Phase Type and Conditions										
		<input checked="" type="radio"/> Phases A to P		<input type="radio"/>		Improved GA Appearance		<input type="checkbox"/> Manual Output Allocation		<input checked="" type="checkbox"/>
Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs			HW Fail Flash	Critical Phase
						"R"	"A"	"G"		
A	Circulatory Carriageway	0 - UK Traffic	0	0 - E		1	1	1		<input type="checkbox"/>
B	A292 Hythe Road	0 - UK Traffic	0	0 - E		1	1	1		<input type="checkbox"/>
C	Dummy All Red Stage 0	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
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										<input type="checkbox"/>

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
 2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W., 2 = Term's when Assoc phase loses R.O.W.
 3) The HW Fail Flash fields are for information only on all but ST900 ELV and ST960 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0

Initialise

Amber Conflict Monitoring

To Phase

	A	B	C
A		Co	o
B	Co		o
C	o	o	

From Phase

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phases A to P

Phase	Min Green	Min Ped Cr	Extensions	Maximums								Pre-timed
				A	B	C	D	E	F	G	H	
A	7	0	0.0	70	65	70	65	0	0	0	0	<input type="checkbox"/>
B	7	0	0.0	10	15	10	15	0	0	0	0	<input type="checkbox"/>
C	3	0	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
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												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

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

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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
A		6	3
B	6		3
C	2	2	

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Intergreen Handset Limits

HIGH

To Phase

From Phase	A	B	C
A		5	3
B	5		3
C	2	2	

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green		Phase	Min. Green		
	Min.	Max.		Min.	Max.	
A	7	30	Q			Max. Green Min. <input style="width: 40px;" type="text" value="0"/> Max. <input style="width: 40px;" type="text" value="255"/>
B	7	30	R			Vehicle Extension Min. <input style="width: 40px;" type="text" value="0.0"/> Max. <input style="width: 40px;" type="text" value="10.0"/>
C	0	30	S			Phase Delay Min. <input style="width: 40px;" type="text" value="0"/> Max. <input style="width: 40px;" type="text" value="10"/>
D			T			Starting I/G Min. <input style="width: 40px;" type="text" value="8"/> Max. <input style="width: 40px;" type="text" value="15"/>
E			U			Min Pedestrian Clearance (PBT) Min. <input style="width: 40px;" type="text" value="0"/> Max. <input style="width: 40px;" type="text" value="12"/>
F			V			Traffic Phase Leaving Min. <input style="width: 40px;" type="text" value="3.0"/> Max. <input style="width: 40px;" type="text" value="3.0"/>
G			W			Traffic Phase Red/Amber Min. <input style="width: 40px;" type="text" value="2"/> Max. <input style="width: 40px;" type="text" value="2"/>
H			X			
I			Y			
J			Z			
K			A2			
L			B2			
M			C2			
N			D2			
O			E2			
P			F2			

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P

Demands				
Phase	For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.			
A				
B	BX1	BY1	BZ1	
C				

Extensions				
BX1	BY1	BZ1		

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Revertive Phase Demands

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

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

<p>Sets</p> <p><input checked="" type="radio"/> 1</p> <p><input type="radio"/> 2</p> <p><input type="radio"/> 3</p> <p><input type="radio"/> 4</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Modes</th> <th style="text-align: center;">Restrictions Apply To:</th> <th style="text-align: center;">No Restrictions</th> </tr> </thead> <tbody> <tr> <td>Urban Traffic Control</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td>Cableless Linking</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td>Vehicle Actuated</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td>Fixed Time</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> </tbody> </table>	Modes	Restrictions Apply To:	No Restrictions	Urban Traffic Control	<input checked="" type="radio"/>	<input type="radio"/>	Cableless Linking	<input checked="" type="radio"/>	<input type="radio"/>	Vehicle Actuated	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Modes</th> <th style="text-align: center;">Restrictions Apply To:</th> <th style="text-align: center;">No Restrictions</th> </tr> </thead> <tbody> <tr> <td>Manual</td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input checked="" type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> </tbody> </table>	Modes	Restrictions Apply To:	No Restrictions	Manual	<input type="radio"/>	<input checked="" type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
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	<input type="radio"/>	<input type="radio"/>																																							

To Stage

	0	1	2
From Stage	0		
	1		X
	2	X	

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>					
Time	<input type="text" value="0"/>	<input type="text" value="40"/>	<input type="text" value="20"/>					
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Note:

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

Phases Demanded and Extended under Fixed Time to Current Max.

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

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="1"/> Plan No.	<input type="text" value=""/>	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="text" value="Copy From"/>		0	<input type="text" value="61"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	0- Go To VA
Plan Specifics		1	<input type="text" value="41"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	1- Immediate Move
<input type="text" value="1"/> Influence Set		2	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	18	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	2- Demand Dependent Move
<input type="text" value="Copy From"/>		3	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	19	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	3- Hold
Entry Point (secs)	<input type="text" value="255"/>	4	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	20	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	4- Prevent Except To
Exit Point (secs)	<input type="text" value="255"/>	5	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	21	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	5- Add Immediate Move
Cycle Time (secs)	<input type="text" value="96"/>	6	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	22	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	23	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	7- Ignore
Slow	<input type="text" value="0"/>	8	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	24	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	8- Stand Alone Inhibited
Fast	<input type="text" value="0"/>	9	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	25	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	26	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
Min.	<input type="text" value="0"/>	11	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	27	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
Max.	<input type="text" value="255"/>	12	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	28	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
		13	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	29	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
		14	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	30	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
		15	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	31	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="2"/>	Plan No.	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="button" value="Copy From"/>		0	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
Plan Specifics		1	<input type="text" value="33"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
<input type="text" value="2"/>	Influence Set	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
<input type="button" value="Copy From"/>		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
Entry Point (secs)	<input type="text" value="255"/>	4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
Exit Point (secs)	<input type="text" value="255"/>	5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
Cycle Time (secs)	<input type="text" value="88"/>	6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
Slow	<input type="text" value="0"/>	8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
Fast	<input type="text" value="0"/>	9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Min.	<input type="text" value="0"/>	11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Max.	<input type="text" value="255"/>	12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	62	1	1	16			
1	41	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	50	1	1	16			
1	33	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

CLF - Base Time

CLF - Base Time

Controller Base Date

Controller Base Time

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>

Handset Range Limits

	Minutes	Seconds
Min	<input type="text" value="0"/>	<input type="text" value="0"/>
Max	<input type="text" value="255"/>	<input type="text" value="59"/>

Works Order : 460886711
EM Number : 84038
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

CLF - Demand Dependent Moves

Clear Grid Data

Notes:

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

Phases

	A	B	C
0			
1			
2			

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Time

Clock Confirm Time (UTC RT output)

Day

Time

Works Order : 460886711
 EM Number : 84038
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	#F2	D2	DX1	TS			
Word 2								
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	SD2	DF	CC	RR	LF1	LF2
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

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

Phase	Demand	Conditioning	Priority	Order
A	DX1			
B	DX1	D2		
C				

Phases AtoP

Extensions

DX1			
DX1	D2		

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3				19			
4				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 : 460886711
EM Number : 84038
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

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

	A	B	C
0			
1			
2			

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

Set Selection

1	<input type="text"/>	2	<input type="text"/>	3	<input type="text"/>	4	<input type="text"/>	5	<input type="text"/>	6	<input type="text"/>	7	<input type="text"/>	8	<input type="text"/>
9	<input type="text"/>	10	<input type="text"/>	11	<input type="text"/>	12	<input type="text"/>	13	<input type="text"/>	14	<input type="text"/>	15	<input type="text"/>	16	<input type="text"/>
17	<input type="text"/>	18	<input type="text"/>	19	<input type="text"/>	20	<input type="text"/>	21	<input type="text"/>	22	<input type="text"/>	23	<input type="text"/>	24	<input type="text"/>
25	<input type="text"/>	26	<input type="text"/>	27	<input type="text"/>	28	<input type="text"/>	29	<input type="text"/>	30	<input type="text"/>	31	<input type="text"/>	32	<input type="text"/>
33	<input type="text"/>	34	<input type="text"/>	35	<input type="text"/>	36	<input type="text"/>	37	<input type="text"/>	38	<input type="text"/>	39	<input type="text"/>	40	<input type="text"/>
41	<input type="text"/>	42	<input type="text"/>	43	<input type="text"/>	44	<input type="text"/>	45	<input type="text"/>	46	<input type="text"/>	47	<input type="text"/>	48	<input type="text"/>
49	<input type="text"/>	50	<input type="text"/>	51	<input type="text"/>	52	<input type="text"/>	53	<input type="text"/>	54	<input type="text"/>	55	<input type="text"/>	56	<input type="text"/>
57	<input type="text"/>	58	N15221C4	59	N15221C3	60	N15221C2	61	N15221C1	62	N15211B1	63	Q15212	64	Q15211

Note - only 32 detectors available on MOVA 4.0

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	No Action		19	No Action	
4	No Action		20	No Action	
5	No Action		21	No Action	
6	No Action		22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order : 460886711

EM Number : 84038

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

MTC - Time Switch Parameters Array

	Parameters																																						
	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																																							
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MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	07:00:00	MAXSETA	2	0
1	9	10:00:00	MAXSETB	2	1
2	9	16:00:00	MAXSETC	2	2
3	9	19:00:00	MAXSETD	2	3
4	0	07:30:00	MAXSETB	2	1
5	0	18:30:00	MAXSETD	2	3
6	1	08:30:00	MAXSETB	2	1
7	1	18:30:00	MAXSETD	2	3
8	9	04:00:00	CLF PLAN 4	1	4
9	9	07:00:00	CLF PLAN 1	1	1
10	9	10:00:00	CLF PLAN 2	1	2
11	9	16:00:00	CLF PLAN 3	1	3
12	9	19:00:00	CLF PLAN 4	1	4
13	0	04:00:00	CLF PLAN 4	1	4
14	0	07:30:00	CLF PLAN 2	1	2
15	0	18:30:00	CLF PLAN 4	1	4

Function Codes:

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

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	04:00:00	CLF PLAN 4	1	4
17	1	07:30:00	CLF PLAN 2	1	2
18	1	18:30:00	CLF PLAN 4	1	4
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

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

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

48

Red Lamp Monitoring

Max Red Bulb Wattage

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

First Red Lamp Fault Speed

RLM Additional Intergreen Handset Limits

Minimum

Maximum

Streams with Phase BlackOut on RLF2

0

Works Order : 460886711
EM Number : 84038
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted
1

HPU Connection
1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	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		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		

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

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

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

External Sensors (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.

LMU Sensor Load Types

LMU Sensor Load Types

Page

1 of 1

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	Auto		1: Siemens Helios ELV	
2	B	As Seq.	Auto		1: Siemens Helios ELV	
93	N/A	Regulatory Sign	Auto		7: AGD PED Demand Indicator	
94	N/A	Regulatory Sign	Auto		7: AGD PED Demand Indicator	
95	N/A	Regulatory Sign	Auto		7: AGD PED Demand Indicator	
96	N/A	Regulatory Sign	Auto		7: AGD PED Demand Indicator	

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RLM Additional Intergreens

Phases Delayed

Phases with RLF1

	A	B	C
A	■		
B		■	
C			■

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RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C
A			
B			
C			

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream							
		0	1	2	3	4	5	6	7
0	<input type="text" value="All Red Stage 0"/>	<input type="text" value="0"/>							
1	<input type="text" value="Circulatory Carriageway"/>	<input type="text" value="1"/>							
2	<input type="text" value="A292 Hythe Road"/>	<input type="text" value="2"/>							
3	<input type="text"/>	<input type="text"/>							
4	<input type="text"/>	<input type="text"/>							
5	<input type="text"/>	<input type="text"/>							
6	<input type="text"/>	<input type="text"/>							
7	<input type="text"/>	<input type="text"/>							

General LEDs

	AUX1	AUX2	AUX3	AUX4 (Hurry Call)	AUX5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

Immediate Signals On
 As Start-Up

Mode Select Switches Disabled

VA Fixed Time CLF

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment					Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
<input type="radio"/>					A		<input type="checkbox"/>	Q		<input type="checkbox"/>
<input checked="" type="radio"/> Internal SDE/SA	0	BSDE1	1	B	B	2	<input type="checkbox"/>	R		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Equipment Type</div> <input checked="" type="radio"/> SDE <input type="radio"/> SA					C		<input type="checkbox"/>	S		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;">Loop Spacing</div> <input type="radio"/> 3.05m <input checked="" type="radio"/> 3.66m <small>Note: 3.05m is Non-Standard</small>					D		<input type="checkbox"/>	T		<input type="checkbox"/>
Number of Assessors <div style="border: 1px solid black; text-align: center; width: 30px; margin: 2px;">1</div>					E		<input type="checkbox"/>	U		<input type="checkbox"/>
<small>* Assessor Types:</small> 1 = Double SDE 2 = TripleSDE Inner 3 = TripleSDE Outer 4 = Speed Assessment					F		<input type="checkbox"/>	V		<input type="checkbox"/>
	1				G		<input type="checkbox"/>	W		<input type="checkbox"/>
	2				H		<input type="checkbox"/>	X		<input type="checkbox"/>
	3				I		<input type="checkbox"/>	Y		<input type="checkbox"/>
	4				J		<input type="checkbox"/>	Z		<input type="checkbox"/>
	5				K		<input type="checkbox"/>	A2		<input type="checkbox"/>
	6				L		<input type="checkbox"/>	B2		<input type="checkbox"/>
	7				M		<input type="checkbox"/>	C2		<input type="checkbox"/>
	8				N		<input type="checkbox"/>	D2		<input type="checkbox"/>
	9				O		<input type="checkbox"/>	E2		<input type="checkbox"/>
	10				P		<input type="checkbox"/>	F2		<input type="checkbox"/>
	11									
	12									
	13									
	14									
	15									

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SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

Terminating Phases	A	B	C
A	Black	Red	Red
B	Red	Black	Red
C	Red	Red	Black

Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

Works Order : 460886711
EM Number : 84038
Engineer : Kevin L Roberts
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Special Conditioning

```
; AUX LED'S
; ~~~~~
MAUXSW1=MIL22                ; AUX 1 LED LIT WHEN AUX1 SWITCH ACTIVE ( dimming override )
                               ; AUX 2 LED NOT USED.
(MODE0 EQL<3>)=MIL05         ; AUX 3 LED LIT WHEN CLF MODE ACTIVE.
                               ; AUX 4 ( HURRY CALL ) LED NOT USED.
(MODE0 EQL<6>)=MIL17         ; AUX 5 ( HIGHER PRIORITY ) LED LIT WHEN UTC MODE ACTIVE.

; UTC REPLIES
; ~~~~~
NOT (LMPANY0+FFH55)=LF1      ; ANY LAMP FAIL REPLIES UTC LF1 BIT
NOT (LMP2REDO)=LF2          ; 2nd RED LAMP FAULT REPLIES UTC LF2 BIT

; ST950 SPECIAL FACILITIES
; ~~~~~
MAXSETA=ESPTX1              ; MAXSET INFORMATION ALSO SENT ALONG SERIAL LINK
(LMPANY0+FFH55)=ESPTX2      ; ANY LAMP FAIL INFO ALSO SENT ALONG SERIAL LINK
LMP2REDO=ESPTX3             ; SECOND RED LAMP FAIL INFO ALSO SENT ALONG SERIAL LINK
FLFCOM=ESPTX4               ; CONTROLLER FAULT LOG ENTRY ALSO SENT ALONG SERIAL LINK
TRUE=ESPTX5                 ; FLAG TO DETECT SERIAL LINK DISCONNECTION

; DOOR SWITCH OMU SERIAL LINK
; ~~~~~
NOT (DOORSW)=ESPTX0         ; DOOR OPEN SEND SIGNAL TO OMU VIA SERIAL LINK

; DOOR CLOSED DISABLES MANUAL PANEL
; ~~~~~
DOORSW:=MNCONT              ; DOOR CLOSED DISABLES MANUAL MODE CONTROL
*=MSCONT
```

Works Order : 460886711
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Special Conditioning

; ADDITIONAL DETECTOR DEMANDS / EXTENSIONS

; ~~~~~

BX2+BY2+BZ2:=+LCPHB

BX2_EXT+BY2_EXT+BZ2_EXT:=+EXOB

*:=+EXCB

; BX2, BY2 OR BZ2 INSERTS A LATCHED DEMANDS FOR PHASE B

; BX2, BY2 OR BZ2 EXTENDS PHASE B

Works Order : 460886711
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Special Conditioning

```
; IN STAGE 1 ONLY TO EXTEND PHASE A  
; =====  
(MODE0 EQL<2>.STAGE1) :+=EXOA  
                        *+=EXCA
```

```
; IN V.A AND STAGE 1 TO EXTEND PHASE A
```

Works Order : 460886711
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Special Instructions

84038

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 24/16	1 I/O1	02	2	I	016 - 023	1 I/O1
Serial IO 24/16	1 I/O1	02	3	I	024 - 031	1 I/O1
Serial IO 24/16	1 I/O1	02	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	02	5	O	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	02	6	O	048 - 055	1 I/O1
CPU	A					

Works Order : 460886711
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 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

Special Instructions

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

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

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 EM Number : 84038
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J22

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" UTM 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					

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Special Instructions

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	UD	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No			
																Pri	HC	CC	IG	UD	LRT			
<input type="radio"/>	0	0	I	BX1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1
<input type="radio"/>	1	1	I	BY1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2
<input type="radio"/>	2	2	I	BZ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3
<input type="radio"/>	3	3	I	Q15211	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4
<input type="radio"/>	4	4	I	BX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1
<input type="radio"/>	5	5	I	BY2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2
<input type="radio"/>	6	6	I	BZ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3
<input type="radio"/>	7	7	I	Q15212	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal No	
													Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	8	0	I	BSDE1a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1
<input type="radio"/>	9	1	I	BSDE1b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2
<input type="radio"/>	10	2	I	SPARE3-3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3
<input type="radio"/>	11	3	I	N1521B1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4
<input type="radio"/>	12	4	I	N15221C1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1
<input type="radio"/>	13	5	I	N15221C2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2
<input type="radio"/>	14	6	I	N15221C3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3
<input type="radio"/>	15	7	I	N15221C4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By							Term Block	Line No		
														Phs	UTC	SDE	Pri	HC	CC	IG			UD	LRT
<input type="radio"/>	48	0	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-8
<input type="radio"/>	49	1	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-9
<input type="radio"/>	50	2	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-10
<input type="radio"/>	51	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-11
<input type="radio"/>	52	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-12
<input type="radio"/>	53	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-13
<input type="radio"/>	54	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-14
<input type="radio"/>	55	7	O	SPARE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	N		00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-15

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

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	N/A	N/A	N/A	10	N/A	N/A	N/A
25	N/A	N/A	N/A	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SET B	SET C	SET D
Group 0	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>
	InActive (Hrs)	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>
Group 2	Active (Mins)	<input type="text" value="75"/>	<input type="text" value="75"/>	<input type="text" value="75"/>	<input type="text" value="75"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 5	Active (Mins)	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

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

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

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Works Order : 460886711
EM Number : 84039
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

Administration

General Specifications

Customer Name	Balfour Beatty Mott MacDonald HA	Customer Order No.	855316671
Intersection/ General Description	M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23	Controller/ Serial Number	7066762
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	84039 Issue 2
Area Specifications/ Customer Drawings	REN / 13 - 76951 / 1200 - 23	Equipment Installation by	Siemens Mobility Traffic
Specification Section	Rev C	Slot Cutting by	Siemens Mobility Traffic
Contract/Tender Ref.		Civil Works by	Carnell Group
Quotation No.		Customer's Engineer	A.Smith
Works Order No.	460886711	Telephone Number	020-34332174

Signal Company Use Only

Signal Engineer	Kevin L Roberts	(IF PROM Label as >) PROM Number	16260	PROM Variant	0
			Configuration Check Value	EA 5A 72 86	

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK
Cabinet/Rack Variant Cuckoo Options Gemini Unit Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz	Dimming	<input type="text" value="27.5 V"/>	Answer Issue	<input type="text" value="0"/>
Peak Lamp Current	<input type="text" value="2"/> Amps	Low Inrush Transformer	<input checked="" type="checkbox"/>	Edit Issue	<input type="text" value="4"/>	
Average Lamp Power	<input type="text" value="370"/> Watts	Date Created	<input type="text" value="09/12/2014"/>			
Total Average Power	<input type="text" value="460"/> Watts					

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

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="3"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="3"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="2"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="1"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

Serial/Internal UTMC OTU
 Free-standing OTU
 Serial MOVA

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

Non-UK
 Fail to Part Time

 Download To Level 3

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

Default PROM data file

Correspondence Monitoring to inc.

Reds
 Ambers
 Switched Signs

Flash Rate (ms)

Off
 On

Phases in Stages

Phases

	A	B	C
0			■
1	■		
2		■	

In Stages

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	<input type="text" value="1"/>							
Startup Stage	<input type="text" value="1"/>							
Switch Off Stage	<input type="text" value="1"/>							
Standalone Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2
In Stream	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Works Order : 460886711
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 Engineer : Kevin L Roberts
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Phase Type and Conditions

Phase Type and Conditions										
			<input checked="" type="radio"/> Phases A to P	<input type="radio"/>	Improved GA Appearance				<input type="checkbox"/> Manual Output Allocation	<input checked="" type="checkbox"/>
Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs			HW Fail Flash	Critical Phase
						"R"	"A"	"G"		
A	Circulatory Carriageway	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
B	M20 Eastbound Offslip	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
C	Dummy All Red Stage 0	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
 2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W., 2 = Term's when Assoc phase loses R.O.W.
 3) The HW Fail Flash fields are for information only on all but ST900 ELV and ST960 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0

Initialise

Amber Conflict Monitoring

To Phase

	A	B	C
A		Co	o
B	Co		o
C	o	o	

From Phase

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 Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phases A to P

Phase	Min Green	Min Ped Cr	Extensions	Maximums								Pre-timed
				A	B	C	D	E	F	G	H	
A	7	0	0.0	40	60	60	60	0	0	0	0	<input type="checkbox"/>
B	7	0	0.0	20	20	20	20	0	0	0	0	<input type="checkbox"/>
C	3	0	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

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

Works Order : 460886711
 EM Number : 84039
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

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

	To Phase		
	A	B	C
From Phase		6	3
A			
B	7		3
C	2	2	

Works Order : 460886711
EM Number : 84039
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

Intergreen Handset Limits

HIGH

To Phase

From Phase	A	B	C
A		6	3
B	6		3
C	2	2	

Phase Timing Handset Ranges

Phase Timing Handset Ranges			
Initialise Min Green Limits			
Phase	Min. Green		Phase
	Min.	Max.	
A	<input type="text" value="7"/>	<input type="text" value="30"/>	Q
B	<input type="text" value="7"/>	<input type="text" value="30"/>	R
C	<input type="text" value="0"/>	<input type="text" value="30"/>	S
D			T
E			U
F			V
G			W
H			X
I			Y
J			Z
K			A2
L			B2
M			C2
N			D2
O			E2
P			F2

<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Max. Green</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="255"/></td> </tr> </table>	Max. Green		Min. <input type="text" value="0"/>	Max. <input type="text" value="255"/>	
Max. Green					
Min. <input type="text" value="0"/>	Max. <input type="text" value="255"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Vehicle Extension</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0.0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="10.0"/></td> </tr> </table>	Vehicle Extension		Min. <input type="text" value="0.0"/>	Max. <input type="text" value="10.0"/>	
Vehicle Extension					
Min. <input type="text" value="0.0"/>	Max. <input type="text" value="10.0"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Phase Delay</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="10"/></td> </tr> </table>	Phase Delay		Min. <input type="text" value="0"/>	Max. <input type="text" value="10"/>	
Phase Delay					
Min. <input type="text" value="0"/>	Max. <input type="text" value="10"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Starting I/G</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="8"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="15"/></td> </tr> </table>	Starting I/G		Min. <input type="text" value="8"/>	Max. <input type="text" value="15"/>	
Starting I/G					
Min. <input type="text" value="8"/>	Max. <input type="text" value="15"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Min Pedestrian Clearance (PBT)</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="12"/></td> </tr> </table>	Min Pedestrian Clearance (PBT)		Min. <input type="text" value="0"/>	Max. <input type="text" value="12"/>	
Min Pedestrian Clearance (PBT)					
Min. <input type="text" value="0"/>	Max. <input type="text" value="12"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Traffic Phase Leaving</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="3.0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="3.0"/></td> </tr> </table>	Traffic Phase Leaving		Min. <input type="text" value="3.0"/>	Max. <input type="text" value="3.0"/>	
Traffic Phase Leaving					
Min. <input type="text" value="3.0"/>	Max. <input type="text" value="3.0"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Traffic Phase Red/Amber</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="2"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="2"/></td> </tr> </table>	Traffic Phase Red/Amber		Min. <input type="text" value="2"/>	Max. <input type="text" value="2"/>	
Traffic Phase Red/Amber					
Min. <input type="text" value="2"/>	Max. <input type="text" value="2"/>				

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

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

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A				
B	BX1	BY1	BZ1	
C				

Phases A to P

Extensions

BX1	BY1	BZ1	

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Revertive Phase Demands

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

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets	Modes	Restrictions Apply To:	No Restrictions	Modes	Restrictions Apply To:	No Restrictions
<input checked="" type="radio"/> 1	Urban Traffic Control	<input checked="" type="radio"/>	<input type="radio"/>	Manual	<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/> 2	Cableless Linking	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
<input type="radio"/> 3	Vehicle Actuated	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
<input type="radio"/> 4		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
	Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>

To Stage

From Stage	0	1	2
0			
1	X		
2	X		

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>					
Time	<input type="text" value="0"/>	<input type="text" value="40"/>	<input type="text" value="20"/>					
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Note:

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

Phases Demanded and Extended under Fixed Time to Current Max.

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

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	58	1	1	16			
1	25	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	43	1	1	16			
1	14	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	46	1	1	16			
1	15	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="4"/> Plan No.	<input type="text" value="Copy From"/>	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
Plan Specifics		0	<input type="text" value="43"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
<input type="text" value="4"/> Influence Set		1	<input type="text" value="14"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
<input type="text" value="Copy From"/>		2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
Entry Point (secs) <input type="text" value="255"/>		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
Exit Point (secs) <input type="text" value="255"/>		4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
Cycle Time (secs) <input type="text" value="88"/>		5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
Smooth CLF		6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
Slow <input type="text" value="0"/>		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
Fast <input type="text" value="0"/>		8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
Group Offset Handset Range		9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
Min. <input type="text" value="0"/>		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Max. <input type="text" value="255"/>		11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Base Time

CLF - Base Time					
Controller Base Date		<input type="text" value="XX/XX/XX"/>			
Controller Base Time		<input type="text" value="00:00:00"/>			
Plan Offset					
	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>
Handset Range Limits					
	Minutes	Seconds			
Min	<input type="text" value="0"/>	<input type="text" value="0"/>			
Max	<input type="text" value="255"/>	<input type="text" value="59"/>			

Works Order : 460886711
EM Number : 84039
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

CLF - Demand Dependent Moves

Clear Grid Data

Notes:

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

Phases

	A	B	C
0			
1			
2			

UTC General Data

UTC General Data

Type of UTC

106 316

Integral OTU Address

 Number of Control Words

 Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

 Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
<input type="text" value="Time Only"/>	<input type="text" value="12:00:00"/>

Clock Confirm Time (UTC RT output)

Day	Time
<input type="text" value="Time Only"/>	<input type="text" value="12:00:00"/>

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 EM Number : 84039
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

UTC Control and Reply Data Format

UTC Control and Reply Data Format

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	#F2	D2	DX1	TS			
Word 2								
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	SD2	DF	CC	RR	LF1	LF2
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

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

Phase	Demand	Conditioning	Priority	Extend
A	DX1			
B	DX1	D2		
C				

Phases AtoP

Extensions

DX1			
DX1	D2		

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3				19			
4				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.

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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

	A	B	C
0			
1			
2			

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UTC and MOVA Detectors

UTC and MOVA Detectors

<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 5px; width: 20%;"> <p>Detector Mapping</p> <p style="text-align: center;"><input type="checkbox"/></p> </div> <div style="border: 1px solid black; padding: 5px; width: 80%;"> <p>Set Selection</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> </div> </div> </div>															
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	N15221D2	60	N15221D1	61	Q15224	62	Q15223	63	Q15222	64	Q15221

Note - only 32 detectors available on MOVA 4.0

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																																				
	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																																					
Unused																																					
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MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	07:00:00	MAXSETA	2	0
1	9	10:00:00	MAXSETB	2	1
2	9	16:00:00	MAXSETC	2	2
3	9	19:00:00	MAXSETD	2	3
4	0	07:30:00	MAXSETB	2	1
5	0	18:30:00	MAXSETD	2	3
6	1	08:30:00	MAXSETB	2	1
7	1	18:30:00	MAXSETD	2	3
8	9	04:00:00	CLF PLAN 4	1	4
9	9	07:00:00	CLF PLAN 1	1	1
10	9	10:00:00	CLF PLAN 2	1	2
11	9	16:00:00	CLF PLAN 3	1	3
12	9	19:00:00	CLF PLAN 4	1	4
13	0	04:00:00	CLF PLAN 4	1	4
14	0	07:30:00	CLF PLAN 2	1	2
15	0	18:30:00	CLF PLAN 4	1	4

Function Codes:

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

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	04:00:00	CLF PLAN 4	1	4
17	1	07:30:00	CLF PLAN 2	1	2
18	1	18:30:00	CLF PLAN 4	1	4
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

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

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

<input type="radio"/>	<input checked="" type="radio"/> 48
<input type="radio"/>	<input type="radio"/>

Red Lamp Monitoring

Max Red Bulb Wattage

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

First Red Lamp Fault Speed

RLM Additional Intergreen Handset Limits

Minimum

Maximum

Streams with Phase BlackOut on RLF2

<input type="checkbox"/> 0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
----------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted	HPU Connection
1	1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	N/A	N/A		
A	Red	1	As Seq.	N/A	N/A		
A	Amber	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		
A	Green	1	As Seq.	N/A	N/A		
B	Red	2	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	Amber	2	As Seq.	N/A	N/A		
B	Green	2	As Seq.	N/A	N/A		
B	Green	2	As Seq.	N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		

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

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

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

External Sensors (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.

LMU Sensor Load Types

LMU Sensor Load Types

Page
 of 1

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	<input type="text" value="Auto"/>		<input type="text" value="1: Siemens Helios ELV"/>	
2	B	As Seq.	<input type="text" value="Auto"/>		<input type="text" value="1: Siemens Helios ELV"/>	
93	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	
94	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	
95	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	
96	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	

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RLM Additional Intergreens

Phases Delayed

	A	B	C
A	■		
B		■	
C			■

Phases with RLF1

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RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C
A			
B			
C			

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	0							
1	Circulatory	1							
2	M20 Eastbound Offslip	2							
3									
4									
5									
6									
7									

General LEDs

	AUX1	AUX2	AUX3	AUX4 (Hurry Call)	AUX5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

General Buttons

	None	SW1	SW2	SW3
Momentary		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment					Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
<input type="radio"/>	Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase						
<input checked="" type="radio"/> Internal SDE/SA	0	<input type="text" value="BSA1"/>	<input type="text" value="4"/>	<input type="text" value="B"/>	A		<input type="checkbox"/>	Q		<input type="checkbox"/>
	1	<input type="text" value="BSA2"/>	<input type="text" value="4"/>	<input type="text" value="B"/>	B	<input type="text" value="2"/>	<input type="checkbox"/>	R		<input type="checkbox"/>
Equipment Type					C		<input type="checkbox"/>	S		<input type="checkbox"/>
<input type="radio"/> SDE	2				D		<input type="checkbox"/>	T		<input type="checkbox"/>
<input checked="" type="radio"/> SA	3				E		<input type="checkbox"/>	U		<input type="checkbox"/>
Loop Spacing					F		<input type="checkbox"/>	V		<input type="checkbox"/>
<input type="radio"/> 3.05m	4				G		<input type="checkbox"/>	W		<input type="checkbox"/>
<input checked="" type="radio"/> 3.66m	5				H		<input type="checkbox"/>	X		<input type="checkbox"/>
Note: 3.05m is Non-Standard					I		<input type="checkbox"/>	Y		<input type="checkbox"/>
Number of Assessors					J		<input type="checkbox"/>	Z		<input type="checkbox"/>
<input type="text" value="2"/>	6				K		<input type="checkbox"/>	A2		<input type="checkbox"/>
	7				L		<input type="checkbox"/>	B2		<input type="checkbox"/>
	8				M		<input type="checkbox"/>	C2		<input type="checkbox"/>
	9				N		<input type="checkbox"/>	D2		<input type="checkbox"/>
	10				O		<input type="checkbox"/>	E2		<input type="checkbox"/>
	11				P		<input type="checkbox"/>	F2		<input type="checkbox"/>
	12									
	13									
	14									
	15									

* Assessor Types:
 1 = Double SDE
 2 = TripleSDE Inner
 3 = TripleSDE Outer
 4 = Speed Assessment

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SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

Terminating Phases	A	B	C
A	Black	Red	Red
B	Red	Black	Red
C	Red	Red	Black

Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

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Special Conditioning

```
; AUX LED'S
; ~~~~~
MAUXSW1=MIL22                ; AUX 1 LED LIT WHEN AUX1 SWITCH ACTIVE ( dimming override )
                               ; AUX 2 LED NOT USED.
(MODE0 EQL<3>)=MIL05         ; AUX 3 LED LIT WHEN CLF MODE ACTIVE.
                               ; AUX 4 ( HURRY CALL ) LED NOT USED.
(MODE0 EQL<6>)=MIL17         ; AUX 5 ( HIGHER PRIORITY ) LED LIT WHEN UTC MODE ACTIVE.

; UTC REPLIES
; ~~~~~
NOT (LMPANY0+FFH55)=LF1      ; ANY LAMP FAIL REPLIES UTC LF1 BIT
NOT (LMP2REDO)=LF2          ; 2nd RED LAMP FAULT REPLIES UTC LF2 BIT

; ST950 SPECIAL FACILITIES
; ~~~~~
MAXSETA=ESPTX1              ; MAXSET INFORMATION ALSO SENT ALONG SERIAL LINK
(LMPANY0+FFH55)=ESPTX2      ; ANY LAMP FAIL INFO ALSO SENT ALONG SERIAL LINK
LMP2REDO=ESPTX3             ; SECOND RED LAMP FAIL INFO ALSO SENT ALONG SERIAL LINK
FLFCOM=ESPTX4               ; CONTROLLER FAULT LOG ENTRY ALSO SENT ALONG SERIAL LINK
TRUE=ESPTX5                 ; FLAG TO DETECT SERIAL LINK DISCONNECTION

; DOOR SWITCH OMU SERIAL LINK
; ~~~~~
NOT (DOORSW)=ESPTX0         ; DOOR OPEN SEND SIGNAL TO OMU VIA SERIAL LINK

; DOOR CLOSED DISABLES MANUAL PANEL
; ~~~~~
DOORSW:=MNCONT              ; DOOR CLOSED DISABLES MANUAL MODE CONTROL
*=MSCONT
```

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Special Conditioning

```
; ADDITIONAL DETECTOR DEMANDS / EXTENSIONS  
; ~~~~~  
BX2+BY2+BZ2+BX3+BY3+BZ3=+LCPHB ; BX2,BY2,BZ2,BX3,BY3 OR BZ3 INSERTS A LATCHED DEMAND PHASE B  
BX2_EXT+BX3_EXT+BY2_EXT+BY3_EXT $ ; BX2,BY2,BZ2, BX3,BY3 OR BZ3 EXTENDS PHASE B  
+BZ2_EXT+BZ3_EXT:=+EXOB  
*+=EXCB
```

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Special Conditioning

```
; IN STAGE 1 ONLY TO EXTEND PHASE A  
; =====  
(MODE0 EQL<2>.STAGE1) :+=EXOA  
                        *+=EXCA
```

```
; IN V.A AND STAGE 1 TO EXTEND PHASE A
```

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Special Instructions

84039	Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
	Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
	Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
	Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
	Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
	Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
	Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
	Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
	Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
	Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
	CPU	A					

Works Order : 460886711
 EM Number : 84039
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

Special Instructions

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

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY			
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY	1		
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

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

Works Order : 460886711
 EM Number : 84039
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

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 : 460886711
EM Number : 84039
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / M20 CB Offslip, Willesborough Interchange - Kent Site 20J23

Special Instructions

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	UD	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No			
																Pri	HC	CC	IG	UD	LRT			
<input type="radio"/>	0	0	I	BX1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1
<input type="radio"/>	1	1	I	BY1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2
<input type="radio"/>	2	2	I	BZ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3
<input type="radio"/>	3	3	I	SPARE1-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4
<input type="radio"/>	4	4	I	BX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1
<input type="radio"/>	5	5	I	BY2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2
<input type="radio"/>	6	6	I	BZ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3
<input type="radio"/>	7	7	I	SPARE2-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
													Pri	HC	CC	IG	UD	LRT					
<input type="radio"/>	8	0	I	BX3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1	
<input type="radio"/>	9	1	I	BY3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2	
<input type="radio"/>	10	2	I	BZ3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3	
<input type="radio"/>	11	3	I	SPARE3-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4	
<input type="radio"/>	12	4	I	BSA1a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1	
<input type="radio"/>	13	5	I	BSA1b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2	
<input type="radio"/>	14	6	I	BSA2a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3	
<input type="radio"/>	15	7	I	BSA2b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4	

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 2

Enable Signal Required Check boxes
 Manual Allocation

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	UD	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No			
																Pri	HC	CC	IG	UD	LRT			
<input type="radio"/>	16	0	I	Q15221	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A1
<input type="radio"/>	17	1	I	Q15222	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A2
<input type="radio"/>	18	2	I	Q15223	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A3
<input type="radio"/>	19	3	I	Q15224	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	I	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A4
<input type="radio"/>	20	4	I	N15221D1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B1
<input type="radio"/>	21	5	I	N15221D2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B2
<input type="radio"/>	22	6	I	SPARE6-3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B3
<input type="radio"/>	23	7	I	SPARE6-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B4

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Line No	
														Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	64	0	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-8
<input type="radio"/>	65	1	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-9
<input type="radio"/>	66	2	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-10
<input type="radio"/>	67	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-11
<input type="radio"/>	68	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-12
<input type="radio"/>	69	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-13
<input type="radio"/>	70	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-14
<input type="radio"/>	71	7	O	SPARE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	N	<input style="width: 30px;" type="text"/>	<input style="width: 30px;" type="text"/>	00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-15

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

Card Reversed

HPU Connection

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

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

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SET B	SET C	SET D
Group 0	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>
	InActive (Hrs)	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>
Group 2	Active (Mins)	<input type="text" value="75"/>	<input type="text" value="75"/>	<input type="text" value="75"/>	<input type="text" value="75"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 5	Active (Mins)	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

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

Handset Limiting Values

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

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Works Order : 460886711
EM Number : 84040
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

Administration

General Specifications

Customer Name	Balfour Beatty Mott MacDonald HA	Customer Order No.	855316671
Intersection/ General Description	M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24	Controller/ Serial Number	7066806
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	84040 Issue 2
Area Specifications/ Customer Drawings	REN / 13 - 7695 / 1200 - 24	Equipment Installation by	Siemens Mobility Traffic
Specification Section	Rev C	Slot Cutting by	Siemens Mobility Traffic
Contract/Tender Ref.		Civil Works by	Carnell Group
Quotation No.		Customer's Engineer	A.Smith
Works Order No.	460886711	Telephone Number	020-34332174

Signal Company Use Only

Signal Engineer	Kevin L Roberts	(IF PROM Label as >) PROM Number	16260	PROM Variant	0
			Configuration Check Value	EA 5A 72 86	

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK
Cabinet/Rack Variant Cuckoo Options Gemini Unit Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz	Dimming	<input type="text" value="27.5 V"/>	Answer Issue	<input type="text" value="0"/>
Peak Lamp Current	<input type="text" value="2"/> Amps	Low Inrush Transformer	<input checked="" type="checkbox"/>	Edit Issue	<input type="text" value="5"/>	
Average Lamp Power	<input type="text" value="370"/> Watts	Date Created	<input type="text" value="09/12/2014"/>			
Total Average Power	<input type="text" value="460"/> Watts					

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

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="3"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="2"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="1"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="3"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

Serial/Internal UTMC OTU
 Free-standing OTU
 Serial MOVA

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

Non-UK
 Fail to Part Time

 Download To Level 3

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

Default PROM data file

Correspondence Monitoring to inc.

Reds Ambers
 Switched Signs

Flash Rate (ms)

 Off On

Phases in Stages

Phases

	A	B	C
0			■
1	■		
2		■	

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	<input type="text" value="1"/>							
Startup Stage	<input type="text" value="1"/>							
Switch Off Stage	<input type="text" value="1"/>							
Standalone Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2
0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

In Stream

Works Order : 460886711

EM Number : 84040

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

Phase Type and Conditions

Phase Type and Conditions

Phases A to P
 Improved GA Appearance
 Manual Output Allocation

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs			HW Fail Flash	Critical Phase
						"R"	"A"	"G"		
A	Circulatory Carriageway	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
B	A2070 Kennington Road	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
C	Dummy All Red Stage 0	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
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										<input type="checkbox"/>
										<input type="checkbox"/>

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time

2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W., 2 = Term's when Assoc phase loses R.O.W.

3) The HW Fail Flash fields are for information only on all but ST900 ELV and ST960 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0

Initialise

Amber Conflict Monitoring

To Phase

	A	B	C
A		Co	o
B	Co		o
C	o	o	

From Phase

Works Order : 460886711

EM Number : 84040

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

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								Pre-timed
				A	B	C	D	E	F	G	H	
A	7	0	0.0	65	65	65	65	0	0	0	0	<input type="checkbox"/>
B	7	0	0.0	15	15	15	15	0	0	0	0	<input type="checkbox"/>
C	3	0	0.0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
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												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

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

Works Order : 460886711

EM Number : 84040

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

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

		To Phase		
		A	B	C
From Phase	A		6	3
	B	7		3
	C	2	2	

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Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

Intergreen Handset Limits

HIGH

To Phase

From Phase	A	B	C
A		5	3
B	6		3
C	2	2	

Phase Timing Handset Ranges

Phase Timing Handset Ranges			
Initialise Min Green Limits			
Phase	Min. Green		Phase
	Min.	Max.	
A	7	30	Q
B	7	30	R
C	0	30	S
D			T
E			U
F			V
G			W
H			X
I			Y
J			Z
K			A2
L			B2
M			C2
N			D2
O			E2
P			F2

<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Max. Green</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="255"/></td> </tr> </table>	Max. Green		Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="255"/>	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Vehicle Extension</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="0.0"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="10.0"/></td> </tr> </table>	Vehicle Extension		Min. <input style="width: 50px;" type="text" value="0.0"/>	Max. <input style="width: 50px;" type="text" value="10.0"/>
Max. Green									
Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="255"/>								
Vehicle Extension									
Min. <input style="width: 50px;" type="text" value="0.0"/>	Max. <input style="width: 50px;" type="text" value="10.0"/>								
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Phase Delay</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="10"/></td> </tr> </table>	Phase Delay		Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="10"/>	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Starting I/G</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="8"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="15"/></td> </tr> </table>	Starting I/G		Min. <input style="width: 50px;" type="text" value="8"/>	Max. <input style="width: 50px;" type="text" value="15"/>
Phase Delay									
Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="10"/>								
Starting I/G									
Min. <input style="width: 50px;" type="text" value="8"/>	Max. <input style="width: 50px;" type="text" value="15"/>								
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Min Pedestrian Clearance (PBT)</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="12"/></td> </tr> </table>	Min Pedestrian Clearance (PBT)		Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="12"/>	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Traffic Phase Leaving</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="3.0"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="3.0"/></td> </tr> </table>	Traffic Phase Leaving		Min. <input style="width: 50px;" type="text" value="3.0"/>	Max. <input style="width: 50px;" type="text" value="3.0"/>
Min Pedestrian Clearance (PBT)									
Min. <input style="width: 50px;" type="text" value="0"/>	Max. <input style="width: 50px;" type="text" value="12"/>								
Traffic Phase Leaving									
Min. <input style="width: 50px;" type="text" value="3.0"/>	Max. <input style="width: 50px;" type="text" value="3.0"/>								
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Traffic Phase Red/Amber</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input style="width: 50px;" type="text" value="2"/></td> <td style="width: 50%; padding: 5px;">Max. <input style="width: 50px;" type="text" value="2"/></td> </tr> </table>	Traffic Phase Red/Amber		Min. <input style="width: 50px;" type="text" value="2"/>	Max. <input style="width: 50px;" type="text" value="2"/>					
Traffic Phase Red/Amber									
Min. <input style="width: 50px;" type="text" value="2"/>	Max. <input style="width: 50px;" type="text" value="2"/>								

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases AtoP

Phase	Demands				Extensions			
A								
B	BX1	BY1	BZ1		BX1	BY1	BZ1	
C								

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

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Revertive Phase Demands

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

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

<p>Sets</p> <p><input checked="" type="radio"/> 1</p> <p><input type="radio"/> 2</p> <p><input type="radio"/> 3</p> <p><input type="radio"/> 4</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Modes</th> <th style="text-align: center;">Restrictions Apply To:</th> <th style="text-align: center;">No Restrictions</th> </tr> </thead> <tbody> <tr> <td>Urban Traffic Control</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td>Cableless Linking</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td>Vehicle Actuated</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td>Fixed Time</td> <td style="text-align: center;"><input checked="" type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> </tbody> </table>	Modes	Restrictions Apply To:	No Restrictions	Urban Traffic Control	<input checked="" type="radio"/>	<input type="radio"/>	Cableless Linking	<input checked="" type="radio"/>	<input type="radio"/>	Vehicle Actuated	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Modes</th> <th style="text-align: center;">Restrictions Apply To:</th> <th style="text-align: center;">No Restrictions</th> </tr> </thead> <tbody> <tr> <td>Manual</td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input checked="" type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> <tr> <td></td> <td style="text-align: center;"><input type="radio"/></td> <td style="text-align: center;"><input type="radio"/></td> </tr> </tbody> </table>	Modes	Restrictions Apply To:	No Restrictions	Manual	<input type="radio"/>	<input checked="" type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
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To Stage

	0	1	2
From Stage			
0			
1	X		
2	X		

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>					
Time	<input type="text" value="0"/>	<input type="text" value="40"/>	<input type="text" value="20"/>					
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Note:

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

Phases Demanded and Extended under Fixed Time to Current Max.

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

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	28	1	1	16			
1	5	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="2"/> Plan No.	<input type="text" value=""/>	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="text" value="Copy From"/>		0	<input type="text" value="12"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	0- Go To VA
Plan Specifics		1	<input type="text" value="80"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	1- Immediate Move
<input type="text" value="2"/> Influence Set		2	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	18	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	2- Demand Dependent Move
<input type="text" value="Copy From"/>		3	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	19	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	3- Hold
Entry Point (secs)	<input type="text" value="255"/>	4	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	20	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	4- Prevent Except To
Exit Point (secs)	<input type="text" value="255"/>	5	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	21	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	5- Add Immediate Move
Cycle Time (secs)	<input type="text" value="88"/>	6	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	22	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	23	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	7- Ignore
Slow	<input type="text" value="0"/>	8	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	24	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	8- Stand Alone Inhibited
Fast	<input type="text" value="0"/>	9	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	25	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	26	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
Min.	<input type="text" value="0"/>	11	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	27	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
Max.	<input type="text" value="255"/>	12	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	28	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
		13	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	29	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
		14	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	30	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	
		15	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	31	<input type="text" value=""/>	<input type="text" value=""/>	<input type="text" value=""/>	

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="3"/> Plan No. <input type="button" value="Copy From"/>		Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
Plan Specifics <input type="text" value="3"/> Influence Set <input type="button" value="Copy From"/>		0	<input type="text" value="78"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
Entry Point (secs) <input type="text" value="255"/> Exit Point (secs) <input type="text" value="255"/> Cycle Time (secs) <input type="text" value="96"/> Smooth CLF Slow <input type="text" value="0"/> Fast <input type="text" value="0"/>		1	<input type="text" value="54"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
Group Offset Handset Range Min. <input type="text" value="0"/> Max. <input type="text" value="255"/>		2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
		4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
		5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
		6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
		8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
		9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="4"/>	Plan No.	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="text" value="Copy From"/>		0	<input type="text" value="12"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
Plan Specifics		1	<input type="text" value="80"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
<input type="text" value="4"/>	Influence Set	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
<input type="text" value="Copy From"/>		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
Entry Point (secs) <input type="text" value="255"/>		4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
Exit Point (secs) <input type="text" value="255"/>		5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
Cycle Time (secs) <input type="text" value="88"/>		6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
Slow <input type="text" value="0"/>		8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
Fast <input type="text" value="0"/>		9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Min. <input type="text" value="0"/>		11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Max. <input type="text" value="255"/>		12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Base Time

CLF - Base Time					
Controller Base Date		<input type="text" value="XX/XX/XX"/>			
Controller Base Time		<input type="text" value="00:00:00"/>			
Plan Offset					
	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>
Handset Range Limits					
	Minutes	Seconds			
Min	<input type="text" value="0"/>	<input type="text" value="0"/>			
Max	<input type="text" value="255"/>	<input type="text" value="59"/>			

Works Order : 460886711
EM Number : 84040
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

CLF - Demand Dependent Moves

Clear Grid Data

Notes:

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

Phases

	A	B	C
0			
1			
2			

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Time

Clock Confirm Time (UTC RT output)

Day

Time

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	#F2	D2	DX1	TS			
Word 2								
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	SD2	DF	CC	RR	LF1	LF2
Word 2								
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

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

Phase				
A	DX1			
B	DX1	D2		
C				

Phases AtoP

Extensions

DX1			
DX1	D2		

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3				19			
4				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 : 460886711
EM Number : 84040
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

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

	A	B	C
0			
1			
2			

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping <input type="checkbox"/>	Set Selection <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>																														
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
																								N15241F1	N15221E1	N15241A6	N15241A5	N15241A4	N15241A3	N15241A2	N15241A1

Note - only 32 detectors available on MOVA 4.0

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	No Action		19	No Action	
4	No Action		20	No Action	
5	No Action		21	No Action	
6	No Action		22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

MTC - Time Switch Parameters Array

		Parameters																																							
		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								
Events	MAXSETB		█																																						
	MAXSETC			█																																					
	MAXSETD				█																																				
	Unused																																								
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MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order : 460886711

EM Number : 84040

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15

16 - 31

32 - 47

48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	07:00:00	MAXSETA	2	0
1	9	10:00:00	MAXSETB	2	1
2	9	16:00:00	MAXSETC	2	2
3	9	19:00:00	MAXSETD	2	3
4	0	07:30:00	MAXSETB	2	1
5	0	18:30:00	MAXSETD	2	3
6	1	08:30:00	MAXSETB	2	1
7	1	18:30:00	MAXSETD	2	3
8	9	04:00:00	CLF PLAN 4	1	4
9	9	07:00:00	CLF PLAN 1	1	1
10	9	10:00:00	CLF PLAN 2	1	2
11	9	16:00:00	CLF PLAN 3	1	3
12	9	19:00:00	CLF PLAN 4	1	4
13	0	04:00:00	CLF PLAN 4	1	4
14	0	07:30:00	CLF PLAN 2	1	2
15	0	18:30:00	CLF PLAN 4	1	4

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter
(Combination of event switches)

3 = Selects an Individual event
switch to be set

4 = Selects an Individual event
switch to be cleared.

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	04:00:00	CLF PLAN 4	1	4
17	1	07:30:00	CLF PLAN 2	1	2
18	1	18:30:00	CLF PLAN 4	1	4
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

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

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

<input type="radio"/>	<input checked="" type="radio"/> 48
<input type="radio"/>	<input type="radio"/>

Red Lamp Monitoring

Max Red Bulb Wattage

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

First Red Lamp Fault Speed

RLM Additional Intergreen Handset Limits

Minimum

Maximum

Streams with Phase BlackOut on RLF2

<input type="checkbox"/> 0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
----------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted HPU Connection
 1 1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	N/A	N/A		
A	Red	1	As Seq.	N/A	N/A		
A	Amber	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		
A	Green	1	As Seq.	N/A	N/A		
B	Red	2	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	Amber	2	As Seq.	N/A	N/A		
B	Green	2	As Seq.	N/A	N/A		
B	Green	2	As Seq.	N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		

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

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

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

External Sensors (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.

LMU Sensor Load Types

LMU Sensor Load Types

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	<input type="text" value="Auto"/>		<input type="text" value="1: Siemens Helios ELV"/>	
2	B	As Seq.	<input type="text" value="Auto"/>		<input type="text" value="1: Siemens Helios ELV"/>	
93	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	
94	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	
95	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	
96	N/A	Regulatory Sign	<input type="text" value="Auto"/>		<input type="text" value="7: AGD PED Demand Indicator"/>	

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RLM Additional Intergreens

Phases Delayed

Phases with RLF1

	A	B	C
A	■		
B		■	
C			■

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RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C
A			
B			
C			

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	<input type="text" value="0"/>							
1	Roundabout Circulatory	<input type="text" value="1"/>							
2	A2070 Kennington Road	<input type="text" value="2"/>							
3	<input type="text"/>	<input type="text"/>							
4	<input type="text"/>	<input type="text"/>							
5	<input type="text"/>	<input type="text"/>							
6	<input type="text"/>	<input type="text"/>							
7	<input type="text"/>	<input type="text"/>							

General LEDs

	AUX1	AUX2	AUX3	AUX4 (Hurry Call)	AUX5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

General Buttons

	None	SW1	SW2	SW3
Momentary		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

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Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment					Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
<input type="radio"/>	Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase						
<input checked="" type="radio"/> Internal SDE/SA	0	<input type="text" value="BSDE1"/>	<input type="text" value="1"/>	<input type="text" value="B"/>	A		<input type="checkbox"/>	Q		<input type="checkbox"/>
	1	<input type="text" value="BSDE2"/>	<input type="text" value="1"/>	<input type="text" value="B"/>	B	<input type="text" value="2"/>	<input type="checkbox"/>	R		<input type="checkbox"/>
Equipment Type					C		<input type="checkbox"/>	S		<input type="checkbox"/>
<input checked="" type="radio"/> SDE <input type="radio"/> SA					D		<input type="checkbox"/>	T		<input type="checkbox"/>
Loop Spacing					E		<input type="checkbox"/>	U		<input type="checkbox"/>
<input type="radio"/> 3.05m <input checked="" type="radio"/> 3.66m					F		<input type="checkbox"/>	V		<input type="checkbox"/>
Note: 3.05m is Non-Standard					G		<input type="checkbox"/>	W		<input type="checkbox"/>
Number of Assessors					H		<input type="checkbox"/>	X		<input type="checkbox"/>
<input type="text" value="2"/>					I		<input type="checkbox"/>	Y		<input type="checkbox"/>
					J		<input type="checkbox"/>	Z		<input type="checkbox"/>
					K		<input type="checkbox"/>	A2		<input type="checkbox"/>
					L		<input type="checkbox"/>	B2		<input type="checkbox"/>
					M		<input type="checkbox"/>	C2		<input type="checkbox"/>
* Assessor Types:					N		<input type="checkbox"/>	D2		<input type="checkbox"/>
1 = Double SDE					O		<input type="checkbox"/>	E2		<input type="checkbox"/>
2 = TripleSDE Inner					P		<input type="checkbox"/>	F2		<input type="checkbox"/>
3 = TripleSDE Outer										
4 = Speed Assessment										

SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

	A	B	C
A	Black	Red	Red
B	Red	Black	Red
C	Red	Red	Black

Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

Works Order : 460886711
EM Number : 84040
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

Special Conditioning

```
; AUX LED'S
; ~~~~~
MAUXSW1=MIL22                ; AUX 1 LED LIT WHEN AUX1 SWITCH ACTIVE ( dimming override )
                               ; AUX 2 LED NOT USED.
(MODE0 EQL<3>)=MIL05         ; AUX 3 LED LIT WHEN CLF MODE ACTIVE.
                               ; AUX 4 ( HURRY CALL ) LED NOT USED.
(MODE0 EQL<6>)=MIL17         ; AUX 5 ( HIGHER PRIORITY ) LED LIT WHEN UTC MODE ACTIVE.

; UTC REPLIES
; ~~~~~
NOT (LMPANY0+FFH55)=LF1      ; ANY LAMP FAIL REPLIES UTC LF1 BIT
NOT (LMP2REDO)=LF2          ; 2nd RED LAMP FAULT REPLIES UTC LF2 BIT

; ST950 SPECIAL FACILITIES
; ~~~~~
MAXSETA=ESPTX1              ; MAXSET INFORMATION ALSO SENT ALONG SERIAL LINK
(LMPANY0+FFH55)=ESPTX2      ; ANY LAMP FAIL INFO ALSO SENT ALONG SERIAL LINK
LMP2REDO=ESPTX3            ; SECOND RED LAMP FAIL INFO ALSO SENT ALONG SERIAL LINK
FLFCOM=ESPTX4              ; CONTROLLER FAULT LOG ENTRY ALSO SENT ALONG SERIAL LINK
TRUE=ESPTX5                ; FLAG TO DETECT SERIAL LINK DISCONNECTION

; DOOR SWITCH OMU SERIAL LINK
; ~~~~~
NOT (DOORSW)=ESPTX0         ; DOOR OPEN SEND SIGNAL TO OMU VIA SERIAL LINK

; DOOR CLOSED DISABLES MANUAL PANEL
; ~~~~~
DOORSW:=MNCNT              ; DOOR CLOSED DISABLES MANUAL MODE CONTROL
*=MSCONT
```

Works Order : 460886711
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Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

Special Conditioning

```
; ADDITIONAL DETECTOR DEMANDS / EXTENSIONS  
; ~~~~~  
BX2+BY2+BZ2+BX3+BY3+BZ3=+LCPHB ; BX2,BY2,BZ2,BX3,BY3 OR BZ3 INSERTS A LATCHED DEMAND PHASE B  
BX2_EXT+BX3_EXT+BY2_EXT+BY3_EXT $  
+BZ2_EXT+BZ3_EXT:=+EXOB ; BX2, BY2 OR BZ2 EXTENDS PHASE B  
*+=EXCB
```

Works Order : 460886711
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Special Conditioning

```
; IN STAGE 1 ONLY TO EXTEND PHASE A  
; =====  
(MODE0 EQL<2>.STAGE1) :+=EXOA  
                        *+=EXCA
```

```
; IN V.A AND STAGE 1 TO EXTEND PHASE A
```

Works Order : 460886711
EM Number : 84040
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Special Instructions

84040

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
CPU	A					

Works Order : 460886711
 EM Number : 84040
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Special Instructions

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

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY			
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY	1		
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

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

Works Order : 460886711
 EM Number : 84040
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

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 : 460886711

EM Number : 84040

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A2070 Kennington Road, Willesborough Interchange - Kent Site 20J24

Special Instructions

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No			
																Pri	HC	CC	IG	UD	LRT			
<input type="radio"/>	0	0	I	BX1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1
<input type="radio"/>	1	1	I	BY1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2
<input type="radio"/>	2	2	I	BZ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3
<input type="radio"/>	3	3	I	SPARE1-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4
<input type="radio"/>	4	4	I	BX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1
<input type="radio"/>	5	5	I	BY2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2
<input type="radio"/>	6	6	I	BZ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3
<input type="radio"/>	7	7	I	SPARE2-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	UD	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
													Pri	HC	CC	IG	UD	LRT					
<input type="radio"/>	8	0	I	BX3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1	
<input type="radio"/>	9	1	I	BY3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2
<input type="radio"/>	10	2	I	BZ3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3
<input type="radio"/>	11	3	I	SPARE3-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4
<input type="radio"/>	12	4	I	BSDE1a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1
<input type="radio"/>	13	5	I	BSDE1b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2
<input type="radio"/>	14	6	I	BSDE2a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3
<input type="radio"/>	15	7	I	BSDE2b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address: 2

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No			
																Pri	HC	CC	IG	UD	LRT			
<input type="radio"/>	16	0	I	N15241A1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A1
<input type="radio"/>	17	1	I	N15241A2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A2
<input type="radio"/>	18	2	I	N15241A3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A3
<input type="radio"/>	19	3	I	N15241A4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A4
<input type="radio"/>	20	4	I	N15241A5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B1
<input type="radio"/>	21	5	I	N15241A6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B2
<input type="radio"/>	22	6	I	N15221E1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B3
<input type="radio"/>	23	7	I	N15241F1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Line No	
														Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	64	0	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-8
<input type="radio"/>	65	1	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-9
<input type="radio"/>	66	2	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-10
<input type="radio"/>	67	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-11
<input type="radio"/>	68	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-12
<input type="radio"/>	69	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-13
<input type="radio"/>	70	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-14
<input type="radio"/>	71	7	O	SPARE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	N		00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-15

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

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	Red	Phase	15	N/A	N/A	N/A
30	A	Amber	Phase	14	N/A	N/A	N/A
29	A	Amber	Phase	13	N/A	N/A	N/A
28	A	Green	Phase	12	N/A	N/A	N/A
27	A	Green	Phase	11	N/A	N/A	N/A
26	B	Red	Phase	10	N/A	N/A	N/A
25	B	Red	Phase	9	N/A	N/A	N/A
24	B	Amber	Phase	8	N/A	N/A	N/A
23	B	Amber	Phase	7	N/A	N/A	N/A
22	B	Green	Phase	6	N/A	N/A	N/A
21	B	Green	Phase	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SET B	SET C	SET D
Group 0	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>	<input type="text" value="5"/>
	InActive (Hrs)	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>	<input type="text" value="254"/>
Group 2	Active (Mins)	<input type="text" value="75"/>	<input type="text" value="75"/>	<input type="text" value="75"/>	<input type="text" value="75"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 5	Active (Mins)	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

Handset Limiting Values

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

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

Index

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 - 1.5 Stages in Streams
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 - 4.2.1 CLF - Plan(s)
 - 4.2.2 CLF - Base Time
 - 4.2.3 CLF - Demand Dependent Moves
 - 4.3 UTC and MOVA
 - 4.3.1 UTC General Data
 - 4.3.2 UTC Control and Reply Data Format
 - 4.3.3 UTC Data Definitions
 - 4.3.3.1 UTC Phase Demand and Extend Definitions
 - 4.3.3.2 UTC Stage and Mode Data Definitions
 - 4.3.3.3 UTC Demand Dependent Forces
 - 4.3.4 UTC and MOVA Detectors
 - 4.4 Master Time Clock
 - 4.4.1 MTC - Time Switch Parameters
 - 4.4.2 MTC - Time Switch Parameters Array
 - 4.4.3 MTC - Day Type
 - 4.4.4 MTC - Timetable
 - 4.5 Integral Lamp Monitoring
 - 4.5.1 LMU - General
 - 4.5.2 LMU Sensors (Built-in)
 - 4.5.3 LMU Sensors (External) for Regulatory Signs
 - 4.5.4 LMU Sensor Load Types
 - 4.5.5 RLM Additional Intergreens
 - 4.5.6 RLM Phase Inhibits
 - 4.6 Manual
 - 4.6.1 Manual Panel
 - 4.6.2 Manual Mode - Optional Phases Appearance (No configuration data to print)
 - 4.7 Speed Measurement
 - 4.7.1 Speed Discrimination / Speed Assessment Equipment
 - 4.7.2 SDE - Gaining Phase Delays Affected
 - 4.8 Reserve State
- 5 Conditioning Data
 - 5.1 Special Conditioning
 - 5.2 Special Conditioning Timers (No configuration data to print)
 - 5.3 Fault Log Flags (No configuration data to print)
- 6 Special Instructions
- 7 I/O
 - 7.1 Call Cancel (No configuration data to print)
 - 7.2 Inputs and Outputs
 - 7.3 Aspect Drives (ELV Controllers)
 - 7.4 I/O - DFM Group Timings

Works Order : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Administration

General Specifications

Customer Name	Balfour Beatty Mott MacDonald HA	Customer Order No.	855316671
Intersection/ General Description	M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25	Controller/ Serial Number	7066807
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	84041 Issue 2
Area Specifications/ Customer Drawings	REN / 13 - 7695 / 1200 - 25	Equipment Installation by	Siemens Mobility Traffic
Specification Section	Rev C	Slot Cutting by	Siemens Mobility Traffic
Contract/Tender Ref.		Civil Works by	Carnell Group
Quotation No.		Customer's Engineer	A.Smith
Works Order No.	460886711	Telephone Number	020-34332174

Signal Company Use Only

Signal Engineer	Kevin L Roberts	(IF PROM Label as >) PROM Number	16260	PROM Variant	0
			Configuration Check Value	E0 AC 70 18	

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK
Cabinet/Rack Variant Cuckoo Options Gemini Unit Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz	Dimming	<input type="text" value="27.5 V"/>	Answer Issue	<input type="text" value="0"/>
Peak Lamp Current	<input type="text" value="2"/> Amps		Low Inrush Transformer	<input checked="" type="checkbox"/>	Edit Issue	<input type="text" value="4"/>
Average Lamp Power	<input type="text" value="370"/> Watts				Date Created	<input type="text" value="09/12/2014"/>
Total Average Power	<input type="text" value="460"/> Watts					

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

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="2"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="8"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="6"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="2"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="6"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

Serial/Internal UTMC OTU
 Free-standing OTU
 Serial MOVA

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

Non-UK
 Fail to Part Time

 Download To Level 3

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

Default PROM data file

Correspondence Monitoring to inc.

Reds
 Ambers
 Switched Signs

Flash Rate (ms)

 Off
 On

Phases in Stages

Phases

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

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	<input type="text" value="1"/>	<input type="text" value="4"/>						
Startup Stage	<input type="text" value="1"/>	<input type="text" value="4"/>						
Switch Off Stage	<input type="text" value="1"/>	<input type="text" value="4"/>						
Standalone Pedestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2	3	4	5
In Stream 0						
In Stream 1						

Works Order : 460886711

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Phase Type and Conditions

Phase Type and Conditions

Phases A to P
 Improved GA Appearance
 Manual Output Allocation

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs			HW Fail Flash	Critical Phase
						"R"	"A"	"G"		
A	Circulatory Carriageway	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
B	A20 Hythe Road Approach	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
C	Pedestrians + Cycles across Circulatory	3 - UK Near Side Pedestrian	0	0 - E		1	1	2		<input type="checkbox"/>
D	Pedestrians across Approach to Roundabout	3 - UK Near Side Pedestrian	0	0 - E		1	1	2		<input type="checkbox"/>
E	Circulatory Exit Slip Road	0 - UK Traffic	0	0 - E		1	1	1		<input type="checkbox"/>
F	Pedestrians + Cycles across Circulatory Exit Slip Road	3 - UK Near Side Pedestrian	0	0 - E		1	1	2		<input type="checkbox"/>
G	Dummy All Red Stage 0 - Strm 0	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
H	Dummy All Red Stage 3 - Strm 1	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W., 2 = Term's when Assoc phase loses R.O.W.
3) The HW Fail Flash fields are for information only on all but ST900 ELV and ST960 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All
 0
 1

Initialise

Amber Conflict Monitoring

To Phase

	A	B	C	D	E	F	G	H
A		Co	Co	o			o	
B	Co		o	Co			o	
C	Co	o		o			o	
D	o	Co	o				o	
E						Co		o
F					Co			o
G	o	o	o	o				
H					o	o		

From Phase

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phases A to P

Phase	Min Green	Min Ped Cr	Extensions	Maximums								Pre-timed	
				A	B	C	D	E	F	G	H		
A	7	0	0.0	60	70	65	70	0	0	0	0	0	<input type="checkbox"/>
B	7	0	0.0	10	15	12	15	0	0	0	0	0	<input type="checkbox"/>
C	7	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
D	7	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
E	7	0	0.0	30	30	30	30	0	0	0	0	0	<input type="checkbox"/>
F	6	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
G	3	0	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
H	3	0	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>

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

Phase Intergreen Times

Select Stream(s) To Configure

All
 0
 1

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

To Phase

		A	B	C	D	E	F	G	H
From Phase	A		6	6				3	
	B	7			7			3	
	C	14						3	
	D		12					3	
	E						5		3
	F					0			3
	G	2	2						
	H					2	2		

Intergreen Handset Limits

HIGH

To Phase

	A	B	C	D	E	F	G	H
A		5	5				3	
B	5			5			3	
C	12						3	
D		10					3	
E						5		3
F								3
G	2	2						
H					2	2		

From Phase

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green		Phase	Min. Green		
	Min.	Max.		Min.	Max.	
A	7	30	Q			Max. Green Min. <input style="width: 40px;" type="text" value="0"/> Max. <input style="width: 40px;" type="text" value="255"/>
B	7	30	R			Vehicle Extension Min. <input style="width: 40px;" type="text" value="0.0"/> Max. <input style="width: 40px;" type="text" value="10.0"/>
C	5	30	S			Phase Delay Min. <input style="width: 40px;" type="text" value="0"/> Max. <input style="width: 40px;" type="text" value="10"/>
D	5	30	T			Starting I/G Min. <input style="width: 40px;" type="text" value="8"/> Max. <input style="width: 40px;" type="text" value="15"/>
E	7	30	U			Min Pedestrian Clearance (PBT) Min. <input style="width: 40px;" type="text" value="0"/> Max. <input style="width: 40px;" type="text" value="12"/>
F	4	30	V			Traffic Phase Leaving Min. <input style="width: 40px;" type="text" value="3.0"/> Max. <input style="width: 40px;" type="text" value="3.0"/>
G	0	30	W			Traffic Phase Red/Amber Min. <input style="width: 40px;" type="text" value="2"/> Max. <input style="width: 40px;" type="text" value="2"/>
H	0	30	X			
I			Y			
J			Z			
K			A2			
L			B2			
M			C2			
N			D2			
O			E2			
P			F2			

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

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

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A				
B	BX1	BY1	BZ1	
C	CPBP8	CPBP9	CPBP10	CPBP11
D	DPBP5	DPBP12	DPBP13	
E	EX1	EX2	EZ1	EZ2
F	FPBP1	FPBP2	FPBP3	FPBP4
G				
H				

Phases AtoP

Extensions

BX1	BY1	BZ1	
EX1	EX2	EZ1	EZ2

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input type="checkbox"/>	H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input type="checkbox"/>	H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		

Revertive Phase Demands

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

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

Phases AtoP

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F	FONXP1	FONXP2			FKBDP1	FKBDP2		
G								
H								

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times									
Pedestrian Enable VA Mode (PEV)									
	0	1	2	3	4	5	6	7	
Streams									
		1-Enabled							
Pedestrian All Red Times (Vehicle to Pedestrian)									
	0	1	2	3	4	5	6	7	
(PAR n0) VA Gap Change		1							
(PAR n1) VA Max Change		3							
(PAR n2) FVP Change		3							
(PAR n3) UTC Change		3							
(PAR n4) Local Link Change		3							
Handset Range Limits									
		Min	Max						
		0	3						
Pelican Intergreen times									
(PIT n0) Veh Red/Ped Flash Green		0							
(PIT n1) Veh Flash Amber/Ped Flash Green		0							
(PIT n2) Veh Flash Amber/Ped red		0							
(PIT n3) Veh Flash Amber/Ped Red Quiescent		0							

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance Maximum	CDY0 Clearance Delay Gap Change	CDY1 Clearance Delay Max Change	CRD Clearance Minimum Red	
A	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input checked="" type="radio"/> Phases A to P
B	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="checkbox"/>
C	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="checkbox"/>
D	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="checkbox"/>
E	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
F	<input type="text" value="1"/>	<input type="text" value="2.0"/>	<input type="text" value="7"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
G	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
H	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	<input type="text" value="0"/>	<input type="text" value="5"/>
Demand Hold PDX	<input type="text" value="0.0"/>	<input type="text" value="3.0"/>
Clearance Maximum CMX	<input type="text" value="0"/>	<input type="text" value="15"/>
Clearance Delays CDY 0 and CDY1	<input type="text" value="0"/>	<input type="text" value="3"/>
Clearance Minimum Red CRD	<input type="text" value="0"/>	<input type="text" value="3"/>

IO and Link - Pelican/Puffin/Toucan Times

IO and Link - Pelican/Puffin/Toucan Times								
Streams	0	1	2	3	4	5	6	7
Computer Control								
PV		<input type="text" value="PV"/>						
Window Time UIE		<input type="text" value="1"/>						
Local Link								
PV1		<input type="text"/>						
Link Delay Time LKD		<input type="text" value="0"/>						
Link Window Time LKW		<input type="text" value="2"/>						
Link Override Time LKO		<input type="text" value="0"/>						
Kerbside Mat Test Output		<input type="text"/>						

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Phase Demand	KBS	Phase Demand	KBS	Phase Demand	KBS	Phase Demand	KBS						
0	F	FPBP1	FKSDP1	16				32			48		
1	F	FPBP2	FKSDP2	17				33			49		
2	F	FPBP3	FKSDP2	18				34			50		
3	F	FPBP4	FKSDP1	19				35			51		
4				20				36			52		
5				21				37			53		
6				22				38			54		
7				23				39			55		
8				24				40			56		
9				25				41			57		
10				26				42			58		
11				27				43			59		
12				28				44			60		
13				29				45			61		
14				30				46			62		
15				31				47			63		

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

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets	Modes	Restrictions Apply To:	No Restrictions	Modes	Restrictions Apply To:	No Restrictions
<input checked="" type="radio"/> 1	Urban Traffic Control	<input checked="" type="radio"/>	<input type="radio"/>	Manual	<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/> 2	Cableless Linking	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
<input type="radio"/> 3	Vehicle Actuated	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
<input type="radio"/> 4		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
	Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>

To Stage

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

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/>	4	<input checked="" type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="4"/>	<input type="text" value="5"/>	<input type="text" value="4"/>		
Time	<input type="text" value="0"/>	<input type="text" value="40"/>	<input type="text" value="20"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	4	1	1	16			
1	72	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="2"/>	Plan No.	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="button" value="Copy From"/>		0	<input type="text" value="81"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
Plan Specifics		1	<input type="text" value="58"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
<input type="text" value="2"/>	Influence Set	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
<input type="button" value="Copy From"/>		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
Entry Point (secs)	<input type="text" value="255"/>	4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
Exit Point (secs)	<input type="text" value="255"/>	5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
Cycle Time (secs)	<input type="text" value="88"/>	6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
Slow	<input type="text" value="0"/>	8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
Fast	<input type="text" value="0"/>	9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Min.	<input type="text" value="0"/>	11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Max.	<input type="text" value="255"/>	12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	37	1	1	16			
1	11	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="4"/>	Plan No.	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="text" value="Copy From"/>		0	<input type="text" value="81"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
Plan Specifics		1	<input type="text" value="58"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
<input type="text" value="4"/>	Influence Set	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
<input type="text" value="Copy From"/>		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
Entry Point (secs) <input type="text" value="255"/>		4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
Exit Point (secs) <input type="text" value="255"/>		5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
Cycle Time (secs) <input type="text" value="88"/>		6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
Slow <input type="text" value="0"/>		8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
Fast <input type="text" value="0"/>		9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Min. <input type="text" value="0"/>		11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Max. <input type="text" value="255"/>		12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Base Time

CLF - Base Time					
Controller Base Date		<input type="text" value="XX/XX/XX"/>			
Controller Base Time		<input type="text" value="00:00:00"/>			
Plan Offset					
	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>
Handset Range Limits					
	Minutes	Seconds			
Min	<input type="text" value="0"/>	<input type="text" value="0"/>			
Max	<input type="text" value="255"/>	<input type="text" value="59"/>			

Works Order : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

CLF - Demand Dependent Moves

Clear Grid Data

Notes:

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

Phases

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

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Time

Clock Confirm Time (UTC RT output)

Day

Time

Works Order : 460886711
 EM Number : 84041
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	#F2	D2	DX1	TS			
Word 2	PV		PX					
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	SD2	DF1	CC	RR	LF1	LF2
Word 2	GX	DF2	RR2					
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

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

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A	DX1			
B	DX1	D2		
C	DX1	D2		
D	DX1			
E				
F				
G				
H				

Phases AtoP

Extensions

DX1			
DX1	D2		

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3				19			
4		GX		20			
5	PX			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 : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

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

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

UTC and MOVA Detectors

UTC and MOVA Detectors

<div style="border: 1px solid black; padding: 2px;"> Detector Mapping <input type="checkbox"/> </div>	<div style="border: 1px solid black; padding: 2px;"> Set Selection <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> </div>														
1	<input type="text"/>	2	<input type="text"/>	3	<input type="text"/>	4	<input type="text"/>	5	<input type="text"/>	6	<input type="text"/>	7	<input type="text"/>	8	<input type="text"/>
9	<input type="text"/>	10	<input type="text"/>	11	<input type="text"/>	12	<input type="text"/>	13	<input type="text"/>	14	<input type="text"/>	15	<input type="text"/>	16	<input type="text"/>
17	<input type="text"/>	18	<input type="text"/>	19	<input type="text"/>	20	<input type="text"/>	21	<input type="text"/>	22	<input type="text"/>	23	<input type="text"/>	24	<input type="text"/>
25	<input type="text"/>	26	<input type="text"/>	27	<input type="text"/>	28	<input type="text"/>	29	<input type="text"/>	30	<input type="text"/>	31	<input type="text"/>	32	<input type="text"/>
33	<input type="text"/>	34	<input type="text"/>	35	<input type="text"/>	36	<input type="text"/>	37	<input type="text"/>	38	<input type="text"/>	39	<input type="text"/>	40	<input type="text"/>
41	<input type="text"/>	42	<input type="text"/>	43	<input type="text"/>	44	<input type="text"/>	45	<input type="text"/>	46	<input type="text"/>	47	<input type="text"/>	48	<input type="text"/>
49	<input type="text"/>	50	<input type="text"/>	51	<input type="text"/>	52	<input type="text"/>	53	<input type="text"/>	54	<input type="text"/>	55	<input type="text"/>	56	<input type="text"/>
57	<input type="text"/>	58	<input type="text"/>	59	<input type="text"/>	60	<input type="text"/>	61	N15251D3	62	N15251D2	63	N15251D1	64	N15241B1

Note - only 32 detectors available on MOVA 4.0

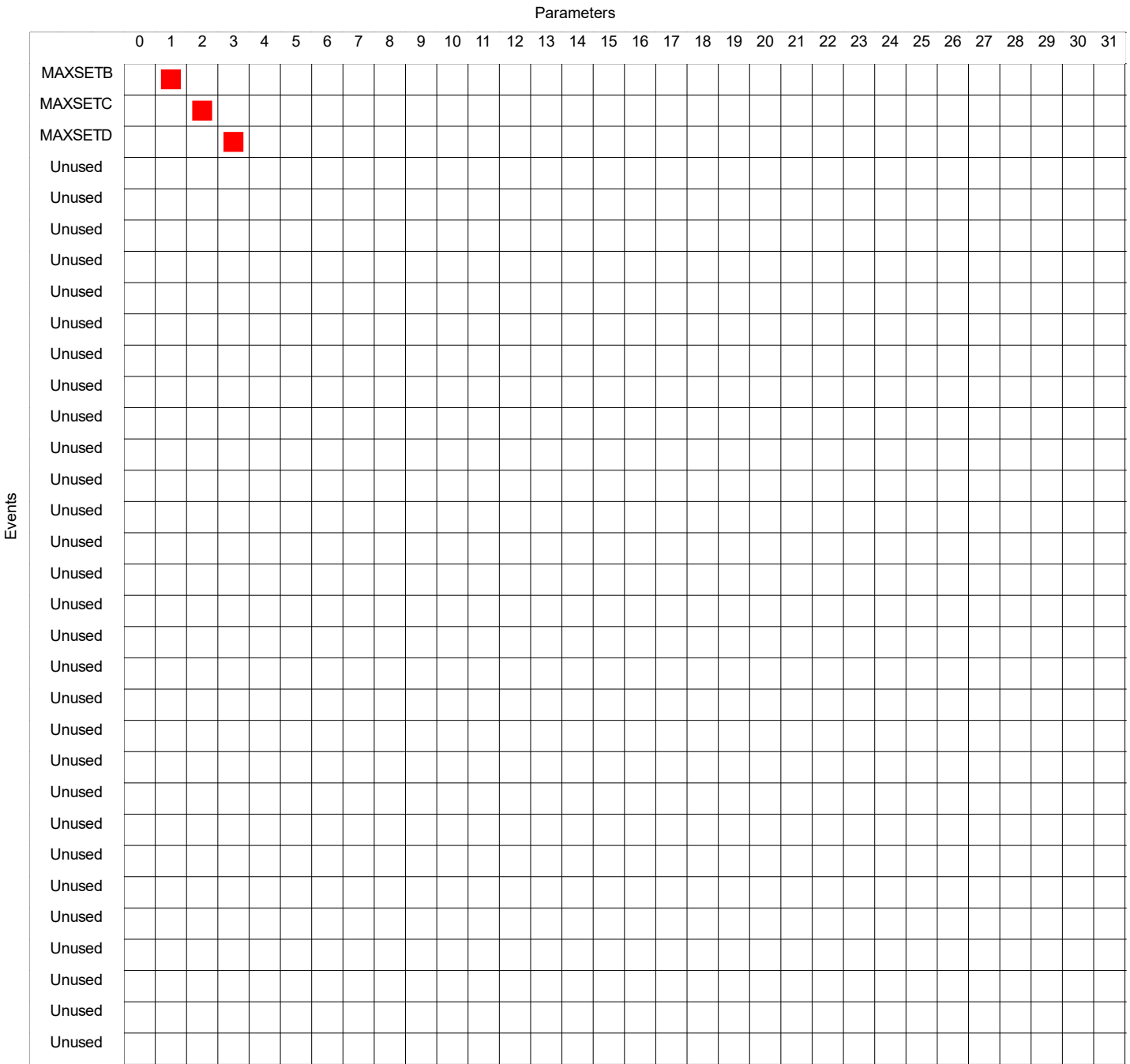
MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	No Action		19	No Action	
4	No Action		20	No Action	
5	No Action		21	No Action	
6	No Action		22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

MTC - Time Switch Parameters Array



MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	07:00:00	MAXSETA	2	0
1	9	10:00:00	MAXSETB	2	1
2	9	16:00:00	MAXSETC	2	2
3	9	19:00:00	MAXSETD	2	3
4	0	07:30:00	MAXSETB	2	1
5	0	18:30:00	MAXSETD	2	3
6	1	08:30:00	MAXSETB	2	1
7	1	18:30:00	MAXSETD	2	3
8	9	04:00:00	CLF PLAN 4	1	4
9	9	07:00:00	CLF PLAN 1	1	1
10	9	10:00:00	CLF PLAN 2	1	2
11	9	16:00:00	CLF PLAN 3	1	3
12	9	19:00:00	CLF PLAN 4	1	4
13	0	04:00:00	CLF PLAN 4	1	4
14	0	07:30:00	CLF PLAN 2	1	2
15	0	18:30:00	CLF PLAN 4	1	4

Function Codes:

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

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	04:00:00	CLF PLAN 4	1	4
17	1	07:30:00	CLF PLAN 2	1	2
18	1	18:30:00	CLF PLAN 4	1	4
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

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

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

48

Red Lamp Monitoring

Max Red Bulb Wattage

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

First Red Lamp Fault Speed

RLM Additional Intergreen Handset Limits

Minimum

Maximum

Streams with Phase BlackOut on RLF2

0 1

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted: 1
 HPU Connection: 1

Sensor Configuration For LSLS 1 (Cabinet 1)

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

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

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

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

External Sensors (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.

LMU Sensor Load Types

LMU Sensor Load Types

Page

1 of 1

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	Auto		1: Siemens Helios ELV	
2	B	As Seq.	Auto		1: Siemens Helios ELV	
3	C	R,G	Auto		3: Siemens LED Near Side Indicator	
4	C	Wait	Auto		2: Siemens LED Demand Indicator	
5	D	R,G	Auto		3: Siemens LED Near Side Indicator	
6	D	Wait	Auto		2: Siemens LED Demand Indicator	
7	E	As Seq.	Auto		1: Siemens Helios ELV	
8	F	R,G	Auto		3: Siemens LED Near Side Indicator	
9	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	

RLM Additional Intergreens

Phases Delayed

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

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

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

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	<input type="text" value="0"/>	<input type="text" value="3"/>						
1	Rndbt Circulatory + Peds x App to Rndbt / Circulatory Ext Slip Rd	<input type="text" value="1"/>	<input type="text" value="4"/>						
2	A20 Hythe Rd Approach, Peds + Cycles x Circulatory / Peds x Exit slip	<input type="text" value="2"/>	<input type="text" value="5"/>						
3	<input type="text"/>	<input type="text"/>	<input type="text"/>						
4	<input type="text"/>	<input type="text"/>	<input type="text"/>						
5	<input type="text"/>	<input type="text"/>	<input type="text"/>						
6	<input type="text"/>	<input type="text"/>	<input type="text"/>						
7	<input type="text"/>	<input type="text"/>	<input type="text"/>						

General LEDs

	AUX1	AUX2	AUX3	AUX4 (Hurry Call)	AUX5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

Immediate Signals On
 As Start-Up

Mode Select Switches Disabled

VA Fixed Time CLF

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment					Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
<input type="radio"/> Internal SDE/SA	0	BSDE1	1	B	A		<input type="checkbox"/>	Q		<input type="checkbox"/>
<input checked="" type="radio"/> Internal SDE/SA	1	BSDE2	1	B	B	2	<input type="checkbox"/>	R		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px;"> Equipment Type <input checked="" type="radio"/> SDE <input type="radio"/> SA </div>	2				C		<input type="checkbox"/>	S		<input type="checkbox"/>
<div style="border: 1px solid black; padding: 2px;"> Loop Spacing <input type="radio"/> 3.05m <input checked="" type="radio"/> 3.66m Note: 3.05m is Non-Standard </div>	3				D		<input type="checkbox"/>	T		<input type="checkbox"/>
Number of Assessors <div style="border: 1px solid black; display: inline-block; padding: 2px;">2</div>	4				E		<input type="checkbox"/>	U		<input type="checkbox"/>
* Assessor Types: 1 = Double SDE 2 = TripleSDE Inner 3 = TripleSDE Outer 4 = Speed Assessment	5				F		<input type="checkbox"/>	V		<input type="checkbox"/>
	6				G		<input type="checkbox"/>	W		<input type="checkbox"/>
	7				H		<input type="checkbox"/>	X		<input type="checkbox"/>
	8				I		<input type="checkbox"/>	Y		<input type="checkbox"/>
	9				J		<input type="checkbox"/>	Z		<input type="checkbox"/>
	10				K		<input type="checkbox"/>	A2		<input type="checkbox"/>
	11				L		<input type="checkbox"/>	B2		<input type="checkbox"/>
	12				M		<input type="checkbox"/>	C2		<input type="checkbox"/>
	13				N		<input type="checkbox"/>	D2		<input type="checkbox"/>
	14				O		<input type="checkbox"/>	E2		<input type="checkbox"/>
	15				P		<input type="checkbox"/>	F2		<input type="checkbox"/>

SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

	A	B	C	D	E	F	G	H
A	Black	Red	Red	Red	Red	Red	Red	Red
B	Red	Black	Red	Red	Red	Red	Red	Red
C	Red	Red	Black	Red	Red	Red	Red	Red
D	Red	Red	Red	Black	Red	Red	Red	Red
E	Red	Red	Red	Red	Black	Red	Red	Red
F	Red	Red	Red	Red	Red	Black	Red	Red
G	Red	Red	Red	Red	Red	Red	Black	Red
H	Red	Red	Red	Red	Red	Red	Red	Black

Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

Works Order : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Conditioning

```
; AUX LED'S
; ~~~~~
MAUXSW1=MIL22                ; AUX 1 LED LIT WHEN AUX1 SWITCH ACTIVE ( dimming override )
                                ; AUX 2 LED NOT USED.
(MODE0 EQL<3>)=MIL05          ; AUX 3 LED LIT WHEN CLF MODE ACTIVE.
                                ; AUX 4 ( HURRY CALL ) LED NOT USED.
(MODE0 EQL<6>)=MIL17          ; AUX 5 ( HIGHER PRIORITY ) LED LIT WHEN UNDER UTC MODE.

; UTC REPLIES
; ~~~~~
NOT (LMPANY0+LMPANY1+FFH55)=LF1 ; ANY LAMP FAIL EITHER STREAM REPLIES UTC LF1 BIT
NOT (LMP2RED0+LMP2RED1)=LF2     ; 2nd RED LAMP FAULT EITHER STREAM REPLIES UTC LF2 BIT
(RR)=RR2                        ; REMOTE RE-CONNECT REPLIES UTC RR BIT BOTH STREAMS

; ST950 SPECIAL FACILITIES
; ~~~~~
MAXSETA=ESPTX1                ; MAXSET INFORMATION ALSO SENT ALONG SERIAL LINK
(LMPANY0+FFH55)=ESPTX2        ; ANY LAMP FAIL 1ST STREAM INFO ALSO SENT ALONG SERIAL LINK
(LMP2RED0)=ESPTX3             ; SECOND RED LAMP FAIL 1ST STREAM INFO ALSO SENT ALONG SERIAL LINK
(LMPANY1)=ESPTX4              ; ANY LAMP 2ND STREAM FAIL INFO ALSO SENT ALONG SERIAL LINK
FLFCOM=ESPTX5                 ; CONTROLLER FAULT LOG ENTRY ALSO SENT ALONG SERIAL LINK
TRUE=ESPTX6                   ; FLAG TO DETECT SERIAL LINK DISCONNECTION

; DOOR SWITCH OMU SERIAL LINK
; ~~~~~
NOT (DOORSW)=ESPTX0           ; DOOR OPEN SEND SIGNAL TO OMU VIA SERIAL LINK

; DOOR CLOSED DISABLES MANUAL PANEL
; ~~~~~
DOORSW:=MNCNT                 ; DOOR CLOSED DISABLES MANUAL MODE CONTROL
    *=MSCONT
```

Works Order : 460886711
EM Number : 84041
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Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Conditioning

```
; ADDITIONAL DETECTOR DEMANDS / EXTENSIONS  
; ~~~~~  
BX2+BY2+BZ2+BX3+BY3+BZ3=+LCPHB ; BX2,BY2,BZ2,BX3,BY3 OR BZ3 INSERTS A LATCHED DEMAND PHASE B  
BX2_EXT+BX3_EXT+BY2_EXT+BY3_EXT $  
+BZ2_EXT+BZ3_EXT:=+EXOB ; BX2, BY2 OR BZ2 EXTENDS PHASE B  
*+=EXCB
```

Works Order : 460886711
EM Number : 84041
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Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Conditioning

```
; UTC PED DEMAND 2ND STREAM  
; =====  
PV=PRVST5 ; UTC PV BIT PREVENTS STAGE 5  
PX=+LCPHF ; UTC PX BIT PUTS IN A LATCHED DEMAND FOR PHASE F
```

Works Order : 460886711
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Special Conditioning

```
; IN STAGE 1 ONLY TO EXTEND PHASE A  
; =====  
(MODE0 EQL<2>.STAGE1) :+=EXOA ; IN V.A AND STAGE 1 TO EXTEND PHASE A  
 *+=EXCA
```

Works Order : 460886711
EM Number : 84041
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Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Conditioning

```
; UTC REPLY DETECTION FAULT STREAM 0  
; ~~~~~  
NOT (BX1_DFM+BX2_DFM+BX3_DFM+BY1_DFM+BY2_DFM+BY3_DFM+BZ1_DFM+BZ2_DFM+BZ3_DFM+ $  
CPBP8_DFM+CPBP9_DFM+CPBP10_DFM+CPBP11_DFM+DPBP5_DFM+DPBP12_DFM+DPBP13_DFM) =DF1  
  
; UTC REPLY DETECTION FAULT STREAM 1  
; ~~~~~  
NOT (EX1_DFM+EX2_DFM+EZ1_DFM+EZ2_DFM+FPBP1_DFM+FPBP2_DFM+FPBP3_DFM+FPBP4_DFM+FONXP1_DFM+FONXP2_DFM+ $  
FKBSDP1_DFM+FKBSDP2_DFM) =DF2
```

Works Order : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Conditioning

```
; TACTILE OUTPUT STREAM 0  
; ~~~~~  
LMPON.PHASEC.NOT (LMUINHC)=TACTC ; TACTILE OUTPUT UNLESS 2 RED LAMPS FAULT  
LMPON.PHASED.NOT (LMUINHJ)=TACTD ; TACTILE OUTPUT UNLESS 2 RED LAMPS FAULT  
  
; TACTILE OUTPUT STREAM 1  
; ~~~~~  
LMPON.PHASEF.NOT (LMUINHJ)=TACTF ; TACTILE OUTPUT UNLESS 2 RED LAMPS FAULT
```

Works Order : 460886711
EM Number : 84041
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Special Conditioning

; PEDESTRIAN MINIMUM

; =====

PHASEC.STAGE2.NOT(MINC)=1AUXCMDC4

; TERMINATE PEDS C _D AFTER MIN

PHASED.STAGE1.NOT(MIND)=1AUXCMDD4

Works Order : 460886711
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Special Instructions

84041

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
CPU	A					

Works Order : 460886711
 EM Number : 84041
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Instructions

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

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY			
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY	1		
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

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

Works Order : 460886711
 EM Number : 84041
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

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 : 460886711
EM Number : 84041
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A292 Hythe Rd, Willesborough Interchange - Kent Site 20J25

Special Instructions

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
													Pri	HC	CC	IG	UD	LRT					
<input type="radio"/>	0	0	I	BX1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1
<input type="radio"/>	1	1	I	BY1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2
<input type="radio"/>	2	2	I	BZ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3
<input type="radio"/>	3	3	I	SPARE1-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4
<input type="radio"/>	4	4	I	BX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1
<input type="radio"/>	5	5	I	BY2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2
<input type="radio"/>	6	6	I	BZ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3
<input type="radio"/>	7	7	I	SPARE2-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes
 Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal No
													Phs	UTC	SDE	Pri	HC	CC	IG	UD		
<input type="radio"/> 8	0	I	BX3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1				
<input type="radio"/> 9	1	I	BY3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2				
<input type="radio"/> 10	2	I	BZ3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3				
<input type="radio"/> 11	3	I	SPARE3-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4				
<input type="radio"/> 12	4	I	EX1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1				
<input type="radio"/> 13	5	I	EX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2				
<input type="radio"/> 14	6	I	EZ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3				
<input type="radio"/> 15	7	I	EZ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4				

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal No	
														Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	16	0	I	BSDE1a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A1
<input type="radio"/>	17	1	I	BSDE1b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A2
<input type="radio"/>	18	2	I	BSDE2a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A3
<input type="radio"/>	19	3	I	BSDE2b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A4
<input type="radio"/>	20	4	I	N15241B1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B1
<input type="radio"/>	21	5	I	N15251D1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B2
<input type="radio"/>	22	6	I	N15251D2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B3
<input type="radio"/>	23	7	I	N15251D3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Line No	
																Pri	HC	CC	IG					
<input type="radio"/>	32	0	I	CPBP8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-0
<input type="radio"/>	33	1	I	CPBP9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-1
<input type="radio"/>	34	2	I	CPBP10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-2
<input type="radio"/>	35	3	I	CPBP11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-3
<input type="radio"/>	36	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-4
<input type="radio"/>	37	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-5
<input type="radio"/>	38	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-6
<input type="radio"/>	39	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-7

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Line No	
																Pri	HC	CC	IG					
<input type="radio"/>	40	0	I	DPBP5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-8
<input type="radio"/>	41	1	I	DPBP12	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-9
<input type="radio"/>	42	2	I	DPBP13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-10
<input type="radio"/>	43	3	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-11
<input type="radio"/>	44	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-12
<input type="radio"/>	45	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-13
<input type="radio"/>	46	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-14
<input type="radio"/>	47	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-15

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Line No			
																Pri	HC	CC	IG	UD	LRT			
<input type="radio"/>	48	0	I	FPBP1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-16
<input type="radio"/>	49	1	I	FPBP2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-17
<input type="radio"/>	50	2	I	FPBP3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-18
<input type="radio"/>	51	3	I	FPBP4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-19
<input type="radio"/>	52	4	I	FONXP1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-20
<input type="radio"/>	53	5	I	FONXP2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-21
<input type="radio"/>	54	6	I	FKBSDP1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-22
<input type="radio"/>	55	7	I	FKBSDP2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-23

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	Used By HC	CC	IG	UD	LRT	Term Block	Line No	
<input type="radio"/>	56	0	TACTC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-0
<input type="radio"/>	57	1	TACTD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-1
<input type="radio"/>	58	2	TACTF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-2
<input type="radio"/>	59	3		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-3
<input type="radio"/>	60	4		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-4
<input type="radio"/>	61	5		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-5
<input type="radio"/>	62	6		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-6
<input type="radio"/>	63	7		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-7

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

Card Reversed

HPU Connection

1

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

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

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SET B	SET C	SET D
Group 0	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 2	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 5	Active (Mins)	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

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

Handset Limiting Values

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

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Works Order : 460886711
EM Number : 84043
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Administration

General Specifications

Customer Name	Balfour Beatty Mott MacDonald HA	Customer Order No.	855316671
Intersection/ General Description	M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27	Controller/ Serial Number	7066910
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	84043 Issue 2
Area Specifications/ Customer Drawings	REN / 13 - 7695 / 1200 - 27	Equipment Installation by	Siemens Mobility Traffic
Specification Section	Rev C	Slot Cutting by	Siemens Mobility Traffic
Contract/Tender Ref.		Civil Works by	Carnell Group
Quotation No.		Customer's Engineer	A.Smith
Works Order No.	460886711	Telephone Number	020-34332174

Signal Company Use Only

Signal Engineer	Kevin L Roberts	(IF PROM Label as >) PROM Number	16260	PROM Variant	0
			Configuration Check Value	11 BC 90 2	

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK

Cabinet/Rack Variant Cuckoo Options Gemini Unit Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz	Dimming	<input type="text" value="27.5 V"/>	Answer Issue	<input type="text" value="0"/>
Peak Lamp Current	<input type="text" value="8"/> Amps	Low Inrush Transformer	<input checked="" type="checkbox"/>	Edit Issue	<input type="text" value="8"/>	
Average Lamp Power	<input type="text" value="370"/> Watts	Date Created	<input type="text" value="09/12/2014"/>			
Total Average Power	<input type="text" value="460"/> Watts					

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

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="2"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="8"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="6"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="2"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="6"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

Serial/Internal UTMC OTU
 Free-standing OTU
 Serial MOVA

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

Non-UK
 Fail to Part Time

 Download To Level 3

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

Default PROM data file

Correspondence Monitoring to inc.

Reds
 Ambers
 Switched Signs

Flash Rate (ms)

 Off
 On

Phases in Stages

Phases

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

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	<input type="text" value="1"/>	<input type="text" value="4"/>						
Startup Stage	<input type="text" value="1"/>	<input type="text" value="4"/>						
Switch Off Stage	<input type="text" value="1"/>	<input type="text" value="4"/>						
Standalone Pedestrian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2	3	4	5
In Stream	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Phase Type and Conditions

Phase Type and Conditions

Phases A to P Improved GA Appearance Manual Output Allocation

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs			HW Fail Flash	Critical Phase
						"R"	"A"	"G"		
A	Circulatory Carriageway	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
B	A2070 Bad Munstereifel Road Approach	0 - UK Traffic	0	0 - E		2	2	2		<input type="checkbox"/>
C	Pedestrians + Cycles across Circulatory	3 - UK Near Side Pedestrian	0	0 - E		1	1	2		<input type="checkbox"/>
D	Pedestrians across Approach to Roundabout	3 - UK Near Side Pedestrian	0	0 - E		1	1	2		<input type="checkbox"/>
E	Circulatory Exit onto A2070	0 - UK Traffic	0	0 - E		1	1	1		<input type="checkbox"/>
F	Pedestrians across Circulatory Exit A2070	3 - UK Near Side Pedestrian	0	0 - E		1	1	2		<input type="checkbox"/>
G	Dummy All Red Stage 0 - Strm 0	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
H	Dummy All Red Stage 3 - Strm 1	2 - UK Green Arrow	0	0 - E						<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
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										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>
										<input type="checkbox"/>

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
 2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W., 2 = Term's when Assoc phase loses R.O.W.
 3) The HW Fail Flash fields are for information only on all but ST900 ELV and ST960 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Opposing and Conflicting Phases

Select Stream(s) To Configure

All
 0
 1

Initialise

Amber Conflict Monitoring

To Phase

	A	B	C	D	E	F	G	H
A		Co	Co	o			o	
B	Co		o	Co			o	
C	Co	o		o			o	
D	o	Co	o				o	
E						Co		o
F					Co			o
G	o	o	o	o				
H					o	o		

From Phase

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phases A to P

Phase	Min Green	Min Ped Cr	Extensions	Maximums								Pre-timed	
				A	B	C	D	E	F	G	H		
A	7	0	0.0	60	55	60	55	0	0	0	0	0	<input type="checkbox"/>
B	7	0	0.0	20	25	20	25	0	0	0	0	0	<input type="checkbox"/>
C	7	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
D	7	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
E	7	0	0.0	40	40	40	40	0	0	0	0	0	<input type="checkbox"/>
F	6	3	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
G	3	0	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
H	3	0	0.0	0	0	0	0	0	0	0	0	0	<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>
													<input type="checkbox"/>

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

Phase Intergreen Times

Select Stream(s) To Configure

All
 0
 1

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

To Phase

		A	B	C	D	E	F	G	H
From Phase	A		7	7				3	
	B	7			7			3	
	C	12						3	
	D		14					3	
	E						5		3
	F					0			3
	G	2	2						
	H					2	2		

Intergreen Handset Limits

HIGH

Copy Intergreen Values

To Phase

	A	B	C	D	E	F	G	H
A		5	5				3	
B	5			5			3	
C	9						3	
D		12					3	
E						5		3
F								3
G	2	2						
H					2	2		

From Phase

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green		Phase	Min. Green			Max. Green	
	Min.	Max.		Min.	Max.		Min.	Max.
A	7	30	Q				0	255
B	7	30	R				Vehicle Extension	
C	5	30	S				0.0	10.0
D	5	30	T				Phase Delay	
E	7	30	U				0	10
F	4	30	V				Starting I/G	
G	0	30	W				8	15
H	0	30	X				Min Pedestrian Clearance (PBT)	
I			Y				0	12
J			Z				Traffic Phase Leaving	
K			A2				3.0	3.0
L			B2				Traffic Phase Red/Amber	
M			C2				2	2
N			D2					
O			E2					
P			F2					

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

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

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A				
B	BX1	BY1	BZ1	
C	CPBP1	CPBP2	CPBP13	CPBP14
D	DPBP3	DPBP4	DPBP9	DPBP10
E	EMVDP5	EMVDP8		
F	FPBP5	FPBP6	FPBP7	FPBP8
G				
H				

Phases AtoP

Extensions

BX1	BY1	BZ1	
EMVDP5	EMVDP8		

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input type="checkbox"/>	H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input type="checkbox"/>	H	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	C	<input checked="" type="checkbox"/>	D	<input checked="" type="checkbox"/>	E	<input checked="" type="checkbox"/>	F	<input checked="" type="checkbox"/>	G	<input checked="" type="checkbox"/>	H	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Revertive Phase Demands

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

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

Phases AtoP

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F	FONXP5	FONXP8			FKBDP5	FKBDP8		
G								
H								

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times										
Pedestrian Enable VA Mode (PEV)										
	Streams									
	0	1	2	3	4	5	6	7		
	1-Enabled									
Pedestrian All Red Times (Vehicle to Pedestrian)										
	Streams							Handset Range Limits		
	0	1	2	3	4	5	6	7	Min	Max
(PAR n0) VA Gap Change		1								
(PAR n1) VA Max Change		3								
(PAR n2) FVP Change		3							0	3
(PAR n3) UTC Change		3								
(PAR n4) Local Link Change		3								
Pelican Intergreen times										
(PIT n0) Veh Red/Ped Flash Green		0							0	0
(PIT n1) Veh Flash Amber/Ped Flash Green		0							0	0
(PIT n2) Veh Flash Amber/Ped red		0							0	0
(PIT n3) Veh Flash Amber/Ped Red Quiescent		0							0	0

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance Maximum	CDY0 Clearance Delay Gap Change	CDY1 Clearance Delay Max Change	CRD Clearance Minimum Red	
A	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input checked="" type="radio"/> Phases A to P
B	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="checkbox"/>
C	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="checkbox"/>
D	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="checkbox"/>
E	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
F	<input type="text" value="1"/>	<input type="text" value="2.0"/>	<input type="text" value="7"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
G	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
H	<input type="text" value="0"/>	<input type="text" value="0.0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	<input type="text" value="0"/>	<input type="text" value="5"/>
Demand Hold PDX	<input type="text" value="0.0"/>	<input type="text" value="3.0"/>
Clearance Maximum CMX	<input type="text" value="0"/>	<input type="text" value="15"/>
Clearance Delays CDY 0 and CDY1	<input type="text" value="0"/>	<input type="text" value="3"/>
Clearance Minimum Red CRD	<input type="text" value="0"/>	<input type="text" value="3"/>

IO and Link - Pelican/Puffin/Toucan Times

IO and Link - Pelican/Puffin/Toucan Times								
Streams	0	1	2	3	4	5	6	7
Computer Control								
PV		<input type="text" value="PV"/>						
Window Time UIE		<input type="text" value="1"/>						
Local Link								
PV1		<input type="text"/>						
Link Delay Time LKD		<input type="text" value="0"/>						
Link Window Time LKW		<input type="text" value="2"/>						
Link Override Time LKO		<input type="text" value="0"/>						
Kerbside Mat Test Output		<input type="text"/>						

Works Order : 460886711

EM Number : 84043

Engineer : Kevin L Roberts

Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Phase Demand	KBS	Phase Demand	KBS	Phase Demand	KBS	Phase Demand	KBS
0	<input type="checkbox"/> F	<input type="text" value="FPBP5"/>	<input type="text" value="FKSDP5"/>	16	<input type="checkbox"/>	<input type="checkbox"/>	
1	<input type="checkbox"/> F	<input type="text" value="FPBP6"/>	<input type="text" value="FKSDP5"/>	17	<input type="checkbox"/>	<input type="checkbox"/>	
2	<input type="checkbox"/> F	<input type="text" value="FPBP7"/>	<input type="text" value="FKSDP8"/>	18	<input type="checkbox"/>	<input type="checkbox"/>	
3	<input type="checkbox"/> F	<input type="text" value="FPBP8"/>	<input type="text" value="FKSDP8"/>	19	<input type="checkbox"/>	<input type="checkbox"/>	
4	<input type="checkbox"/>	<input type="text"/>		20	<input type="checkbox"/>	<input type="checkbox"/>	
5	<input type="checkbox"/>	<input type="text"/>		21	<input type="checkbox"/>	<input type="checkbox"/>	
6	<input type="checkbox"/>	<input type="text"/>		22	<input type="checkbox"/>	<input type="checkbox"/>	
7	<input type="checkbox"/>	<input type="text"/>		23	<input type="checkbox"/>	<input type="checkbox"/>	
8	<input type="checkbox"/>	<input type="text"/>		24	<input type="checkbox"/>	<input type="checkbox"/>	
9	<input type="checkbox"/>	<input type="text"/>		25	<input type="checkbox"/>	<input type="checkbox"/>	
10	<input type="checkbox"/>	<input type="text"/>		26	<input type="checkbox"/>	<input type="checkbox"/>	
11	<input type="checkbox"/>	<input type="text"/>		27	<input type="checkbox"/>	<input type="checkbox"/>	
12	<input type="checkbox"/>	<input type="text"/>		28	<input type="checkbox"/>	<input type="checkbox"/>	
13	<input type="checkbox"/>	<input type="text"/>		29	<input type="checkbox"/>	<input type="checkbox"/>	
14	<input type="checkbox"/>	<input type="text"/>		30	<input type="checkbox"/>	<input type="checkbox"/>	
15	<input type="checkbox"/>	<input type="text"/>		31	<input type="checkbox"/>	<input type="checkbox"/>	
				32	<input type="checkbox"/>	<input type="checkbox"/>	
				33	<input type="checkbox"/>	<input type="checkbox"/>	
				34	<input type="checkbox"/>	<input type="checkbox"/>	
				35	<input type="checkbox"/>	<input type="checkbox"/>	
				36	<input type="checkbox"/>	<input type="checkbox"/>	
				37	<input type="checkbox"/>	<input type="checkbox"/>	
				38	<input type="checkbox"/>	<input type="checkbox"/>	
				39	<input type="checkbox"/>	<input type="checkbox"/>	
				40	<input type="checkbox"/>	<input type="checkbox"/>	
				41	<input type="checkbox"/>	<input type="checkbox"/>	
				42	<input type="checkbox"/>	<input type="checkbox"/>	
				43	<input type="checkbox"/>	<input type="checkbox"/>	
				44	<input type="checkbox"/>	<input type="checkbox"/>	
				45	<input type="checkbox"/>	<input type="checkbox"/>	
				46	<input type="checkbox"/>	<input type="checkbox"/>	
				47	<input type="checkbox"/>	<input type="checkbox"/>	
				48	<input type="checkbox"/>	<input type="checkbox"/>	
				49	<input type="checkbox"/>	<input type="checkbox"/>	
				50	<input type="checkbox"/>	<input type="checkbox"/>	
				51	<input type="checkbox"/>	<input type="checkbox"/>	
				52	<input type="checkbox"/>	<input type="checkbox"/>	
				53	<input type="checkbox"/>	<input type="checkbox"/>	
				54	<input type="checkbox"/>	<input type="checkbox"/>	
				55	<input type="checkbox"/>	<input type="checkbox"/>	
				56	<input type="checkbox"/>	<input type="checkbox"/>	
				57	<input type="checkbox"/>	<input type="checkbox"/>	
				58	<input type="checkbox"/>	<input type="checkbox"/>	
				59	<input type="checkbox"/>	<input type="checkbox"/>	
				60	<input type="checkbox"/>	<input type="checkbox"/>	
				61	<input type="checkbox"/>	<input type="checkbox"/>	
				62	<input type="checkbox"/>	<input type="checkbox"/>	
				63	<input type="checkbox"/>	<input type="checkbox"/>	

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

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets	Modes	Restrictions Apply To:	No Restrictions	Modes	Restrictions Apply To:	No Restrictions
<input checked="" type="radio"/> 1	Urban Traffic Control	<input checked="" type="radio"/>	<input type="radio"/>	Manual	<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/> 2	Cableless Linking	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
<input type="radio"/> 3	Vehicle Actuated	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
<input type="radio"/> 4		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
	Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>		<input type="radio"/>	<input type="radio"/>

To Stage

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

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	3	<input checked="" type="checkbox"/>	4	<input checked="" type="checkbox"/>	5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	3	<input type="checkbox"/>	4	<input type="checkbox"/>	5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	<input type="text" value="4"/>	<input type="text" value="5"/>	<input type="text" value="4"/>		
Time	<input type="text" value="0"/>	<input type="text" value="40"/>	<input type="text" value="20"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	94	1	1	16			
1	58	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	81	1	1	16			
1	46	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Smooth CLF

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	93	1	1	16			
1	55	1	2	17			
2				18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

CLF - Plan(s)

CLF - Plan(s)		Group/Influence								CLF Influences
<input type="text" value="4"/>	Plan No.	Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage	
<input type="button" value="Copy From"/>		0	<input type="text" value="81"/>	<input type="text" value="1"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>	0- Go To VA
Plan Specifics		1	<input type="text" value="46"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>	1- Immediate Move
<input type="text" value="4"/>	Influence Set	2	<input type="text"/>	<input type="text"/>	<input type="text"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>	2- Demand Dependent Move
<input type="button" value="Copy From"/>		3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>	3- Hold
Entry Point (secs) <input type="text" value="255"/>		4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>	4- Prevent Except To
Exit Point (secs) <input type="text" value="255"/>		5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>	5- Add Immediate Move
Cycle Time (secs) <input type="text" value="88"/>		6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>	6- Add Demand Dependent Move
Smooth CLF		7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>	7- Ignore
Slow <input type="text" value="0"/>		8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>	8- Stand Alone Inhibited
Fast <input type="text" value="0"/>		9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>	9- Stand Alone Ped Allowed
Group Offset Handset Range		10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Min. <input type="text" value="0"/>		11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>	
Max. <input type="text" value="255"/>		12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>	

CLF - Base Time

CLF - Base Time					
Controller Base Date		<input type="text" value="XX/XX/XX"/>			
Controller Base Time		<input type="text" value="00:00:00"/>			
Plan Offset					
	Minutes	Seconds		Minutes	Seconds
Plan 0	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 8	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 1	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 9	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 2	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 10	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 3	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 11	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 4	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 12	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 5	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 13	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 6	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 14	<input type="text" value="0"/>	<input type="text" value="0"/>
Plan 7	<input type="text" value="0"/>	<input type="text" value="0"/>	Plan 15	<input type="text" value="0"/>	<input type="text" value="0"/>
Handset Range Limits					
	Minutes	Seconds			
Min	<input type="text" value="0"/>	<input type="text" value="0"/>			
Max	<input type="text" value="255"/>	<input type="text" value="59"/>			

CLF - Demand Dependent Moves

Clear Grid Data

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

Phases

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

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Time

Clock Confirm Time (UTC RT output)

Day

Time

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	F1	#F2	D2	DX1	TS			
Word 2	PV		PX					
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	SD2	DF1	CC	RR	LF1	LF2
Word 2	GX	DF2	RR2					
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

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

Phase	Demand 1	Demand 2	Demand 3	Demand 4
A	DX1			
B	DX1	D2		
C	DX1	D2		
D	DX1			
E				
F				
G				
H				

Phases AtoP

Extensions

DX1			
DX1	D2		

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

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

Mode Data Definitions

Manual Mode Operative:
 G1/G2 RR

Manual Mode Selected:
 G1/G2 RR

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

G1/G2

Detector Fault:
 DF

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

RR Button Selected:
 G1/G2 RR

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

UTC 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

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

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping <input type="checkbox"/>	Set Selection <input checked="" type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/> <input type="radio"/>																														
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
																								N15261B4	N15261B3	N15261B2	N15261B1	N15211A4	N15211A3	N15211A2	N15211A1

Note - only 32 detectors available on MOVA 4.0

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	

Works Order : 460886711
EM Number : 84043
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

MTC - Time Switch Parameters Array

Parameters

	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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MTC - Day Type

MTC - Day Type							
No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	07:00:00	MAXSETA	2	0
1	9	10:00:00	MAXSETB	2	1
2	9	16:00:00	MAXSETC	2	2
3	9	19:00:00	MAXSETD	2	3
4	0	07:30:00	MAXSETB	2	1
5	0	18:30:00	MAXSETD	2	3
6	1	08:30:00	MAXSETB	2	1
7	1	18:30:00	MAXSETD	2	3
8	9	04:00:00	CLF PLAN 4	1	4
9	9	07:00:00	CLF PLAN 1	1	1
10	9	10:00:00	CLF PLAN 2	1	2
11	9	16:00:00	CLF PLAN 3	1	3
12	9	19:00:00	CLF PLAN 4	1	4
13	0	04:00:00	CLF PLAN 4	1	4
14	0	07:30:00	CLF PLAN 2	1	2
15	0	18:30:00	CLF PLAN 4	1	4

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter
(Combination of event switches)

3 = Selects an Individual event
switch to be set

4 = Selects an Individual event
switch to be cleared.

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	04:00:00	CLF PLAN 4	1	4
17	1	07:30:00	CLF PLAN 2	1	2
18	1	18:30:00	CLF PLAN 4	1	4
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

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

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

48

Red Lamp Monitoring

Max Red Bulb Wattage

RLF2 Cancels RLM additional Intergreens

RLF2 Only Cleared by RFL = 1

RLF1 Only Cleared by RFL = 1

Streams with Phase BlackOut on RLF2

0 1

First Red Lamp Fault Speed

RLM Additional Intergreen Handset Limits

Minimum	Maximum
<input type="text" value="0"/>	<input type="text" value="10"/>

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted
1
HPU Connection
1

Sensor Configuration For LSLS 1 (Cabinet 1)

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

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

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

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

External Sensors (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.

LMU Sensor Load Types

LMU Sensor Load Types

Page

1 of 1

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	Auto		1: Siemens Helios ELV	
2	B	As Seq.	Auto		1: Siemens Helios ELV	
3	C	R,G	Auto		3: Siemens LED Near Side Indicator	
4	C	Wait	Auto		2: Siemens LED Demand Indicator	
5	D	R,G	Auto		3: Siemens LED Near Side Indicator	
6	D	Wait	Auto		2: Siemens LED Demand Indicator	
7	E	As Seq.	Auto		1: Siemens Helios ELV	
8	F	R,G	Auto		3: Siemens LED Near Side Indicator	
9	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	

RLM Additional Intergreens

Phases Delayed

		A	B	C	D	E	F	G	H
Phases with RLF1	A			2					
	B				2				
	C								
	D								
	E						2		
	F								
	G								
	H								

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

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

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	<input type="text" value="0"/>	<input type="text" value="3"/>						
1	Circulatory Carriageway + Peds x App to Rndbit / Circ Exit onto A2070	<input type="text" value="1"/>	<input type="text" value="4"/>						
2	A2070 Bad Munstereifel Rd App + Peds x Circ / Peds x Circ Exit A2070	<input type="text" value="2"/>	<input type="text" value="5"/>						
3	<input type="text"/>	<input type="text"/>	<input type="text"/>						
4	<input type="text"/>	<input type="text"/>	<input type="text"/>						
5	<input type="text"/>	<input type="text"/>	<input type="text"/>						
6	<input type="text"/>	<input type="text"/>	<input type="text"/>						
7	<input type="text"/>	<input type="text"/>	<input type="text"/>						

General LEDs

	AUX1	AUX2	AUX3	AUX4 (Hurry Call)	AUX5 (Higher Priority)
Conditioned	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

General Buttons

	None	SW1	SW2	SW3
Momentary		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment					Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
<input type="radio"/>	Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase						
<input checked="" type="radio"/> Internal SDE/SA	0	<input type="text" value="BSA1"/>	<input type="text" value="4"/>	<input type="text" value="B"/>	A		<input type="checkbox"/>	Q		<input type="checkbox"/>
	1	<input type="text" value="BSA2"/>	<input type="text" value="4"/>	<input type="text" value="B"/>	B	<input type="text" value="2"/>	<input type="checkbox"/>	R		<input type="checkbox"/>
Equipment Type					C		<input type="checkbox"/>	S		<input type="checkbox"/>
<input type="radio"/> SDE	2				D		<input type="checkbox"/>	T		<input type="checkbox"/>
<input checked="" type="radio"/> SA	3				E		<input type="checkbox"/>	U		<input type="checkbox"/>
Loop Spacing					F		<input type="checkbox"/>	V		<input type="checkbox"/>
<input type="radio"/> 3.05m	4				G		<input type="checkbox"/>	W		<input type="checkbox"/>
<input checked="" type="radio"/> 3.66m	5				H		<input type="checkbox"/>	X		<input type="checkbox"/>
Note: 3.05m is Non-Standard					I		<input type="checkbox"/>	Y		<input type="checkbox"/>
Number of Assessors					J		<input type="checkbox"/>	Z		<input type="checkbox"/>
<input type="text" value="2"/>	6				K		<input type="checkbox"/>	A2		<input type="checkbox"/>
	7				L		<input type="checkbox"/>	B2		<input type="checkbox"/>
	8				M		<input type="checkbox"/>	C2		<input type="checkbox"/>
	9				N		<input type="checkbox"/>	D2		<input type="checkbox"/>
	10				O		<input type="checkbox"/>	E2		<input type="checkbox"/>
	11				P		<input type="checkbox"/>	F2		<input type="checkbox"/>
	12									
	13									
	14									
	15									

* Assessor Types:
 1 = Double SDE
 2 = TripleSDE Inner
 3 = TripleSDE Outer
 4 = Speed Assessment

SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

	A	B	C	D	E	F	G	H
A	Black	Red	Red	Red	Red	Red	Red	Red
B	Red	Black	Red	Red	Red	Red	Red	Red
C	Red	Red	Black	Red	Red	Red	Red	Red
D	Red	Red	Red	Black	Red	Red	Red	Red
E	Red	Red	Red	Red	Black	Red	Red	Red
F	Red	Red	Red	Red	Red	Black	Red	Red
G	Red	Red	Red	Red	Red	Red	Black	Red
H	Red	Red	Red	Red	Red	Red	Red	Black

Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

Works Order : 460886711
EM Number : 84043
Engineer : Kevin L Roberts
Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Special Conditioning

```
; AUX LED'S
; ~~~~~
MAUXSW1=MIL22                ; AUX 1 LED LIT WHEN AUX1 SWITCH ACTIVE ( dimming override )
                               ; AUX 2 LED NOT USED.
(MODE0 EQL<3>)=MIL05         ; AUX 3 LED LIT WHEN CLF MODE ACTIVE.
                               ; AUX 4 ( HURRY CALL ) LED NOT USED.
(MODE0 EQL<6>)=MIL17         ; AUX 5 ( HIGHER PRIORITY ) LED LIT WHEN UNDER UTC MODE.

; UTC REPLIES
; ~~~~~
NOT (LMPANY0+LMPANY1+FFH55)=LF1 ; ANY LAMP FAIL EITHER STREAM REPLIES UTC LF1 BIT
NOT (LMP2RED0+LMP2RED1)=LF2    ; 2nd RED LAMP FAULT EITHER STREAM REPLIES UTC LF2 BIT
(RR)=RR2                       ; REMOTE RE-CONNECT REPLIES UTC RR BIT BOTH STREAMS

; ST950 SPECIAL FACILITIES
; ~~~~~
MAXSETA=ESPTX1                ; MAXSET INFORMATION ALSO SENT ALONG SERIAL LINK
(LMPANY0+FFH55)=ESPTX2        ; ANY LAMP FAIL 1ST STREAM INFO ALSO SENT ALONG SERIAL LINK
(LMP2RED0)=ESPTX3             ; SECOND RED LAMP FAIL 1ST STREAM INFO ALSO SENT ALONG SERIAL LINK
(LMPANY1)=ESPTX4              ; ANY LAMP 2ND STREAM FAIL INFO ALSO SENT ALONG SERIAL LINK
FLFCOM=ESPTX5                 ; CONTROLLER FAULT LOG ENTRY ALSO SENT ALONG SERIAL LINK
TRUE=ESPTX6                   ; FLAG TO DETECT SERIAL LINK DISCONNECTION

; DOOR SWITCH OMU SERIAL LINK
; ~~~~~
NOT (DOORSW)=ESPTX0           ; DOOR OPEN SEND SIGNAL TO OMU VIA SERIAL LINK

; DOOR CLOSED DISABLES MANUAL PANEL
; ~~~~~
DOORSW:=MNCNT                 ; DOOR CLOSED DISABLES MANUAL MODE CONTROL
*=MSCNT
```

Works Order : 460886711
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Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Special Conditioning

; ADDITIONAL DETECTOR DEMANDS / EXTENSIONS - STREAM 1

; =====

BX2+BY2+BZ2+BX3+BY3+BZ3 \$; BX2, BY2, BZ2, BX3, BY3, BZ3
+BX4+BY4+BZ4+=LCPHB	; OR BX4, BY4 OR BZ4 INSERTS A LATCHED DEMAND PHASE B
BX2_EXT+BY2_EXT+BZ2_EXT \$; BX2, BY2, BZ2 OR
+BX3_EXT+BY3_EXT+BZ3_EXT \$; BX3, BY3, BZ3 OR
+BX4_EXT+BY4_EXT+BZ4_EXT:+=EXOB	; BX4, BY4 OR BZ4 EXTENDS PHASE B
*+=EXCB	

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Special Conditioning

; UTC PED DEMAND 2ND STREAM

; =====

PV=PRVST5

PX=+LCPHF

; UTC PV BIT PREVENTS STAGE 5

; UTC PX BIT PUTS IN A LATCHED DEMAND FOR PHASE F

Works Order : 460886711
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Special Conditioning

; IN STAGE 1 ONLY TO EXTEND PHASE A

; =====

(MODE0 EQL<2>.STAGE1) :+=EXOA
*+=EXCA

; IN V.A AND STAGE 1 TO EXTEND PHASE A

Works Order : 460886711
EM Number : 84043
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Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Special Conditioning

```
; UTC REPLY DETECTION FAULT STREAM 0  
; ~~~~~  
NOT (BX1_DFM+BX2_DFM+BX3_DFM+BX4_DFM+BY1_DFM+BY2_DFM+BY3_DFM+BY4_DFM+BZ1_DFM+BZ2_DFM+BZ3_DFM+BZ4_DFM+ $  
CPBP1_DFM+CPBP2_DFM+CPBP13_DFM+CPBP14_DFM+DPBP3_DFM+DPBP4_DFM+DPBP9_DFM+DPBP10_DFM) =DF1  
  
; UTC REPLY DETECTION FAULT STREAM 1  
; ~~~~~  
NOT (EMVDP5_DFM+EMVDP8_DFM+FPBP5_DFM+FPBP6_DFM+FPBP7_DFM+FPBP8_DFM+FONXP5_DFM+FONXP8_DFM+ $  
FKBSDP5_DFM+FKBSDP8_DFM) =DF2
```

Works Order : 460886711
EM Number : 84043
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Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Special Conditioning

```
; TACTILE OUTPUT STREAM 0  
; ~~~~~  
LMPON.PHASEC.NOT (LMUINH) =TACTC ; TACTILE OUTPUT UNLESS 2 RED LAMPS FAULT  
LMPON.PHASED.NOT (LMUINH) =TACTD ; TACTILE OUTPUT UNLESS 2 RED LAMPS FAULT  
  
; TACTILE OUTPUT STREAM 1  
; ~~~~~  
LMPON.PHASEF.NOT (LMUINH) =TACTF ; TACTILE OUTPUT UNLESS 2 RED LAMPS FAULT
```

Works Order : 460886711
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Special Conditioning

; PEDESTRIAN MINIMUM

; =====

PHASEC.STAGE2.NOT (MINC)=1AUXCMDC4

; TERMINATE PEDS C _D AFTER MIN

PHASED.STAGE1.NOT (MIND)=1AUXCMDD4

Works Order : 460886711
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Special Instructions

84043

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
CPU	A					

Works Order : 460886711
 EM Number : 84043
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

Special Instructions

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

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY			
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY	1		
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

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

Works Order : 460886711
 EM Number : 84043
 Engineer : Kevin L Roberts
 Intersection : M20 Junction 10 / A2070 Bad Munstereifel Road, Willesborough Interchange - Kent Site 20J27

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 : 460886711
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Special Instructions

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Terminal No				
																Pri	HC	CC	IG								
<input type="radio"/>	0	0	I	BX1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1			
<input type="radio"/>	1	1	I	BY1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2			
<input type="radio"/>	2	2	I	BZ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3			
<input type="radio"/>	3	3	I	SPARE1-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4			
<input type="radio"/>	4	4	I	BX2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1			
<input type="radio"/>	5	5	I	BY2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2			
<input type="radio"/>	6	6	I	BZ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3			
<input type="radio"/>	7	7	I	SPARE2-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4			

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs
 Inputs & Outputs
 Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 1

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	UD	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
													Pri	HC	CC	IG	UD	LRT					
<input type="radio"/>	8	0	I	BX3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1	
<input type="radio"/>	9	1	I	BY3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2	
<input type="radio"/>	10	2	I	BZ3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3	
<input type="radio"/>	11	3	I	SPARE3-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4	
<input type="radio"/>	12	4	I	BX4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1	
<input type="radio"/>	13	5	I	BY4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2	
<input type="radio"/>	14	6	I	BZ4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	1.6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3	
<input type="radio"/>	15	7	I	SPARE4-4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4	

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address 2

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Terminal No	
																Pri	HC	CC	IG					
<input type="radio"/>	16	0	I	BSA1a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A1
<input type="radio"/>	17	1	I	BSA1b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A2
<input type="radio"/>	18	2	I	BSA2a	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A3
<input type="radio"/>	19	3	I	BSA2b	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A4
<input type="radio"/>	20	4	I	N15211A1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B1
<input type="radio"/>	21	5	I	N15211A2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B2
<input type="radio"/>	22	6	I	N15211A3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B3
<input type="radio"/>	23	7	I	N15211A4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B4

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 160
Card Address: 2

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Terminal No	
																Pri	HC	CC	IG					
<input type="radio"/>	24	0	I	N15261B1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C1
<input type="radio"/>	25	1	I	N15261B2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C2
<input type="radio"/>	26	2	I	N15261B3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C3
<input type="radio"/>	27	3	I	N15261B4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C4
<input type="radio"/>	28	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D1
<input type="radio"/>	29	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D2
<input type="radio"/>	30	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D3
<input type="radio"/>	31	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D4

Add
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Clear Used By
Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Line No		
																Pri	HC	CC	IG						
<input type="radio"/>	32	0	I	CPBP1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-0
<input type="radio"/>	33	1	I	CPBP2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-1
<input type="radio"/>	34	2	I	CPBP13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-2
<input type="radio"/>	35	3	I	CPBP14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-3
<input type="radio"/>	36	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-4
<input type="radio"/>	37	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-5
<input type="radio"/>	38	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-6
<input type="radio"/>	39	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-7

Add

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Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM		Ext time	Phs	UTC	SDE	Used By				UD	LRT	Term Block	Line No
											A	0					Pri	HC	CC	IG				
<input type="radio"/>	40	0	I	DPBP3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-8
<input type="radio"/>	41	1	I	DPBP4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-9
<input type="radio"/>	42	2	I	DPBP9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-10
<input type="radio"/>	43	3	I	DPBP10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-11
<input type="radio"/>	44	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-12
<input type="radio"/>	45	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-13
<input type="radio"/>	46	6	I	EMVDP5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-14
<input type="radio"/>	47	7	I	EMVDP8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-15

Add
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Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Line No					
																Pri	HC	CC	IG	UD	LRT					
<input type="radio"/>	48	0	I	FPBP5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-16			
<input type="radio"/>	49	1	I	FPBP6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-17		
<input type="radio"/>	50	2	I	FPBP7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-18		
<input type="radio"/>	51	3	I	FPBP8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Y	1	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-19		
<input type="radio"/>	52	4	I	FONXP5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-20		
<input type="radio"/>	53	5	I	FONXP8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-21		
<input type="radio"/>	54	6	I	FKBSDP5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-22		
<input type="radio"/>	55	7	I	FKBSDP8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	2	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-23		

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Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

 Manual Allocation

Port Number & Type

Port:
 Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Line No
														Phs	UTC	SDE	Pri	HC	CC	IG	UD		
<input type="radio"/>	56	0	O	TACTC	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-0			
<input type="radio"/>	57	1	O	TACTD	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-1			
<input type="radio"/>	58	2	O	TACTF	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-2			
<input type="radio"/>	59	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-3			
<input type="radio"/>	60	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-4			
<input type="radio"/>	61	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-5			
<input type="radio"/>	62	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-6			
<input type="radio"/>	63	7	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	0-7			

Add
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Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

Enable Signal Required
Check boxes

Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By							Term Block	Line No	
														Phs	UTC	SDE	Pri	HC	CC	IG			UD
<input type="radio"/>	64	0	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-8
<input type="radio"/>	65	1	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-9
<input type="radio"/>	66	2	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-10
<input type="radio"/>	67	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-11
<input type="radio"/>	68	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-12
<input type="radio"/>	69	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-13
<input type="radio"/>	70	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-14
<input type="radio"/>	71	7	O	SPAREOP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	N		00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-15

Add
Delete
Move
Clear Used By
Move to/from backplane

Manual Map Optimisation

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

Card Reversed

HPU Connection

1

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

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

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SET B	SET C	SET D
Group 0	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 2	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 5	Active (Mins)	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>	<input type="text" value="4"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

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

Handset Limiting Values

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

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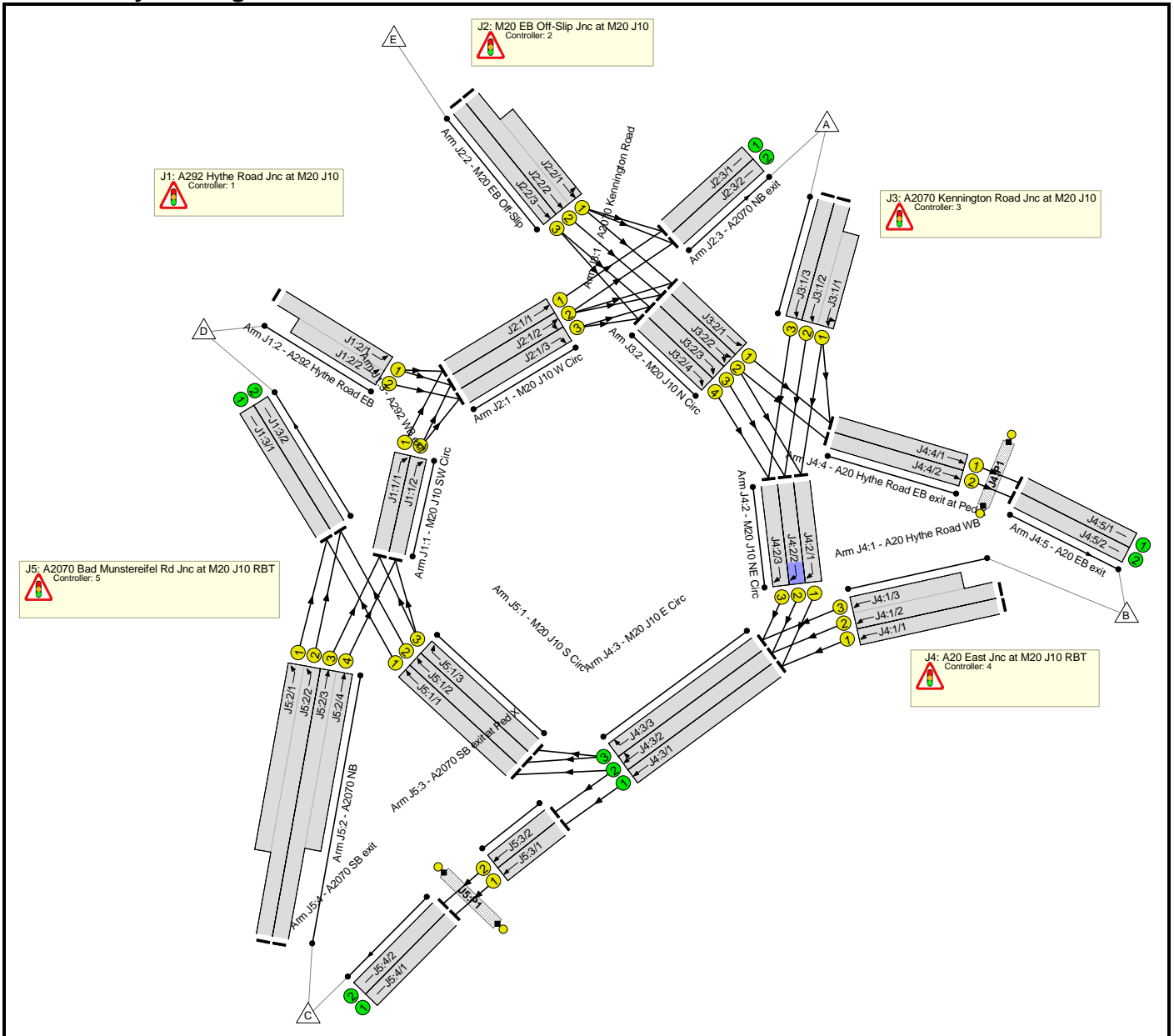
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Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	WIE20982 Sevington IBF
Title:	J6) M20 J10
Location:	
Date Completed:	March 2025
Model Purpose:	For TA
Additional detail:	
File name:	J6) M20 J10.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



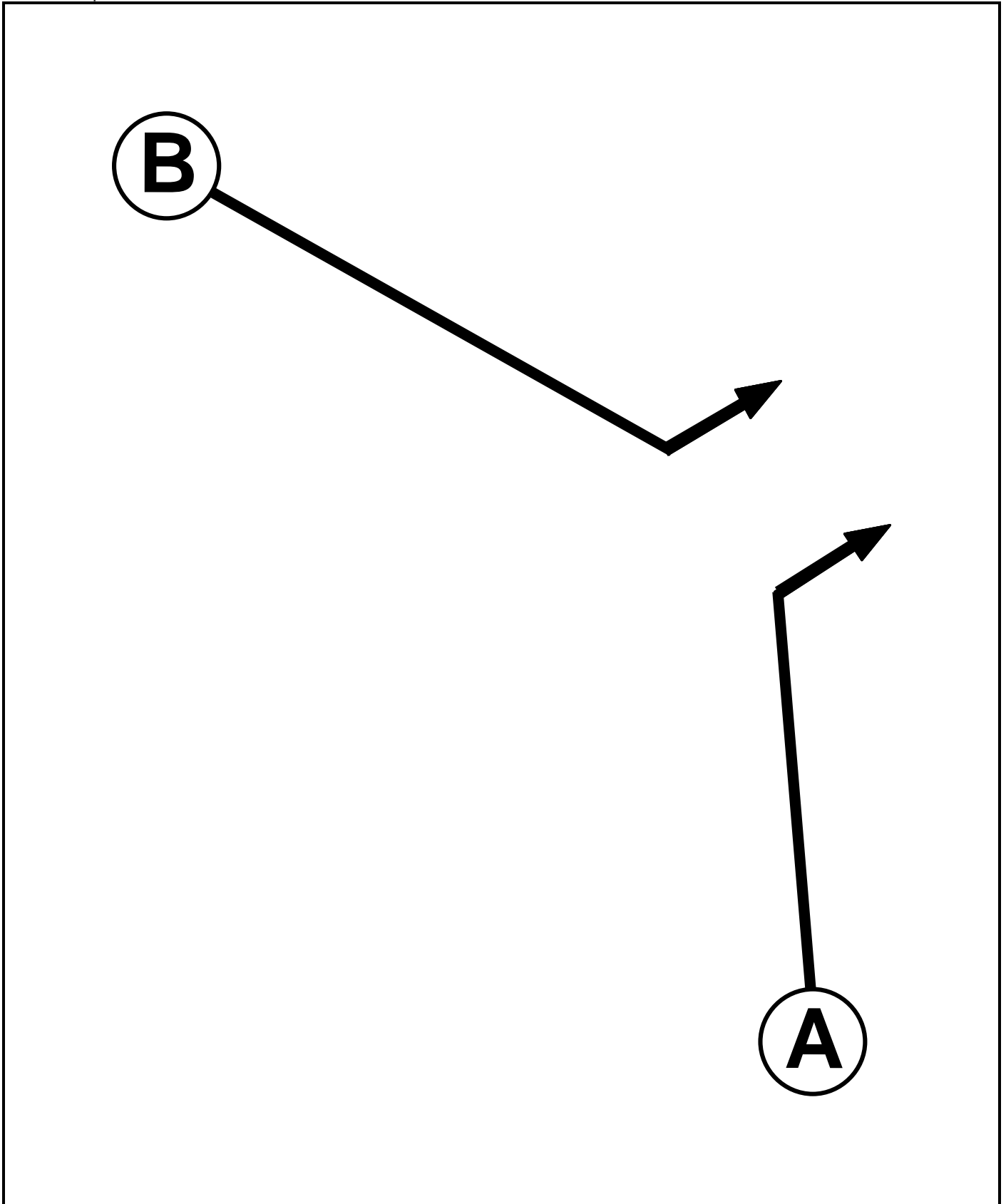
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 Base AM Peak	2024 Base AM Peak	Network Control Plan 1	07:45 - 08:45	96	51.5	46.12
2	2024 Base PM Peak	2024 Base PM Peak	Network Control Plan 1	16:30 - 17:30	96	12.6	55.78
3	2024 Base+Sev (Obs) AM Peak	2024 Base+Sev (Obs) AM Peak	Network Control Plan 1	07:45 - 08:45	96	40.2	50.45
4	2024 Base+Sev (Obs) PM Peak	2024 Base+Sev (Obs) PM Peak	Network Control Plan 1	16:30 - 17:30	96	27.3	52.98
5	2026 Base AM Peak	2026 Base AM Peak	Network Control Plan 1	07:45 - 08:45	96	34.0	51.38
6	2026 Base PM Peak	2026 Base PM Peak	Network Control Plan 1	16:30 - 17:30	96	15.5	56.76
7	2026 Base+Sev AM Peak	2026 Base+Sev AM Peak	Network Control Plan 1	07:45 - 08:45	96	39.1	48.02
8	2026 Base+Sev PM Peak	2026 Base+Sev PM Peak	Network Control Plan 1	16:30 - 17:30	96	9.9	59.16
9	2036 Base AM Peak	2036 Base AM Peak	Network Control Plan 1	07:45 - 08:45	96	-15.3	137.08
10	2036 Base PM Peak	2036 Base PM Peak	Network Control Plan 1	16:30 - 17:30	96	-21.4	126.71
11	2036 Base+Sev AM Peak	2036 Base+Sev AM Peak	Network Control Plan 1	07:45 - 08:45	96	-15.3	141.51
12	2036 Base+Sev PM Peak	2036 Base+Sev PM Peak	Network Control Plan 1	16:30 - 17:30	96	-22.9	142.42
13	2036 Base+Sev 4 AM Peak	2036 Base+Sev 4 AM Peak	Network Control Plan 1	07:45 - 08:45	96	-15.3	139.11
14	2036 Base+Sev 4 PM Peak	2036 Base+Sev 4 PM Peak	Network Control Plan 1	16:30 - 17:30	96	-22.9	143.99

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	2	2	A292 Hythe Road Jnc at M20 J10	
C2	Gen		Stage Stream 1	2	2	M20 EB Off-Slip Jnc at M20 J10	
C3	Gen		Stage Stream 1	2	2	A2070 Kennington Road Jnc at M20 J10	
C4	Gen		Stage Stream 1	4	2	A20 East Jnc at M20 J10 RBT	
			Stage Stream 2	2	2	A20 East Jnc at M20 J10 RBT	
C5	Gen		Stage Stream 1	4	2	A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	
			Stage Stream 2	2	2	A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	

**Controller :C1
Phase Diagram**



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Detailed Input Data And Results

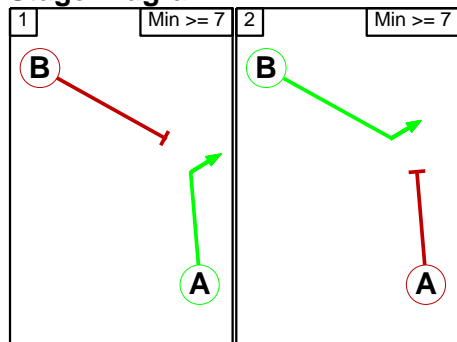
Phase Intergreens Matrix

	Starting Phase		
		A	B
Terminating Phase	A		6
	B	6	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



Phase Delays

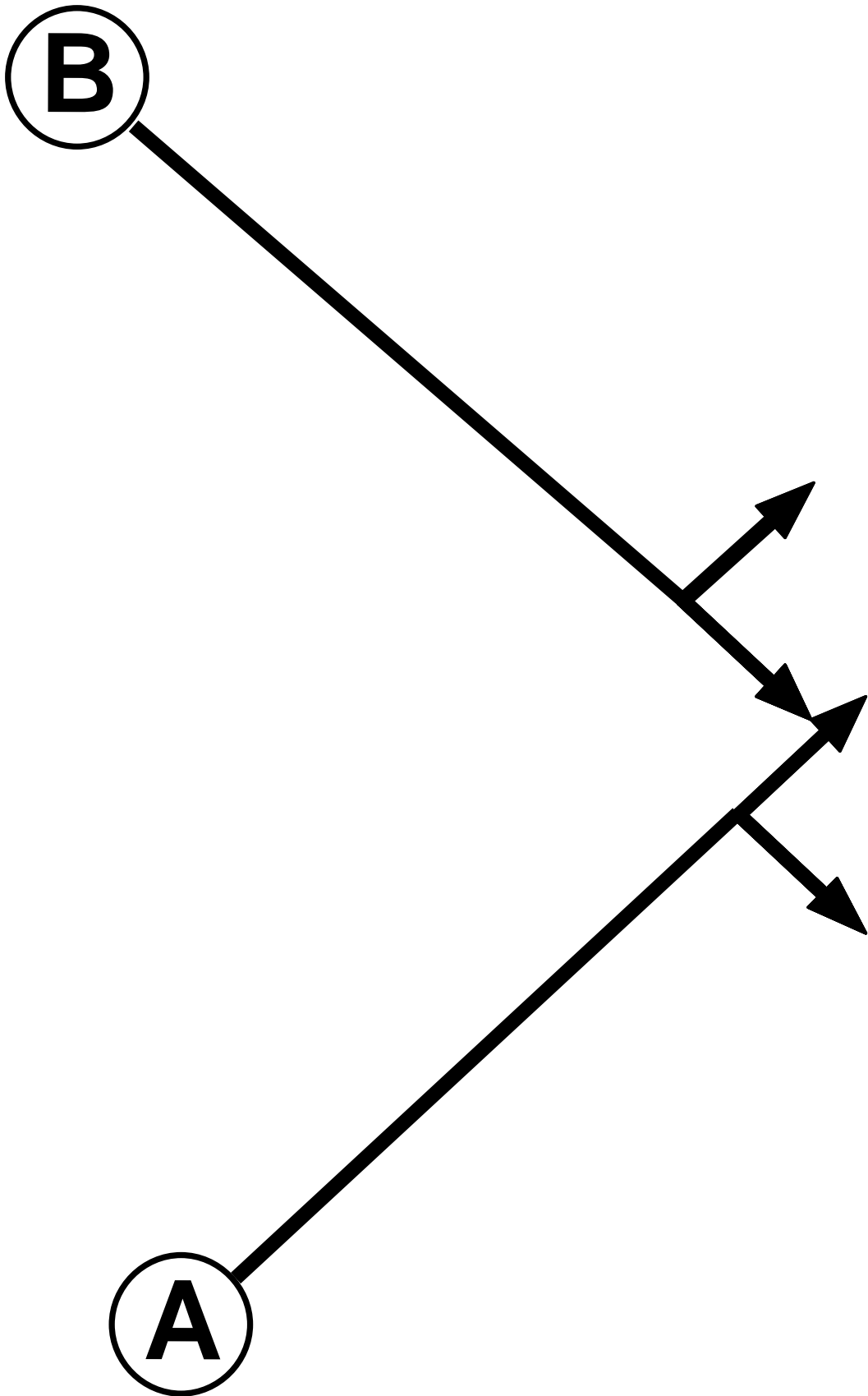
Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage	
	1	2
From Stage	1	6
	2	6

Detailed Input Data And Results

Controller :C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

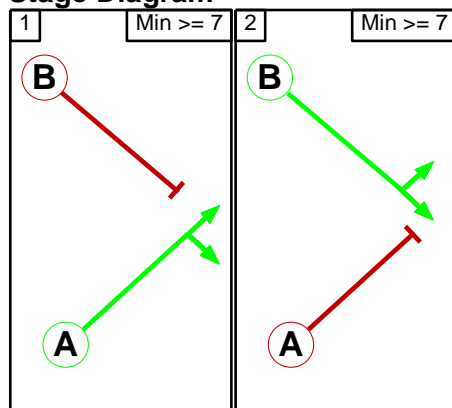
Phase Intergreens Matrix

	Starting Phase	
Terminating Phase	A	B
	A	6
	B	7

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



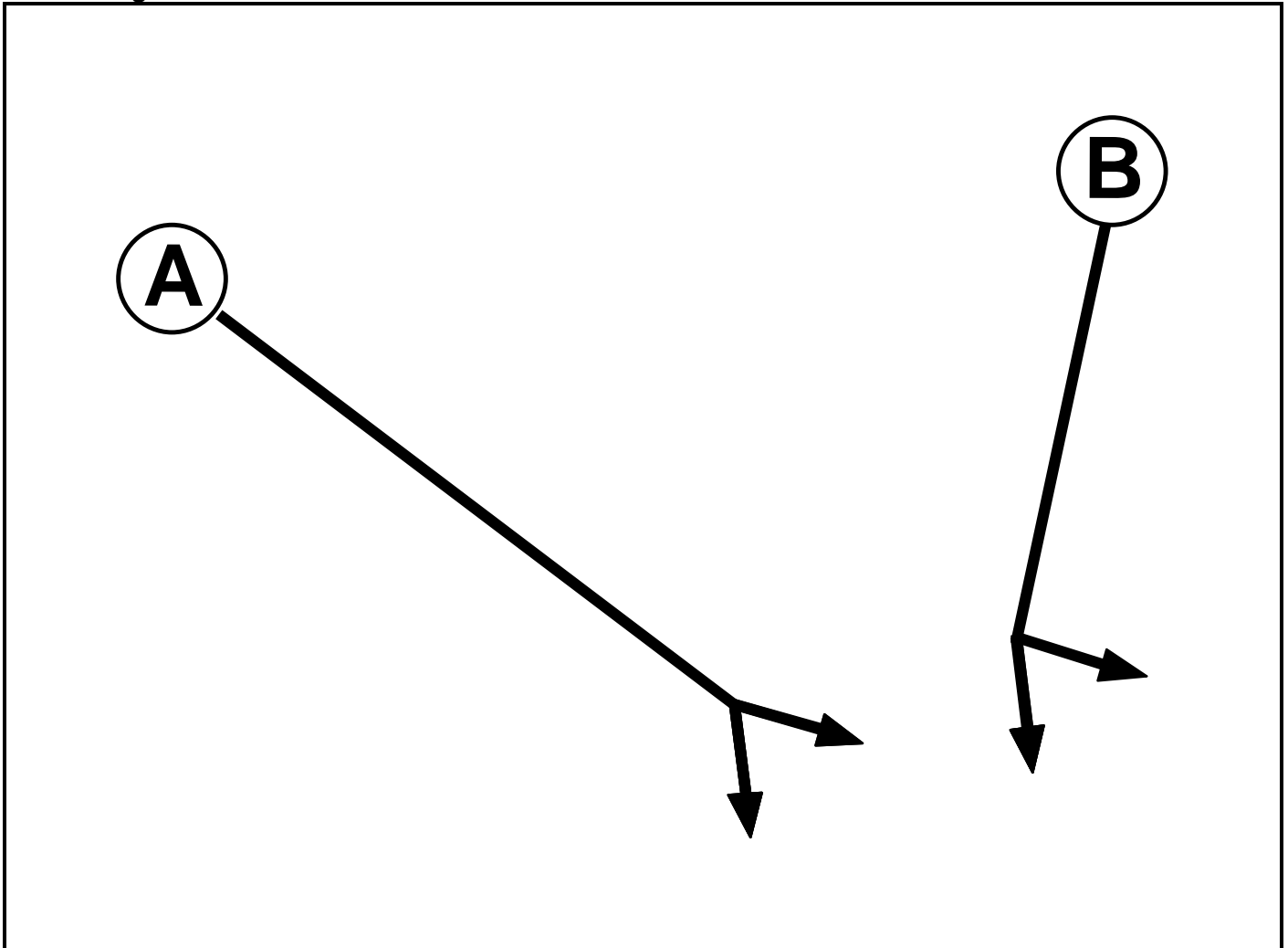
Phase Delays

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

Prohibited Stage Change

	To Stage	
From Stage	1	2
	1	6
	2	7

Controller :C3
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

Phase Intergreens Matrix

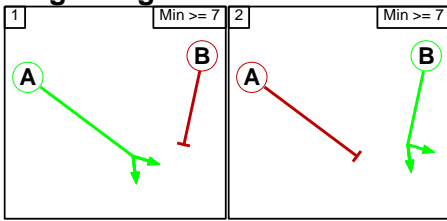
	Starting Phase		
Terminating Phase		A	B
	A		6
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Detailed Input Data And Results

Stage Diagram



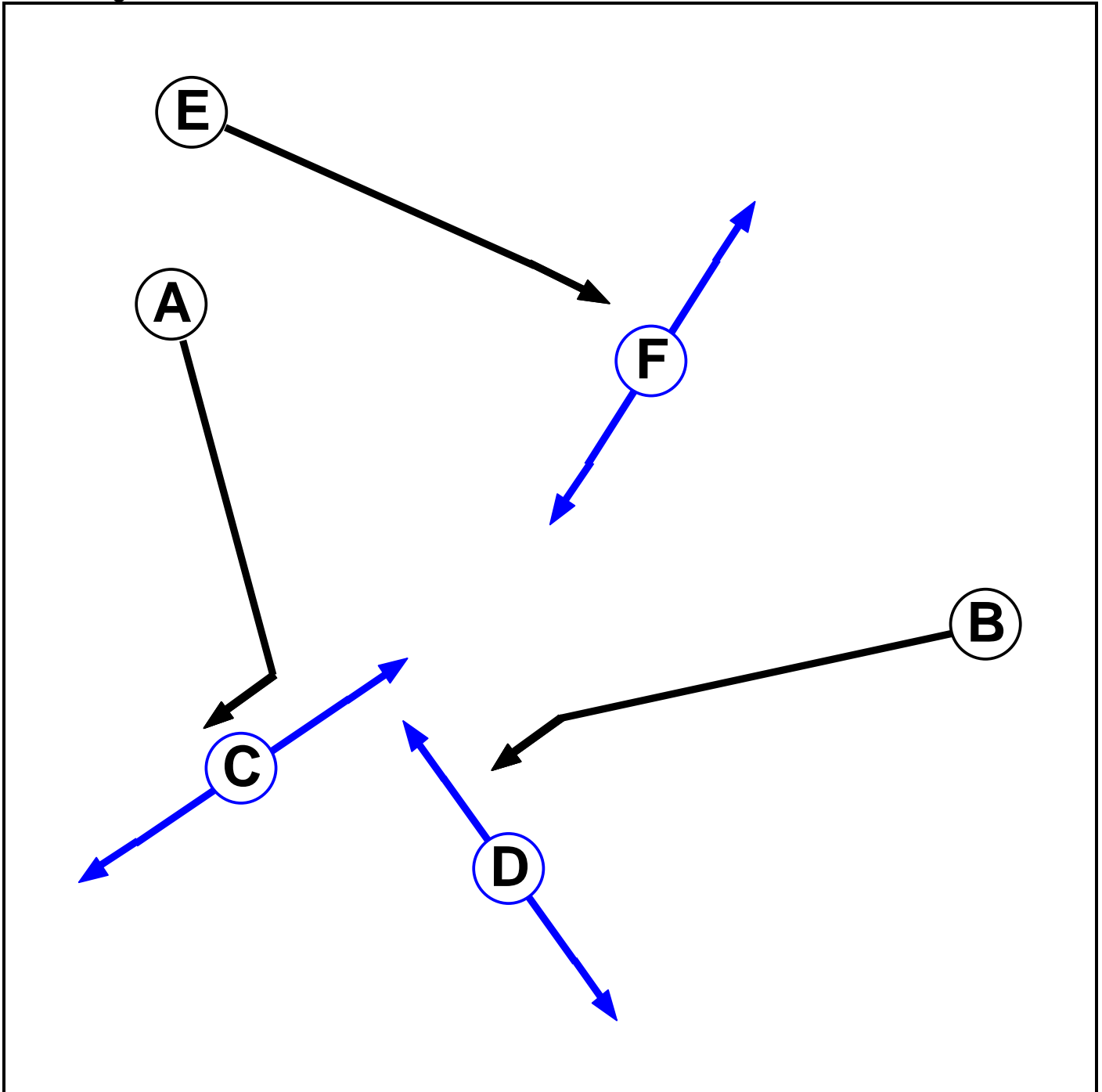
Phase Delays

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

Prohibited Stage Change

		To Stage	
		1	2
From Stage	1		6
	2	7	

Controller :C4
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Pedestrian	1		7	7
E	Traffic	2		7	7
F	Pedestrian	2		6	6

Phase Intergreens Matrix

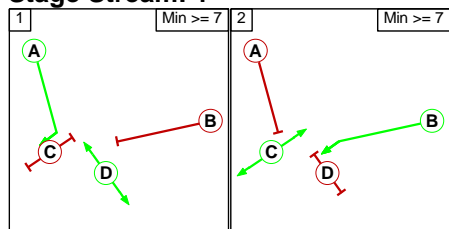
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		6	6	-	-	-
	B	7		-	7	-	-
	C	14	-		-	-	-
	D	-	12	-		-	-
	E	-	-	-	-		5
	F	-	-	-	-	0	

Phases in Stage

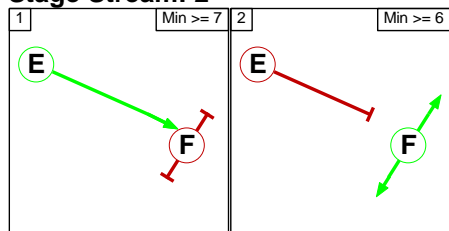
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

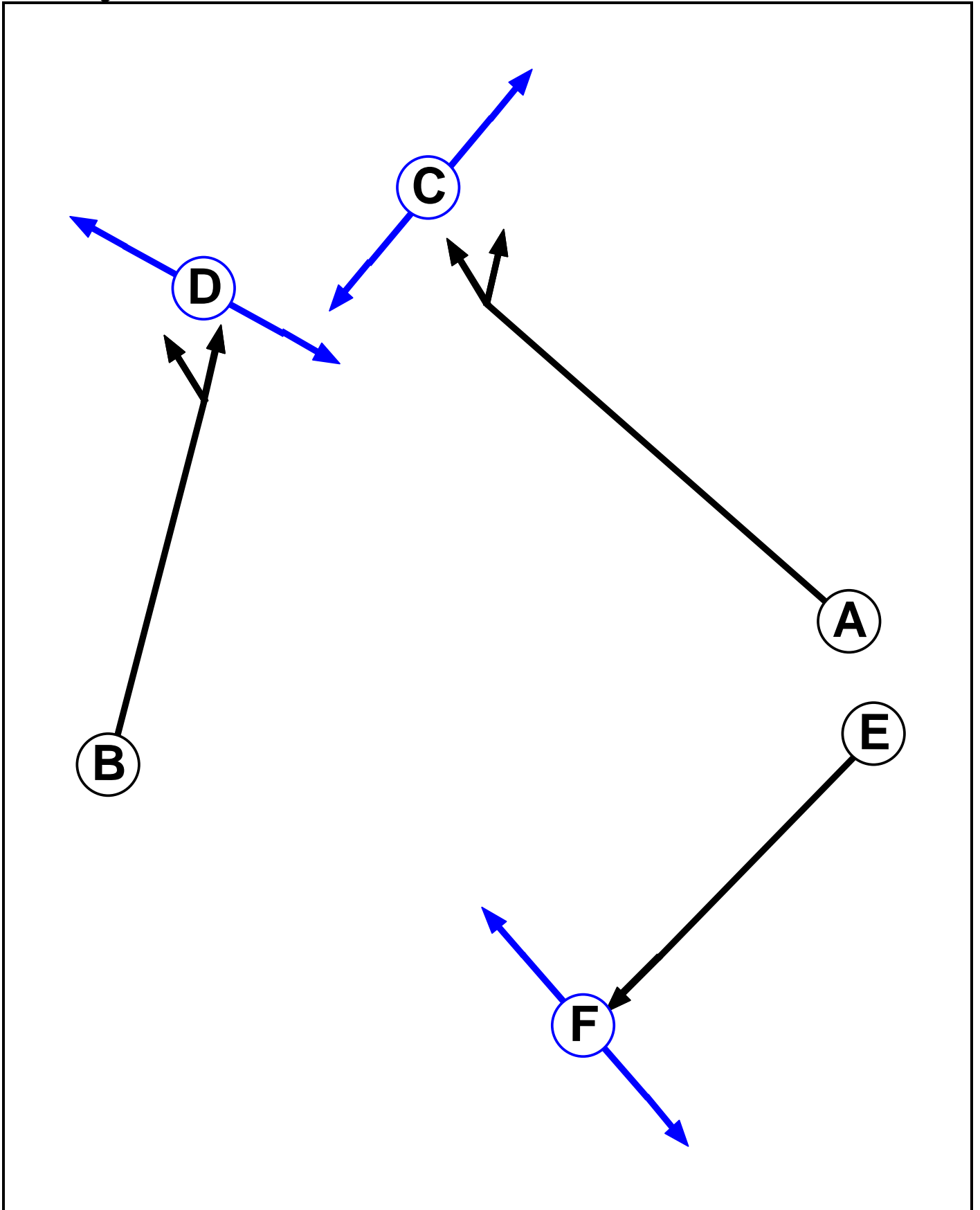
Stage Stream: 1

		To Stage	
		1	2
From Stage	1	■	12
	2	14	■

Stage Stream: 2

		To Stage	
		1	2
From Stage	1	■	5
	2	2	■

Controller :C5
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Pedestrian	1		7	7
D	Pedestrian	1		7	7
E	Traffic	2		7	7
F	Pedestrian	2		6	6

Phase Intergreens Matrix

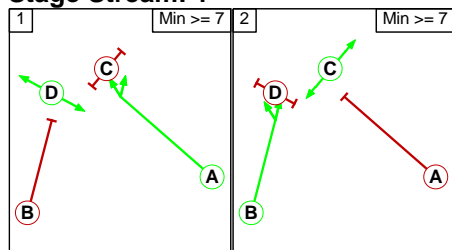
		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		7	7	-	-	-
	B	7		-	7	-	-
	C	12	-		-	-	-
	D	-	14	-		-	-
	E	-	-	-	-		5
	F	-	-	-	-	0	

Phases in Stage

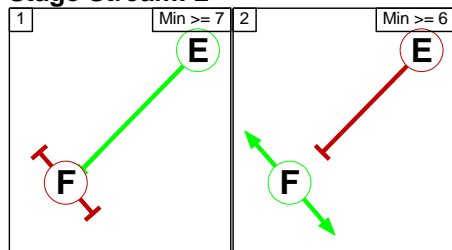
Stream	Stage No.	Phases in Stage
1	1	A D
1	2	B C
2	1	E
2	2	F

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Detailed Input Data And Results

Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage	
		1	2
From Stage	1		14
	2	12	

Stage Stream: 2

		To Stage	
		1	2
From Stage	1		5
	2	2	

Lane Input Data

Junction: J1: A292 Hythe Road Jnc at M20 J10												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (M20 J10 SW Circ)	U	A	2	3	11.3	Geom	-	4.29	0.00	Y	Arm J2:1 Right	68.97
J1:1/2 (M20 J10 SW Circ)	U	A	2	3	11.3	Geom	-	4.66	0.00	Y	Arm J2:1 Right	50.99
J1:2/1 (A292 Hythe Road EB)	U	B	2	3	60.0	Geom	-	4.62	0.00	Y	Arm J2:1 Left	32.31
J1:2/2 (A292 Hythe Road EB)	U	B	2	3	10.4	Geom	-	4.42	0.00	Y	Arm J2:1 Left	45.12
J1:3/1 (A292 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:3/2 (A292 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (M20 J10 W Circ)	U	A	2	3	10.1	Geom	-	3.41	0.00	Y	Arm J2:3 Ahead	144.54
J2:1/2 (M20 J10 W Circ)	U	A	2	3	10.1	Geom	-	3.54	0.00	N	Arm J2:3 Ahead Arm J3:2 Right	86.80 60.21
J2:1/3 (M20 J10 W Circ)	U	A	2	3	10.1	Geom	-	3.50	0.00	Y	Arm J3:2 Right	48.20
J2:2/1 (M20 EB Off-Slip)	U	B	2	3	10.0	Geom	-	3.45	0.00	Y	Arm J2:3 Left Arm J3:2 Ahead	52.00 60.50
J2:2/2 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	3.96	0.00	N	Arm J3:2 Ahead	65.20
J2:2/3 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.06	0.00	Y	Arm J3:2 Ahead	63.39
J2:3/1 (A2070 NB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/2 (A2070 NB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J3: A2070 Kennington Road Jnc at M20 J10												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A2070 Kennington Road)	U	B	2	3	10.4	Geom	-	4.80	0.00	Y	Arm J4:2 Ahead	Inf
											Arm J4:4 Left	62.10
J3:1/2 (A2070 Kennington Road)	U	B	2	3	60.0	Geom	-	4.84	0.00	N	Arm J4:2 Ahead	65.53
J3:1/3 (A2070 Kennington Road)	U	B	2	3	60.0	Geom	-	4.23	0.00	Y	Arm J4:2 Ahead	80.53
J3:2/1 (M20 J10 N Circ)	U	A	2	3	4.3	Geom	-	4.05	0.00	Y	Arm J4:4 Ahead	151.00
J3:2/2 (M20 J10 N Circ)	U	A	2	3	6.1	Geom	-	3.77	0.00	N	Arm J4:2 Ahead	115.00
											Arm J4:4 Ahead	68.90
J3:2/3 (M20 J10 N Circ)	U	A	2	3	7.3	Geom	-	3.69	0.00	N	Arm J4:2 Ahead	61.78
J3:2/4 (M20 J10 N Circ)	U	A	2	3	7.8	Geom	-	4.16	0.00	Y	Arm J4:2 Ahead	50.05

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (A20 Hythe Road WB)	U	B	2	3	60.0	Geom	-	4.26	0.00	Y	Arm J4:3 Ahead	89.40
J4:1/2 (A20 Hythe Road WB)	U	B	2	3	60.0	Geom	-	4.22	0.00	N	Arm J4:3 Ahead	113.10
J4:1/3 (A20 Hythe Road WB)	U	B	2	3	10.4	Geom	-	4.43	0.00	Y	Arm J4:3 Ahead	101.28
J4:2/1 (M20 J10 NE Circ)	U	A	2	3	6.1	Geom	-	4.03	0.00	Y	Arm J4:3 Right	51.91
J4:2/2 (M20 J10 NE Circ)	U	A	2	3	7.8	Geom	-	3.83	0.00	N	Arm J4:3 Right	63.53
J4:2/3 (M20 J10 NE Circ)	U	A	2	3	8.7	Geom	-	3.61	0.00	Y	Arm J4:3 Right	63.53
J4:3/1 (M20 J10 E Circ)	U		2	3	26.1	Inf	-	-	-	-	-	-
J4:3/2 (M20 J10 E Circ)	U		2	3	26.1	Inf	-	-	-	-	-	-
J4:3/3 (M20 J10 E Circ)	U		2	3	26.1	Inf	-	-	-	-	-	-
J4:4/1 (A20 Hythe Road EB exit at Ped X)	U	E	2	3	7.0	Geom	-	4.33	0.00	Y	Arm J4:5 Ahead	62.60
J4:4/2 (A20 Hythe Road EB exit at Ped X)	U	E	2	3	7.0	Geom	-	4.02	0.00	Y	Arm J4:5 Ahead	43.05
J4:5/1 (A20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J4:5/2 (A20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (M20 J10 S Circ)	U	A	2	3	5.6	Geom	-	3.51	0.00	Y	Arm J1:3 Ahead	Inf
J5:1/2 (M20 J10 S Circ)	U	A	2	3	8.7	Geom	-	3.57	0.00	N	Arm J1:3 Ahead	178.12
J5:1/3 (M20 J10 S Circ)	U	A	2	3	5.6	Geom	-	3.81	0.00	Y	Arm J1:1 Right	81.23
J5:2/1 (A2070 NB)	U	B	2	3	17.4	Geom	-	3.23	0.00	Y	Arm J1:3 Ahead	41.07
J5:2/2 (A2070 NB)	U	B	2	3	60.0	Geom	-	3.27	0.00	N	Arm J1:3 Ahead	46.04
J5:2/3 (A2070 NB)	U	B	2	3	60.0	Geom	-	3.29	0.00	N	Arm J1:1 Ahead	44.94
J5:2/4 (A2070 NB)	U	B	2	3	16.5	Geom	-	3.17	0.00	Y	Arm J1:1 Ahead	54.70
J5:3/1 (A2070 SB exit at Ped X)	U	E	2	3	7.0	Geom	-	4.42	0.00	Y	Arm J5:4 Ahead	80.66
J5:3/2 (A2070 SB exit at Ped X)	U	E	2	3	6.1	Geom	-	4.71	0.00	Y	Arm J5:4 Ahead	68.55
J5:4/1 (A2070 SB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/2 (A2070 SB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: J1: A292 Hythe Road Jnc at M20 J10

There are no Opposed Lanes in this Junction

Junction: J2: M20 EB Off-Slip Jnc at M20 J10

There are no Opposed Lanes in this Junction

Junction: J3: A2070 Kennington Road Jnc at M20 J10

There are no Opposed Lanes in this Junction

Junction: J4: A20 East Jnc at M20 J10 RBT

There are no Opposed Lanes in this Junction

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT

There are no Opposed Lanes in this Junction

Detailed Input Data And Results

Lane Connector Input Data

Junction: J1: A292 Hythe Road Jnc at M20 J10				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J5:1/1	J1:3/1	Entering	2	35
J5:1/2	J1:3/2	Entering	2	35
J5:1/3	J1:1/1	Entering	2	35
J5:1/3	J1:1/2	Entering	2	35
J5:2/1	J1:3/1	Entering	2	35
J5:2/2	J1:3/2	Entering	2	35
J5:2/3	J1:1/1	Entering	2	35
J5:2/4	J1:1/2	Entering	2	35
J1:1/1	J2:1/1	Leaving	2	35
J1:1/2	J2:1/2	Leaving	2	35
J1:1/2	J2:1/3	Leaving	2	35
J1:2/1	J2:1/1	Leaving	2	35
J1:2/1	J2:1/2	Leaving	2	35
J1:2/2	J2:1/3	Leaving	2	35

Junction: J2: M20 EB Off-Slip Jnc at M20 J10				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:1/1	Entering	2	35
J1:1/2	J2:1/2	Entering	2	35
J1:1/2	J2:1/3	Entering	2	35
J1:2/1	J2:1/1	Entering	2	35
J1:2/1	J2:1/2	Entering	2	35
J1:2/2	J2:1/3	Entering	2	35
J2:1/1	J2:3/1	Internal	2	35
J2:1/2	J2:3/2	Internal	2	35
J2:1/2	J3:2/1	Leaving	2	35
J2:1/2	J3:2/2	Leaving	2	35
J2:1/3	J3:2/3	Leaving	2	35
J2:1/3	J3:2/4	Leaving	2	35
J2:2/1	J2:3/1	Internal	2	35
J2:2/1	J2:3/2	Internal	2	35
J2:2/1	J3:2/1	Leaving	2	35
J2:2/2	J3:2/2	Leaving	2	35
J2:2/3	J3:2/3	Leaving	2	35
J2:2/3	J3:2/4	Leaving	2	35

Detailed Input Data And Results

Junction: J3: A2070 Kennington Road Jnc at M20 J10				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J2:1/2	J3:2/1	Entering	2	35
J2:1/2	J3:2/2	Entering	2	35
J2:1/3	J3:2/3	Entering	2	35
J2:1/3	J3:2/4	Entering	2	35
J2:2/1	J3:2/1	Entering	2	35
J2:2/2	J3:2/2	Entering	2	35
J2:2/3	J3:2/3	Entering	2	35
J2:2/3	J3:2/4	Entering	2	35
J3:1/1	J4:2/1	Leaving	2	35
J3:1/1	J4:4/1	Leaving	2	35
J3:1/2	J4:2/2	Leaving	2	35
J3:1/3	J4:2/3	Leaving	2	35
J3:2/1	J4:4/1	Leaving	2	35
J3:2/2	J4:2/1	Leaving	2	35
J3:2/2	J4:4/2	Leaving	2	35
J3:2/3	J4:2/2	Leaving	2	35
J3:2/4	J4:2/3	Leaving	2	35

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J4:1/1	J4:3/1	Internal	2	35
J4:1/2	J4:3/2	Internal	2	35
J4:1/3	J4:3/3	Internal	2	35
J4:2/1	J4:3/1	Internal	2	35
J4:2/2	J4:3/2	Internal	2	35
J4:2/3	J4:3/3	Internal	2	35
J4:3/1	J5:3/1	Leaving	2	35
J4:3/2	J5:1/1	Leaving	2	35
J4:3/2	J5:3/2	Leaving	2	35
J4:3/3	J5:1/2	Leaving	2	35
J4:3/3	J5:1/3	Leaving	2	35
J4:4/1	J4:5/1	Internal	1	35
J4:4/2	J4:5/2	Internal	1	35
J3:1/1	J4:2/1	Entering	2	35
J3:1/1	J4:4/1	Entering	2	35
J3:1/2	J4:2/2	Entering	2	35
J3:1/3	J4:2/3	Entering	2	35
J3:2/1	J4:4/1	Entering	2	35
J3:2/2	J4:2/1	Entering	2	35
J3:2/2	J4:4/2	Entering	2	35
J3:2/3	J4:2/2	Entering	2	35
J3:2/4	J4:2/3	Entering	2	35

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J4:3/1	J5:3/1	Entering	2	35
J4:3/2	J5:1/1	Entering	2	35
J4:3/2	J5:3/2	Entering	2	35
J4:3/3	J5:1/2	Entering	2	35
J4:3/3	J5:1/3	Entering	2	35
J5:1/1	J1:3/1	Leaving	2	35
J5:1/2	J1:3/2	Leaving	2	35
J5:1/3	J1:1/1	Leaving	2	35
J5:1/3	J1:1/2	Leaving	2	35
J5:2/1	J1:3/1	Leaving	2	35
J5:2/2	J1:3/2	Leaving	2	35
J5:2/3	J1:1/1	Leaving	2	35
J5:2/4	J1:1/2	Leaving	2	35
J5:3/1	J5:4/1	Internal	1	35
J5:3/2	J5:4/2	Internal	1	35

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A292 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	52.6 %	2066	2066
				Arm J3:2 Right	60.21	47.4 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	71.6 %	1907	1907
				Arm J3:2 Ahead	60.50	28.4 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	10.4 %	2051	2051
				Arm J4:4 Left	62.10	89.6 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	56.6 %	2097	2097
				Arm J4:4 Ahead	68.90	43.4 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	45.8 %	2065	2065
				Arm J3:2 Right	60.21	54.2 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	35.0 %	1910	1910
				Arm J3:2 Ahead	60.50	65.0 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	30.2 %	2061	2061
				Arm J4:4 Left	62.10	69.8 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	65.6 %	2099	2099
				Arm J4:4 Ahead	68.90	34.4 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2024 Base+Sev (Obs) AM Peak' (FG3: '2024 Base+Sev (Obs) AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A292 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	52.6 %	2066	2066
				Arm J3:2 Right	60.21	47.4 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	71.4 %	1907	1907
				Arm J3:2 Ahead	60.50	28.6 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	10.8 %	2051	2051
				Arm J4:4 Left	62.10	89.2 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	57.0 %	2097	2097
				Arm J4:4 Ahead	68.90	43.0 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2024 Base+Sev (Obs) PM Peak' (FG4: '2024 Base+Sev (Obs) PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:3/2 (A292 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	45.6 %	2065	2065
				Arm J3:2 Right	60.21	54.4 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	35.0 %	1910	1910
				Arm J3:2 Ahead	60.50	65.0 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	30.2 %	2061	2061
				Arm J4:4 Left	62.10	69.8 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	65.7 %	2099	2099
				Arm J4:4 Ahead	68.90	34.3 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2026 Base AM Peak' (FG5: '2026 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	52.6 %	2066	2066
				Arm J3:2 Right	60.21	47.4 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	71.4 %	1907	1907
				Arm J3:2 Ahead	60.50	28.6 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	10.2 %	2051	2051
				Arm J4:4 Left	62.10	89.8 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	56.7 %	2097	2097
				Arm J4:4 Ahead	68.90	43.3 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2026 Base PM Peak' (FG6: '2026 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	45.7 %	2065	2065
				Arm J3:2 Right	60.21	54.3 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	35.1 %	1910	1910
				Arm J3:2 Ahead	60.50	64.9 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	30.1 %	2061	2061
				Arm J4:4 Left	62.10	69.9 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	65.4 %	2099	2099
				Arm J4:4 Ahead	68.90	34.6 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2026 Base+Sev AM Peak' (FG7: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	52.7 %	2066	2066
				Arm J3:2 Right	60.21	47.3 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	71.2 %	1907	1907
				Arm J3:2 Ahead	60.50	28.8 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	10.9 %	2051	2051
				Arm J4:4 Left	62.10	89.1 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	57.1 %	2097	2097
				Arm J4:4 Ahead	68.90	42.9 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2026 Base+Sev PM Peak' (FG8: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	45.7 %	2065	2065
				Arm J3:2 Right	60.21	54.3 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	35.0 %	1910	1910
				Arm J3:2 Ahead	60.50	65.0 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	30.3 %	2061	2061
				Arm J4:4 Left	62.10	69.7 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	65.8 %	2099	2099
				Arm J4:4 Ahead	68.90	34.2 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2036 Base AM Peak' (FG9: '2036 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	56.2 %	2066	2066
				Arm J3:2 Right	60.21	43.8 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	64.3 %	1908	1908
				Arm J3:2 Ahead	60.50	35.7 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	0.0 %	2046	2046
				Arm J4:4 Left	62.10	100.0 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	71.1 %	2100	2100
				Arm J4:4 Ahead	68.90	28.9 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2036 Base PM Peak' (FG10: '2036 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	55.8 %	2066	2066
				Arm J3:2 Right	60.21	44.2 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	43.9 %	1909	1909
				Arm J3:2 Ahead	60.50	56.1 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	7.8 %	2050	2050
				Arm J4:4 Left	62.10	92.2 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	68.3 %	2099	2099
				Arm J4:4 Ahead	68.90	31.7 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Base+Sev AM Peak' (FG11: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	56.1 %	2066	2066
				Arm J3:2 Right	60.21	43.9 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	64.1 %	1908	1908
				Arm J3:2 Ahead	60.50	35.9 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	0.0 %	2046	2046
				Arm J4:4 Left	62.10	100.0 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	71.1 %	2100	2100
				Arm J4:4 Ahead	68.90	28.9 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Base+Sev PM Peak' (FG12: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	55.8 %	2066	2066
				Arm J3:2 Right	60.21	44.2 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	43.9 %	1909	1909
				Arm J3:2 Ahead	60.50	56.1 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	7.8 %	2050	2050
				Arm J4:4 Left	62.10	92.2 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	68.4 %	2099	2099
				Arm J4:4 Ahead	68.90	31.6 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2036 Base+Sev 4 AM Peak' (FG13: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	56.1 %	2066	2066
				Arm J3:2 Right	60.21	43.9 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	64.0 %	1908	1908
				Arm J3:2 Ahead	60.50	36.0 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	0.0 %	2046	2046
				Arm J4:4 Left	62.10	100.0 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	71.5 %	2100	2100
				Arm J4:4 Ahead	68.90	28.5 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2036 Base+Sev 4 PM Peak' (FG14: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: A292 Hythe Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 J10 SW Circ)	4.29	0.00	Y	Arm J2:1 Right	68.97	100.0 %	2001	2001
J1:1/2 (M20 J10 SW Circ)	4.66	0.00	Y	Arm J2:1 Right	50.99	100.0 %	2022	2022
J1:2/1 (A292 Hythe Road EB)	4.62	0.00	Y	Arm J2:1 Left	32.31	100.0 %	1984	1984
J1:2/2 (A292 Hythe Road EB)	4.42	0.00	Y	Arm J2:1 Left	45.12	100.0 %	1991	1991
J1:3/1 (A292 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J1:3/2 (A292 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J2: M20 EB Off-Slip Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (M20 J10 W Circ)	3.41	0.00	Y	Arm J2:3 Ahead	144.54	100.0 %	1936	1936
J2:1/2 (M20 J10 W Circ)	3.54	0.00	N	Arm J2:3 Ahead	86.80	55.8 %	2066	2066
				Arm J3:2 Right	60.21	44.2 %		
J2:1/3 (M20 J10 W Circ)	3.50	0.00	Y	Arm J3:2 Right	48.20	100.0 %	1906	1906
J2:2/1 (M20 EB Off-Slip)	3.45	0.00	Y	Arm J2:3 Left	52.00	43.9 %	1909	1909
				Arm J3:2 Ahead	60.50	56.1 %		
J2:2/2 (M20 EB Off-Slip)	3.96	0.00	N	Arm J3:2 Ahead	65.20	100.0 %	2103	2103
J2:2/3 (M20 EB Off-Slip)	4.06	0.00	Y	Arm J3:2 Ahead	63.39	100.0 %	1974	1974
J2:3/1 (A2070 NB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/2 (A2070 NB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Junction: J3: A2070 Kennington Road Jnc at M20 J10								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A2070 Kennington Road)	4.80	0.00	Y	Arm J4:2 Ahead	Inf	7.8 %	2050	2050
				Arm J4:4 Left	62.10	92.2 %		
J3:1/2 (A2070 Kennington Road)	4.84	0.00	N	Arm J4:2 Ahead	65.53	100.0 %	2189	2189
J3:1/3 (A2070 Kennington Road)	4.23	0.00	Y	Arm J4:2 Ahead	80.53	100.0 %	2001	2001
J3:2/1 (M20 J10 N Circ)	4.05	0.00	Y	Arm J4:4 Ahead	151.00	100.0 %	2001	2001
J3:2/2 (M20 J10 N Circ)	3.77	0.00	N	Arm J4:2 Ahead	115.00	68.4 %	2099	2099
				Arm J4:4 Ahead	68.90	31.6 %		
J3:2/3 (M20 J10 N Circ)	3.69	0.00	N	Arm J4:2 Ahead	61.78	100.0 %	2073	2073
J3:2/4 (M20 J10 N Circ)	4.16	0.00	Y	Arm J4:2 Ahead	50.05	100.0 %	1971	1971

Detailed Input Data And Results

Junction: J4: A20 East Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (A20 Hythe Road WB)	4.26	0.00	Y	Arm J4:3 Ahead	89.40	100.0 %	2008	2008
J4:1/2 (A20 Hythe Road WB)	4.22	0.00	N	Arm J4:3 Ahead	113.10	100.0 %	2149	2149
J4:1/3 (A20 Hythe Road WB)	4.43	0.00	Y	Arm J4:3 Ahead	101.28	100.0 %	2028	2028
J4:2/1 (M20 J10 NE Circ)	4.03	0.00	Y	Arm J4:3 Right	51.91	100.0 %	1962	1962
J4:2/2 (M20 J10 NE Circ)	3.83	0.00	N	Arm J4:3 Right	63.53	100.0 %	2089	2089
J4:2/3 (M20 J10 NE Circ)	3.61	0.00	Y	Arm J4:3 Right	63.53	100.0 %	1930	1930
J4:3/1 (M20 J10 E Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (M20 J10 E Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (M20 J10 E Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J4:4/1 (A20 Hythe Road EB exit at Ped X)	4.33	0.00	Y	Arm J4:5 Ahead	62.60	100.0 %	2000	2000
J4:4/2 (A20 Hythe Road EB exit at Ped X)	4.02	0.00	Y	Arm J4:5 Ahead	43.05	100.0 %	1949	1949
J4:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:5/2 (A20 EB exit Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (M20 J10 S Circ)	3.51	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1966	1966
J5:1/2 (M20 J10 S Circ)	3.57	0.00	N	Arm J1:3 Ahead	178.12	100.0 %	2094	2094
J5:1/3 (M20 J10 S Circ)	3.81	0.00	Y	Arm J1:1 Right	81.23	100.0 %	1960	1960
J5:2/1 (A2070 NB)	3.23	0.00	Y	Arm J1:3 Ahead	41.07	100.0 %	1870	1870
J5:2/2 (A2070 NB)	3.27	0.00	N	Arm J1:3 Ahead	46.04	100.0 %	2017	2017
J5:2/3 (A2070 NB)	3.29	0.00	N	Arm J1:1 Ahead	44.94	100.0 %	2017	2017
J5:2/4 (A2070 NB)	3.17	0.00	Y	Arm J1:1 Ahead	54.70	100.0 %	1880	1880
J5:3/1 (A2070 SB exit at Ped X)	4.42	0.00	Y	Arm J5:4 Ahead	80.66	100.0 %	2020	2020
J5:3/2 (A2070 SB exit at Ped X)	4.71	0.00	Y	Arm J5:4 Ahead	68.55	100.0 %	2041	2041
J5:4/1 (A2070 SB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (A2070 SB exit Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak'	07:45	08:45	01:00	
2: '2024 Base PM Peak'	16:30	17:30	01:00	
3: '2024 Base+Sev (Obs) AM Peak'	07:45	08:45	01:00	
4: '2024 Base+Sev (Obs) PM Peak'	16:30	17:30	01:00	
5: '2026 Base AM Peak'	07:45	08:45	01:00	
6: '2026 Base PM Peak'	16:30	17:30	01:00	
7: '2026 Base+Sev AM Peak'	07:45	08:45	01:00	
8: '2026 Base+Sev PM Peak'	16:30	17:30	01:00	
9: '2036 Base AM Peak'	07:45	08:45	01:00	
10: '2036 Base PM Peak'	16:30	17:30	01:00	
11: '2036 Base+Sev AM Peak'	07:45	08:45	01:00	
12: '2036 Base+Sev PM Peak'	16:30	17:30	01:00	
13: '2036 Base+Sev 4 AM Peak'	07:45	08:45	01:00	
14: '2036 Base+Sev 4 PM Peak'	16:30	17:30	01:00	

Traffic Flows, Desired
FG1: '2024 Base AM Peak'
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	223	274	185	0	682
	B	130	3	101	256	0	490
	C	508	139	0	893	0	1540
	D	116	136	140	0	0	392
	E	235	157	469	122	0	983
	Tot.	989	658	984	1456	0	4087

FG2: '2024 Base PM Peak'
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	231	401	360	0	992
	B	170	0	112	308	0	590
	C	363	158	0	654	0	1175
	D	82	113	167	0	0	362
	E	89	166	426	93	0	774
	Tot.	704	668	1106	1415	0	3893

FG3: '2024 Base+Sev (Obs) AM Peak'
Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	223	276	185	0	684
	B	130	3	102	256	0	491
	C	509	139	0	905	0	1553
	D	116	136	141	0	0	393
	E	235	157	473	122	0	987
	Tot.	990	658	992	1468	0	4108

Detailed Input Data And Results

FG4: '2024 Base+Sev (Obs) PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	231	403	360	0	994
	B	170	0	113	308	0	591
	C	364	159	0	687	0	1210
	D	82	113	168	0	0	363
	E	89	166	428	93	0	776
	Tot.	705	669	1112	1448	0	3934

FG5: '2026 Base AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	228	280	189	0	697
	B	133	3	103	262	0	501
	C	521	142	0	915	0	1578
	D	118	139	143	0	0	400
	E	240	161	481	125	0	1007
	Tot.	1012	673	1007	1491	0	4183

FG6: '2026 Base PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	237	410	369	0	1016
	B	174	0	115	315	0	604
	C	372	162	0	669	0	1203
	D	84	116	171	0	0	371
	E	91	169	436	95	0	791
	Tot.	721	684	1132	1448	0	3985

FG7: '2026 Base+Sev AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	228	283	189	0	700
	B	133	3	104	262	0	502
	C	521	142	0	927	0	1590
	D	118	139	144	0	0	401
	E	240	161	485	125	0	1011
	Tot.	1012	673	1016	1503	0	4204

Detailed Input Data And Results

FG8: '2026 Base+Sev PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	237	413	369	0	1019
	B	174	0	116	315	0	605
	C	372	162	0	703	0	1237
	D	84	116	172	0	0	372
	E	91	169	439	95	0	794
	Tot.	721	684	1140	1482	0	4027

FG9: '2036 Base AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	476	394	202	0	1072
	B	160	3	201	280	0	644
	C	712	176	0	1145	0	2033
	D	141	148	206	0	0	495
	E	286	172	674	203	0	1335
	Tot.	1299	975	1475	1830	0	5579

FG10: '2036 Base PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	424	495	389	0	1308
	B	266	0	203	333	0	802
	C	667	214	0	897	0	1778
	D	129	122	231	0	0	482
	E	140	179	574	150	0	1043
	Tot.	1202	939	1503	1769	0	5413

FG11: '2036 Base+Sev AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	476	394	202	0	1072
	B	160	3	202	280	0	645
	C	712	177	0	1157	0	2046
	D	141	148	207	0	0	496
	E	286	172	678	203	0	1339
	Tot.	1299	976	1481	1842	0	5598

Detailed Input Data And Results

FG12: '2036 Base+Sev PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	424	495	389	0	1308
	B	266	0	204	333	0	803
	C	668	214	0	931	0	1813
	D	129	122	232	0	0	483
	E	140	179	577	150	0	1046
	Tot.	1203	939	1508	1803	0	5453

FG13: '2036 Base+Sev 4 AM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	476	394	202	0	1072
	B	160	3	203	280	0	646
	C	713	177	0	1159	0	2049
	D	141	148	208	0	0	497
	E	286	172	681	203	0	1342
	Tot.	1300	976	1486	1844	0	5606

FG14: '2036 Base+Sev 4 PM Peak'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	424	495	389	0	1308
	B	266	0	204	333	0	803
	C	668	214	0	937	0	1819
	D	129	122	232	0	0	483
	E	140	179	578	150	0	1047
	Tot.	1203	939	1509	1809	0	5460

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	223	274	185	0	682
	B	130	3	101	256	0	490
	C	508	139	0	893	0	1540
	D	116	136	140	0	0	392
	E	235	157	469	122	0	983
	Tot.	989	658	984	1456	0	4087

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	231	401	360	0	992
	B	170	0	112	308	0	590
	C	363	158	0	654	0	1175
	D	82	113	167	0	0	362
	E	89	166	426	93	0	774
	Tot.	704	668	1106	1415	0	3893

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 3: '2024 Base+Sev (Obs) AM Peak' (FG3: '2024 Base+Sev (Obs) AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	223	276	185	0	684
	B	130	3	102	256	0	491
	C	509	139	0	905	0	1553
	D	116	136	141	0	0	393
	E	235	157	473	122	0	987
	Tot.	990	658	992	1468	0	4108

Traffic Flows, Difference

Difference :

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

Scenario 4: '2024 Base+Sev (Obs) PM Peak' (FG4: '2024 Base+Sev (Obs) PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	231	403	360	0	994
	B	170	0	113	308	0	591
	C	364	159	0	687	0	1210
	D	82	113	168	0	0	363
	E	89	166	428	93	0	776
	Tot.	705	669	1112	1448	0	3934

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 5: '2026 Base AM Peak' (FG5: '2026 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	228	280	189	0	697
	B	133	3	103	262	0	501
	C	521	142	0	915	0	1578
	D	118	139	143	0	0	400
	E	240	161	481	125	0	1007
	Tot.	1012	673	1007	1491	0	4183

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 6: '2026 Base PM Peak' (FG6: '2026 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	237	410	369	0	1016
B	174	0	115	315	0	604	
C	372	162	0	669	0	1203	
D	84	116	171	0	0	371	
E	91	169	436	95	0	791	
Tot.	721	684	1132	1448	0	3985	

Traffic Flows, Difference

Difference :

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

Scenario 7: '2026 Base+Sev AM Peak' (FG7: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	228	283	189	0	700
B	133	3	104	262	0	502	
C	521	142	0	927	0	1590	
D	118	139	144	0	0	401	
E	240	161	485	125	0	1011	
Tot.	1012	673	1016	1503	0	4204	

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 8: '2026 Base+Sev PM Peak' (FG8: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	237	413	369	0	1019
	B	174	0	116	315	0	605
	C	372	162	0	703	0	1237
	D	84	116	172	0	0	372
	E	91	169	439	95	0	794
	Tot.	721	684	1140	1482	0	4027

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 9: '2036 Base AM Peak' (FG9: '2036 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	476	394	202	0	1072
B	160	3	201	280	0	644	
C	712	176	0	1145	0	2033	
D	141	148	206	0	0	495	
E	286	172	674	203	0	1335	
Tot.	1299	975	1475	1830	0	5579	

Traffic Flows, Difference

Difference :

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

Scenario 10: '2036 Base PM Peak' (FG10: '2036 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	0	424	495	389	0	1308
B	266	0	203	333	0	802	
C	667	214	0	897	0	1778	
D	129	122	231	0	0	482	
E	140	179	574	150	0	1043	
Tot.	1202	939	1503	1769	0	5413	

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 11: '2036 Base+Sev AM Peak' (FG11: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	476	394	202	0	1072
	B	160	3	202	280	0	645
	C	712	177	0	1157	0	2046
	D	141	148	207	0	0	496
	E	286	172	678	203	0	1339
	Tot.	1299	976	1481	1842	0	5598

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 12: '2036 Base+Sev PM Peak' (FG12: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	424	495	389	0	1308
	B	266	0	204	333	0	803
	C	668	214	0	931	0	1813
	D	129	122	232	0	0	483
	E	140	179	577	150	0	1046
	Tot.	1203	939	1508	1803	0	5453

Traffic Flows, Difference

Difference :

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

Scenario 13: '2036 Base+Sev 4 AM Peak' (FG13: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	0	476	394	202	0	1072
	B	160	3	203	280	0	646
	C	713	177	0	1159	0	2049
	D	141	148	208	0	0	497
	E	286	172	681	203	0	1342
	Tot.	1300	976	1486	1844	0	5606

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 14: '2036 Base+Sev 4 PM Peak' (FG14: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	424	495	389	0	1308
	B	266	0	204	333	0	803
	C	668	214	0	937	0	1819
	D	129	122	232	0	0	483
	E	140	179	578	150	0	1047
	Tot.	1203	939	1509	1809	0	5460

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM Peak	Scenario 2: 2024 Base PM Peak	Scenario 3: 2024 Base+Sev (Obs) AM Peak	Scenario 4: 2024 Base+Sev (Obs) PM Peak	Scenario 5: 2026 Base AM Peak	Scenario 6: 2026 Base PM Peak
Junction: J1: A292 Hythe Road Jnc at M20 J10						
J1:1/1	388	345	389	347	398	354
J1:1/2	392	346	392	346	401	354
J1:2/1 (with short)	392(In) 252(Out)	362(In) 195(Out)	393(In) 252(Out)	363(In) 195(Out)	400(In) 257(Out)	371(In) 200(Out)
J1:2/2 (short)	140	167	141	168	143	171
J1:3/1	701	641	707	659	718	655
J1:3/2	755	774	761	789	773	793
Junction: J2: M20 EB Off-Slip Jnc at M20 J10						
J2:1/1	446	386	447	388	457	396
J2:1/2	586	500	586	500	599	512
J2:1/3	140	167	141	168	143	171
J2:2/1 (short)	328	254	329	254	336	259
J2:2/2 (with short)	655(In) 327(Out)	514(In) 260(Out)	658(In) 329(Out)	515(In) 261(Out)	671(In) 335(Out)	525(In) 266(Out)
J2:2/3	328	260	329	261	336	266
J2:3/1	563	430	564	432	577	441
J2:3/2	426	274	426	273	435	280
Junction: J3: A2070 Kennington Road Jnc at M20 J10						
J3:1/1 (short)	249	331	250	331	254	339
J3:1/2 (with short)	497(In) 248(Out)	661(In) 330(Out)	499(In) 249(Out)	663(In) 332(Out)	508(In) 254(Out)	677(In) 338(Out)
J3:1/3	185	331	185	331	189	339
J3:2/1	233	301	234	302	239	307
J3:2/2	465	395	467	396	476	405
J3:2/3	407	380	409	383	416	389
J3:2/4	61	47	61	46	63	48
Junction: J4: A20 East Jnc at M20 J10 RBT						
J4:1/1	101	112	102	113	103	115
J4:1/2 (with short)	389(In) 194(Out)	478(In) 239(Out)	389(In) 194(Out)	478(In) 239(Out)	398(In) 199(Out)	489(In) 244(Out)
J4:1/3 (short)	195	239	195	239	199	245
J4:2/1	289	359	293	360	296	367
J4:2/2	655	710	658	715	670	727
J4:2/3	246	378	246	377	252	387
J4:3/1	390	471	395	473	399	482
J4:3/2	849	949	852	954	869	971

Detailed Input Data And Results

J4:3/3	441	617	441	616	451	632
J4:4/1	456	532	457	533	467	544
J4:4/2	202	136	201	136	206	140
J4:5/1	456	532	457	533	467	544
J4:5/2	202	136	201	136	206	140
Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT						
J5:1/1	255	314	255	315	261	321
J5:1/2	308	447	308	446	315	458
J5:1/3	133	170	133	170	136	174
J5:2/1 (short)	446	327	452	344	457	334
J5:2/2 (with short)	893(In) 447(Out)	654(In) 327(Out)	905(In) 453(Out)	687(In) 343(Out)	915(In) 458(Out)	669(In) 335(Out)
J5:2/3 (with short)	647(In) 323(Out)	521(In) 260(Out)	648(In) 324(Out)	523(In) 262(Out)	663(In) 332(Out)	534(In) 267(Out)
J5:2/4 (short)	324	261	324	261	331	267
J5:3/1	390	471	395	473	399	482
J5:3/2	594	635	597	639	608	650
J5:4/1	390	471	395	473	399	482
J5:4/2	594	635	597	639	608	650

Detailed Input Data And Results

Lane	Scenario 7: 2026 Base+Sev AM Peak	Scenario 8: 2026 Base+Sev PM Peak	Scenario 9: 2036 Base AM Peak	Scenario 10: 2036 Base PM Peak	Scenario 11: 2036 Base+Sev AM Peak	Scenario 12: 2036 Base+Sev PM Peak
Junction: J1: A292 Hythe Road Jnc at M20 J10						
J1:1/1	397	354	524	574	524	574
J1:1/2	402	354	527	573	528	574
J1:2/1 (with short)	401(In) 257(Out)	372(In) 200(Out)	495(In) 289(Out)	482(In) 251(Out)	496(In) 289(Out)	483(In) 251(Out)
J1:2/2 (short)	144	172	206	231	207	232
J1:3/1	724	673	894	822	900	839
J1:3/2	779	809	936	947	942	964
Junction: J2: M20 EB Off-Slip Jnc at M20 J10						
J2:1/1	456	396	594	638	594	638
J2:1/2	600	512	746	760	747	761
J2:1/3	144	172	206	231	207	232
J2:2/1 (short)	337	260	445	319	446	319
J2:2/2 (with short)	674(In) 337(Out)	527(In) 267(Out)	890(In) 445(Out)	681(In) 362(Out)	892(In) 446(Out)	682(In) 363(Out)
J2:2/3	337	267	445	362	447	364
J2:3/1	576	441	737	708	737	708
J2:3/2	436	280	562	494	562	495
Junction: J3: A2070 Kennington Road Jnc at M20 J10						
J3:1/1 (short)	256	340	476	460	476	460
J3:1/2 (with short)	511(In) 255(Out)	679(In) 339(Out)	870(In) 394(Out)	919(In) 459(Out)	870(In) 394(Out)	919(In) 459(Out)
J3:1/3	189	340	202	389	202	389
J3:2/1	240	308	323	347	324	347
J3:2/2	478	406	608	530	610	531
J3:2/3	418	392	549	518	552	521
J3:2/4	63	47	102	75	102	75
Junction: J4: A20 East Jnc at M20 J10 RBT						
J4:1/1	104	116	201	203	202	204
J4:1/2 (with short)	398(In) 199(Out)	489(In) 245(Out)	443(In) 221(Out)	599(In) 299(Out)	443(In) 221(Out)	599(In) 299(Out)
J4:1/3 (short)	199	244	222	300	222	300
J4:2/1	301	370	432	398	434	399
J4:2/2	673	731	943	977	946	980
J4:2/3	252	387	304	464	304	464
J4:3/1	405	486	633	601	636	603
J4:3/2	872	976	1164	1276	1167	1279
J4:3/3	451	631	526	764	526	764
J4:4/1	468	545	799	771	800	771

Detailed Input Data And Results

J4:4/2	205	139	176	168	176	168
J4:5/1	468	545	799	771	800	771
J4:5/2	205	139	176	168	176	168
Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT						
J5:1/1	261	322	322	374	322	374
J5:1/2	315	457	363	498	363	498
J5:1/3	136	174	163	266	163	266
J5:2/1 (short)	463	351	572	448	578	465
J5:2/2 (with short)	927(In) 464(Out)	703(In) 352(Out)	1145(In) 573(Out)	897(In) 449(Out)	1157(In) 579(Out)	931(In) 466(Out)
J5:2/3 (with short)	663(In) 331(Out)	534(In) 267(Out)	888(In) 444(Out)	881(In) 441(Out)	889(In) 444(Out)	882(In) 441(Out)
J5:2/4 (short)	332	267	444	440	445	441
J5:3/1	405	486	633	601	636	603
J5:3/2	611	654	842	902	845	905
J5:4/1	405	486	633	601	636	603
J5:4/2	611	654	842	902	845	905

Detailed Input Data And Results

Lane	Scenario 13: 2036 Base+Sev 4 AM Peak	Scenario 14: 2036 Base+Sev 4 PM Peak
Junction: J1: A292 Hythe Road Jnc at M20 J10		
J1:1/1	525	574
J1:1/2	528	574
J1:2/1 (with short)	497(In) 289(Out)	483(In) 251(Out)
J1:2/2 (short)	208	232
J1:3/1	902	842
J1:3/2	942	967
Junction: J2: M20 EB Off-Slip Jnc at M20 J10		
J2:1/1	595	638
J2:1/2	747	761
J2:1/3	208	232
J2:2/1 (short)	447	319
J2:2/2 (with short)	894(In) 447(Out)	683(In) 364(Out)
J2:2/3	448	364
J2:3/1	738	708
J2:3/2	562	495
Junction: J3: A2070 Kennington Road Jnc at M20 J10		
J3:1/1 (short)	476	460
J3:1/2 (with short)	870(In) 394(Out)	919(In) 459(Out)
J3:1/3	202	389
J3:2/1	326	347
J3:2/2	610	532
J3:2/3	555	521
J3:2/4	101	75
Junction: J4: A20 East Jnc at M20 J10 RBT		
J4:1/1	203	204
J4:1/2 (with short)	443(In) 221(Out)	599(In) 299(Out)
J4:1/3 (short)	222	300
J4:2/1	436	400
J4:2/2	949	980
J4:2/3	303	464
J4:3/1	639	604
J4:3/2	1170	1279
J4:3/3	525	764
J4:4/1	802	771
J4:4/2	174	168

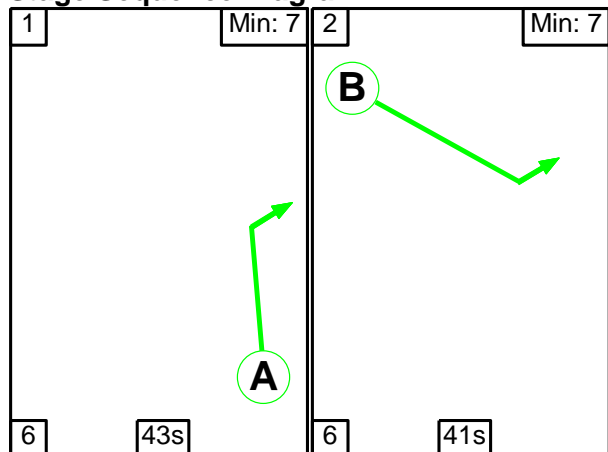
Detailed Input Data And Results

J4:5/1	802	771
J4:5/2	174	168
Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT		
J5:1/1	323	374
J5:1/2	362	498
J5:1/3	163	266
J5:2/1 (short)	579	468
J5:2/2 (with short)	1159(In) 580(Out)	937(In) 469(Out)
J5:2/3 (with short)	890(In) 445(Out)	882(In) 441(Out)
J5:2/4 (short)	445	441
J5:3/1	639	604
J5:3/2	847	905
J5:4/1	639	604
J5:4/2	847	905

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



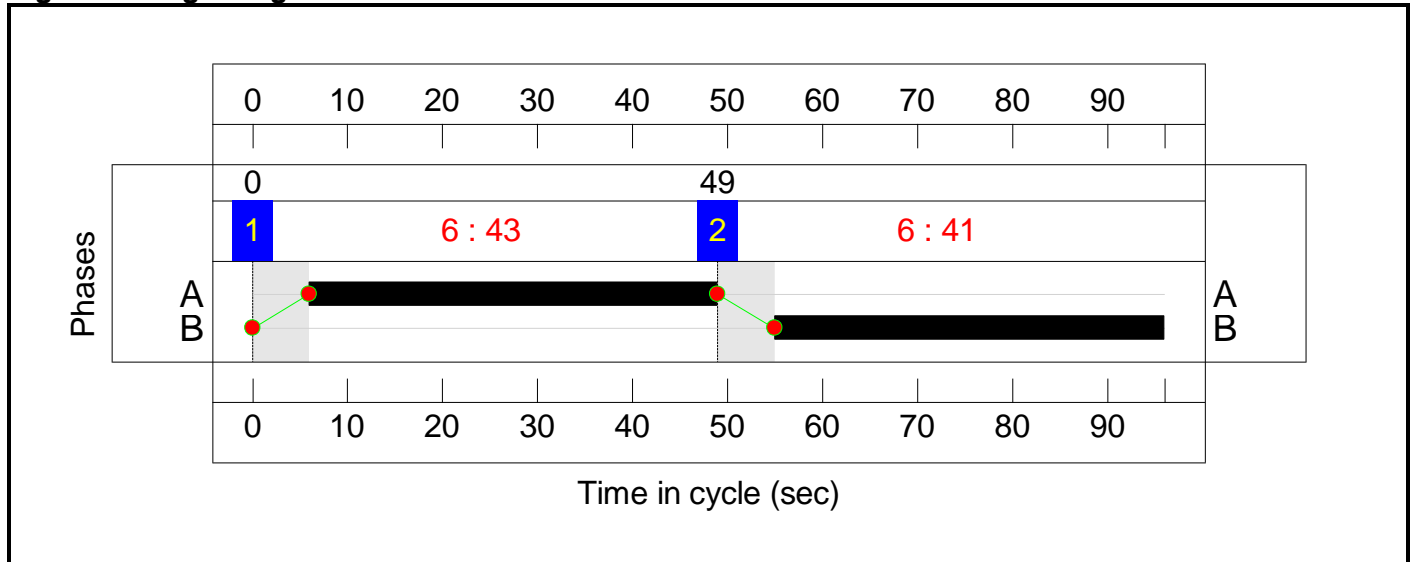
Stage Timings

Stage	1	2
Duration	43	41
Change Point	0	49

Phase Timings

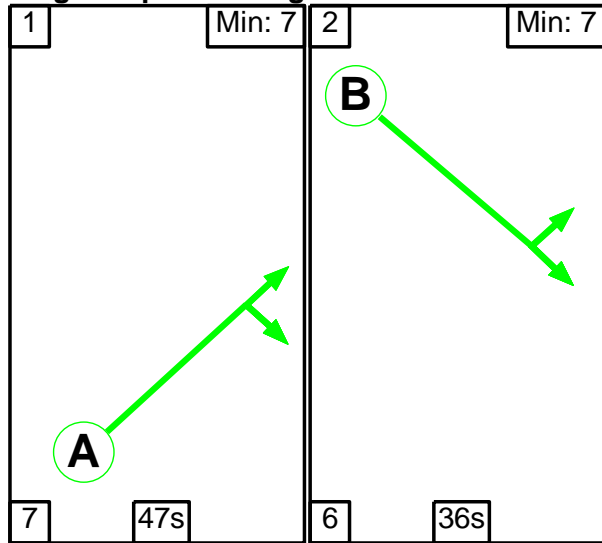
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	43	6	49
B	A292 Hythe Road EB Left	Traffic	41	55	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



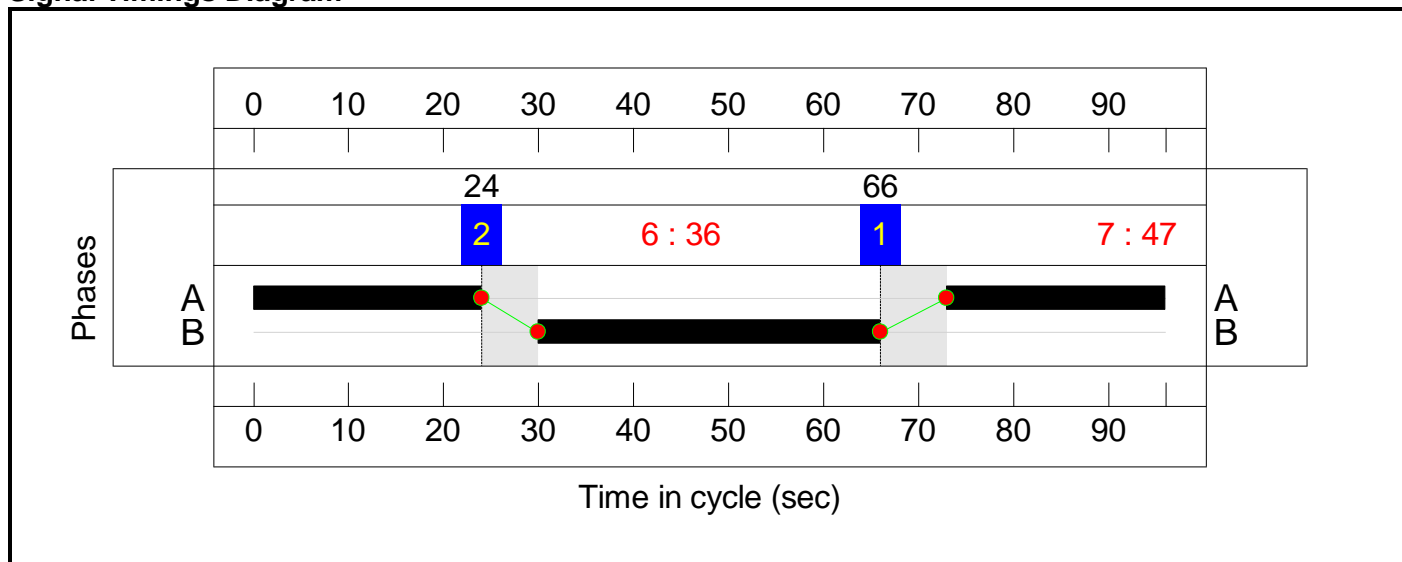
Stage Timings

Stage	1	2
Duration	47	36
Change Point	66	24

Phase Timings

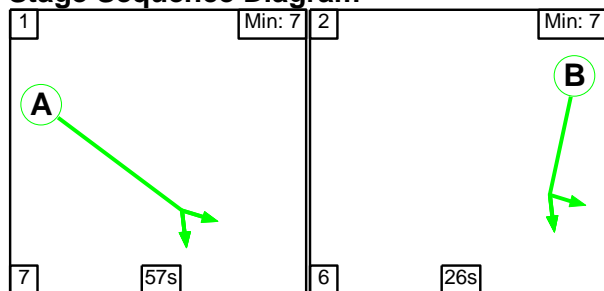
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	47	73	24
B	M20 EB Off-Slip Left Ahead	Traffic	36	30	66

Signal Timings Diagram



Controller :C3

Stage Sequence Diagram



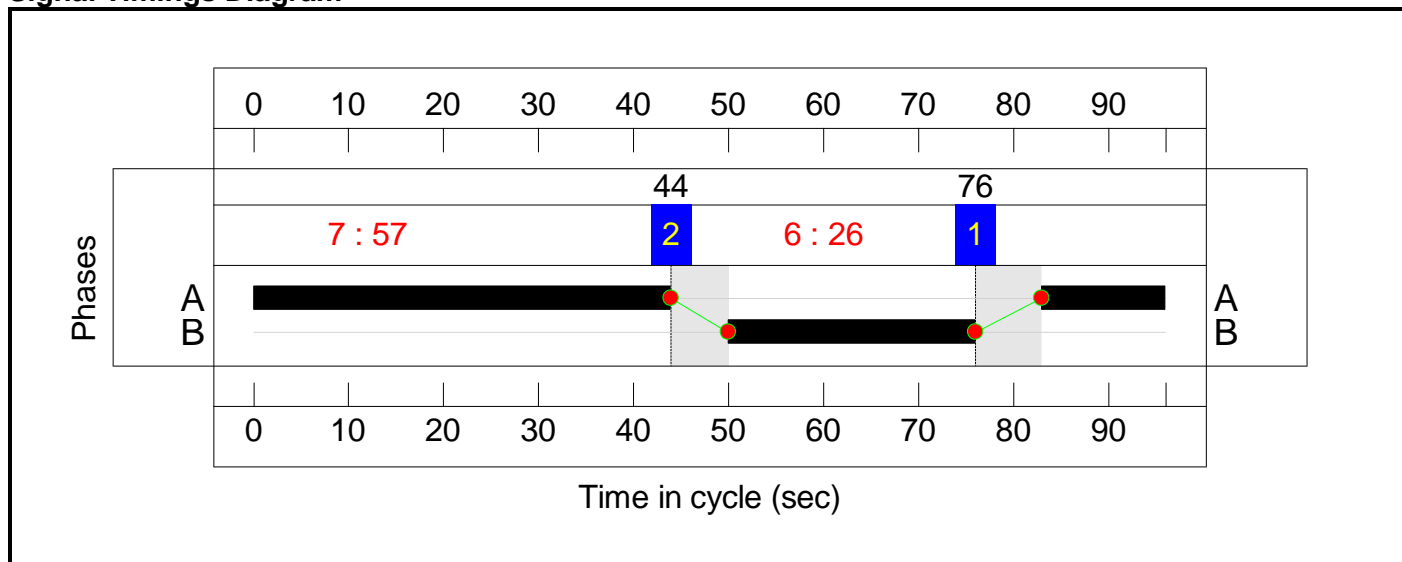
Stage Timings

Stage	1	2
Duration	57	26
Change Point	76	44

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	57	83	44
B	A2070 Kennington Road Ahead Left	Traffic	26	50	76

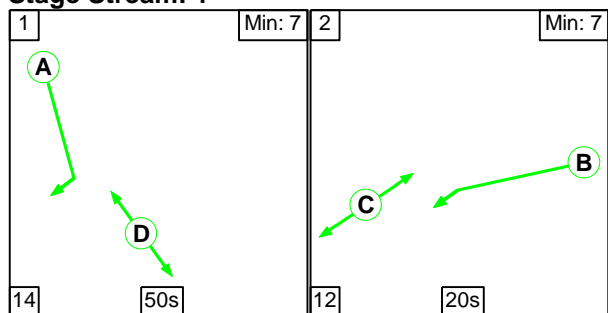
Signal Timings Diagram



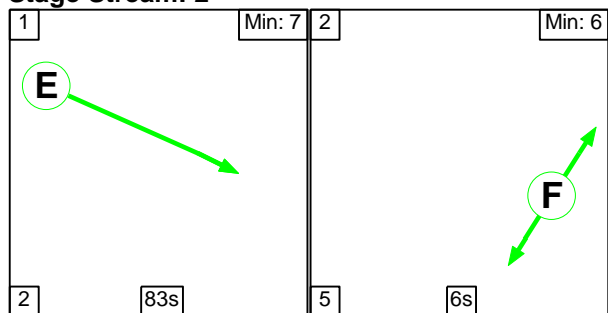
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	50	20
Change Point	94	62

Detailed Input Data And Results

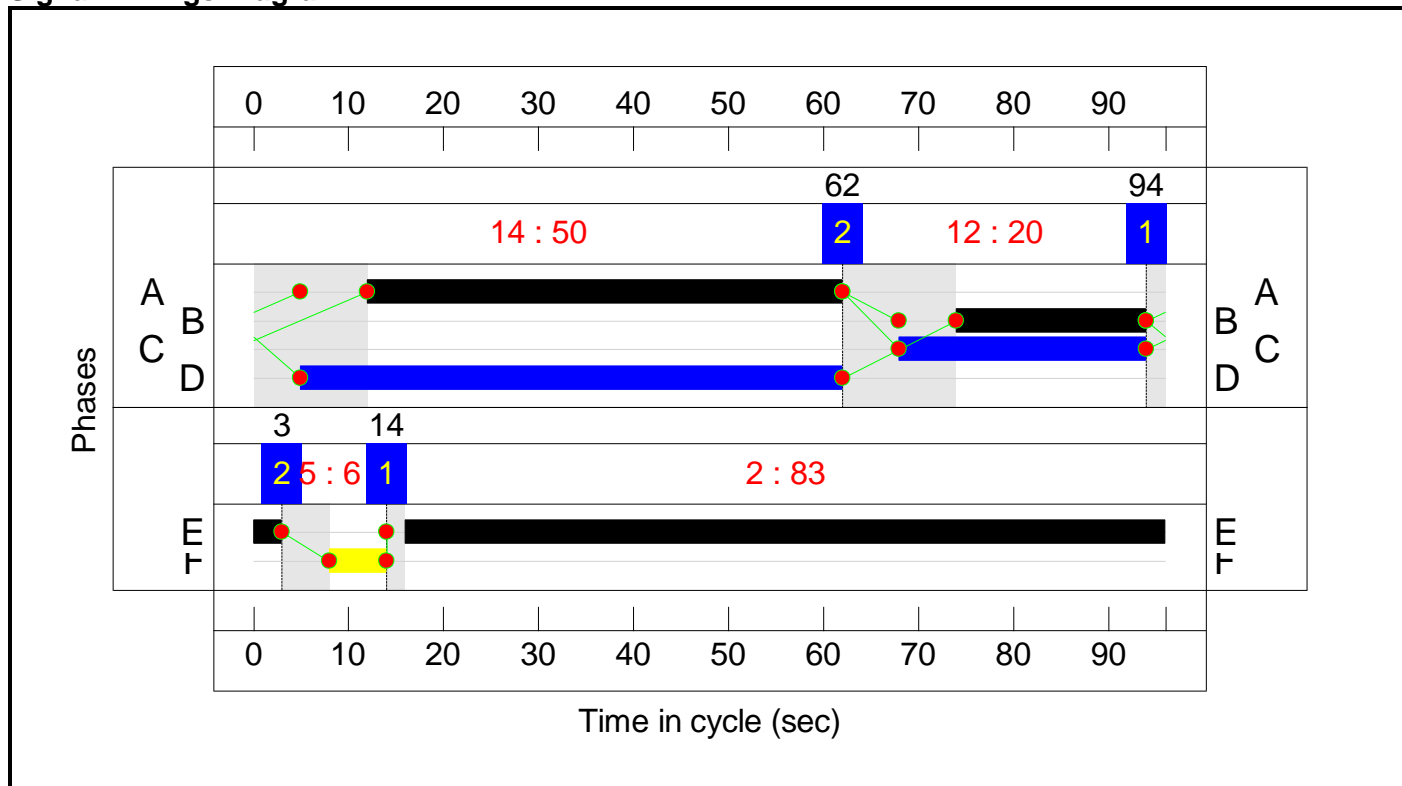
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	14	3

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	50	12	62
B	A20 Hythe Road WB Ahead	Traffic	1	20	74	94
C	Pedestrians across circulatory	Pedestrian	1	26	68	94
D	Pedestrians across A20 approach	Pedestrian	1	57	5	62
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	16	3
F	Pedestrians across exit to A20	Pedestrian	2	6	8	14

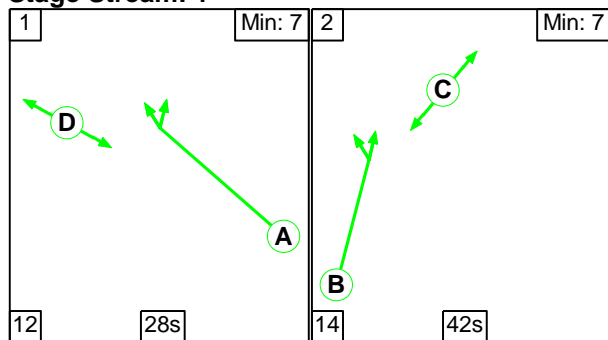
Signal Timings Diagram



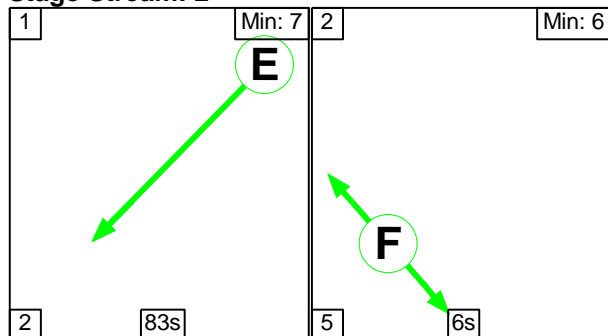
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	42
Change Point	50	90

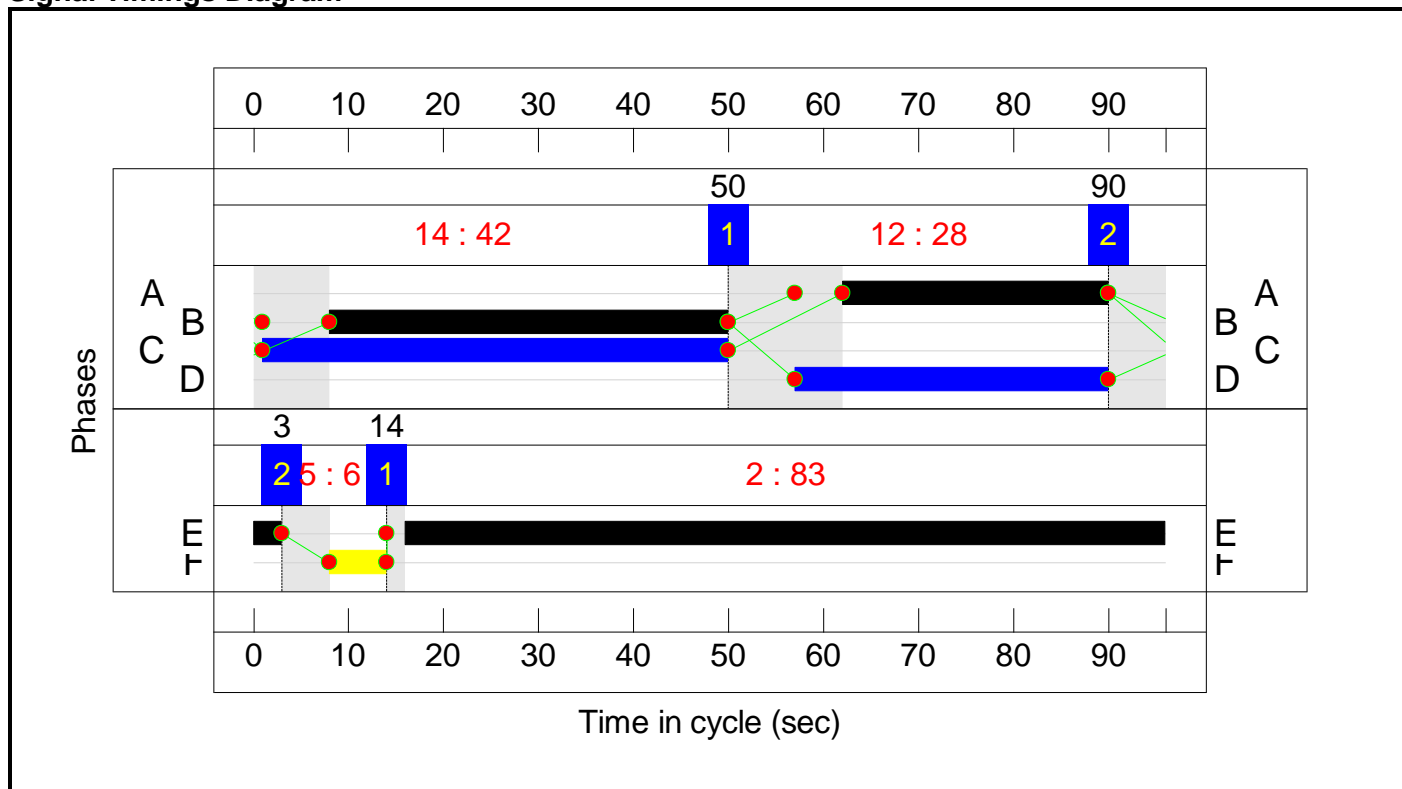
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	14	3

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	28	62	90
B	A2070 NB Ahead Ahead2	Traffic	1	42	8	50
C	Pedestrians across Circulatory	Pedestrian	1	49	1	50
D	Pedestrians across A2070 Approach	Pedestrian	1	33	57	90
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	16	3
F	Pedestrians across exit to A2070	Pedestrian	2	6	8	14

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	49
J1:1/2	M20 J10 SW Circ Right	U	A	6	49
J1:2/1	A292 Hythe Road EB Left	U	B	55	0
J1:2/2	A292 Hythe Road EB Left	U	B	55	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	73	24
J2:1/2	M20 J10 W Circ Ahead Right	U	A	73	24
J2:1/3	M20 J10 W Circ Right	U	A	73	24
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	30	66
J2:2/2	M20 EB Off-Slip Ahead	U	B	30	66
J2:2/3	M20 EB Off-Slip Ahead	U	B	30	66

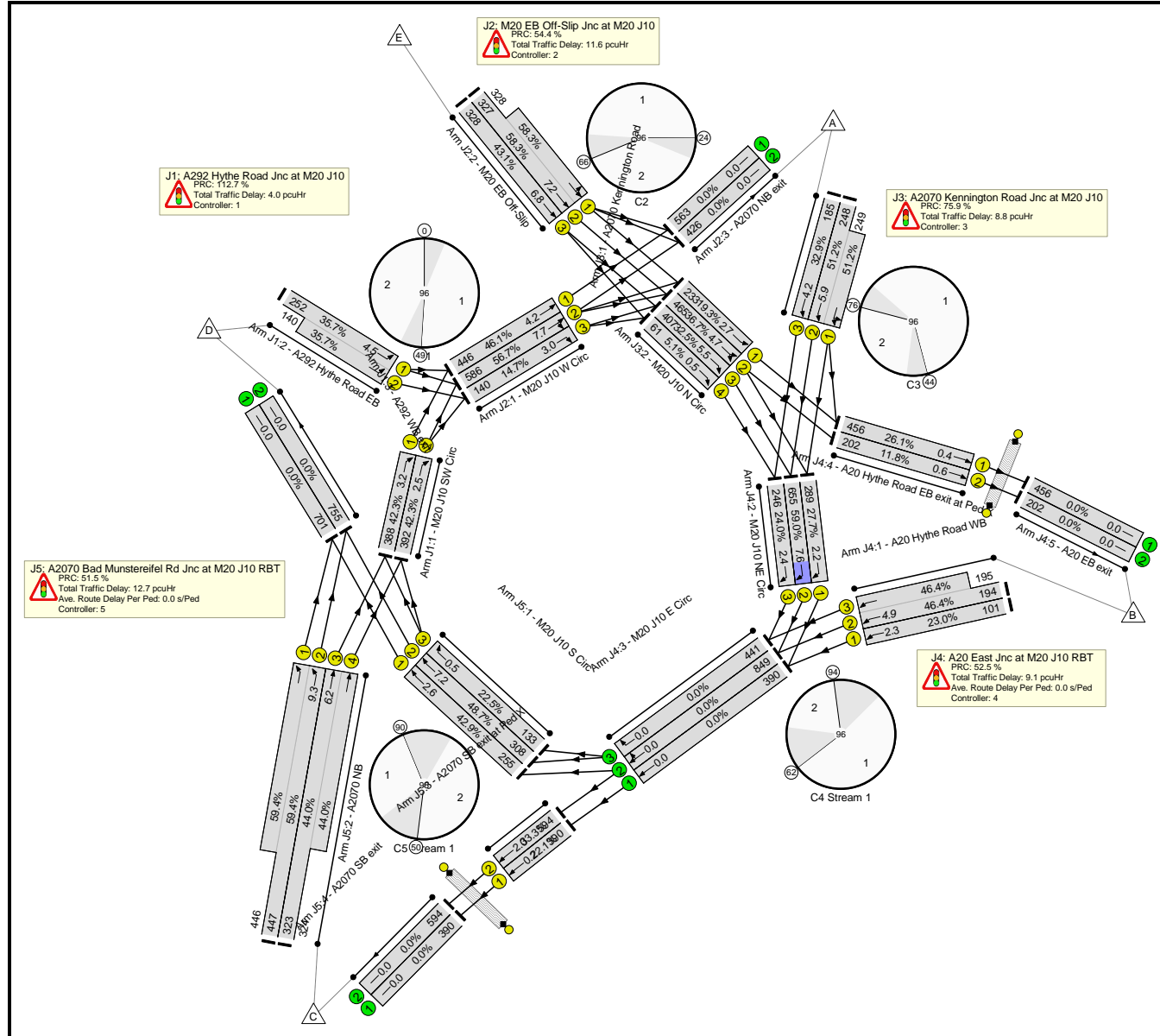
Detailed Input Data And Results

Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	50	76
J3:1/2	A2070 Kennington Road Ahead	U	B	50	76
J3:1/3	A2070 Kennington Road Ahead	U	B	50	76
J3:2/1	M20 J10 N Circ Ahead	U	A	83	44
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	83	44
J3:2/3	M20 J10 N Circ Ahead	U	A	83	44
J3:2/4	M20 J10 N Circ Ahead	U	A	83	44

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	74	94
J4:1/2	A20 Hythe Road WB Ahead	U	B	74	94
J4:1/3	A20 Hythe Road WB Ahead	U	B	74	94
J4:2/1	M20 J10 NE Circ Right	U	A	12	62
J4:2/2	M20 J10 NE Circ Right	U	A	12	62
J4:2/3	M20 J10 NE Circ Right	U	A	12	62
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	16	3
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	16	3

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	62	90
J5:1/2	M20 J10 S Circ Ahead	U	A	62	90
J5:1/3	M20 J10 S Circ Right	U	A	62	90
J5:2/1	A2070 NB Ahead	U	B	8	50
J5:2/2	A2070 NB Ahead	U	B	8	50
J5:2/3	A2070 NB Ahead	U	B	8	50
J5:2/4	A2070 NB Ahead	U	B	8	50
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	16	3
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	16	3

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	59.4%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	42.3%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	43	-	-	388	2001	917	42.3%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	43	-	-	392	2022	927	42.3%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	41	-	-	392	1984:1991	705+392	35.7 : 35.7%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	701	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	755	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	58.3%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	47	-	-	446	1936	968	46.1%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	47	-	-	586	2066	1033	56.7%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	47	-	-	140	1906	953	14.7%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	36	-	-	655	2103:1907	561+563	58.3 : 58.3%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	36	-	-	328	1974	761	43.1%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	563	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	51.2%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	26	-	-	497	2189:2051	485+487	51.2 : 51.2%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	26	-	-	185	2001	563	32.9%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	57	-	-	233	2001	1209	19.3%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	57	-	-	465	2097	1267	36.7%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	57	-	-	407	2073	1252	32.5%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	57	-	-	61	1971	1191	5.1%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	59.0%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	20	-	-	101	2008	439	23.0%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	20	-	-	389	2149:2028	418+420	46.4 : 46.4%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	50	-	-	289	1962	1042	27.7%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	50	-	-	655	2089	1110	59.0%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	50	-	-	246	1930	1025	24.0%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	390	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	456	2000	1750	26.1%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	202	1949	1705	11.8%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	456	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	202	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	59.4%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	28	-	-	255	1966	594	42.9%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	28	-	-	308	2094	633	48.7%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	28	-	-	133	1960	592	22.5%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	42	-	-	893	2017:1870	753+751	59.4 : 59.4%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	42	-	-	647	2017:1880	735+737	44.0 : 44.0%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	390	2020	1767	22.1%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	594	2041	1786	33.3%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	390	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	594	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	37.0	9.1	0.0	46.1	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	2.9	1.0	0.0	4.0	-	-	-	-	
1/1	388	388	-	-	-	0.5	0.4	-	0.9	8.4	2.8	0.4	3.2	
1/2	392	392	-	-	-	0.6	0.4	-	0.9	8.4	2.1	0.4	2.5	
2/1+2/2	392	392	-	-	-	1.9	0.3	-	2.1	19.6	4.3	0.3	4.5	
3/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	755	755	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	9.3	2.2	0.0	11.6	-	-	-	-	
1/1	446	446	-	-	-	1.2	0.4	-	1.6	13.1	3.8	0.4	4.2	
1/2	586	586	-	-	-	1.8	0.7	-	2.4	15.0	7.0	0.7	7.7	
1/3	140	140	-	-	-	0.4	0.1	-	0.5	12.9	2.9	0.1	3.0	
2/2+2/1	655	655	-	-	-	3.9	0.7	-	4.6	25.5	6.5	0.7	7.2	
2/3	328	328	-	-	-	2.0	0.4	-	2.4	25.9	6.4	0.4	6.8	
3/1	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	7.4	1.4	0.0	8.8	-	-	-	-	
1/2+1/1	497	497	-	-	-	3.9	0.5	-	4.4	31.9	5.4	0.5	5.9	
1/3	185	185	-	-	-	1.4	0.2	-	1.6	32.1	3.9	0.2	4.2	
2/1	233	233	-	-	-	0.3	0.1	-	0.4	6.1	2.6	0.1	2.7	
2/2	465	465	-	-	-	0.8	0.3	-	1.1	8.5	4.4	0.3	4.7	
2/3	407	407	-	-	-	0.9	0.2	-	1.1	10.1	5.3	0.2	5.5	

Detailed Input Data And Results

2/4	61	61	-	-	-	0.1	0.0	-	0.1	8.8	0.4	0.0	0.5	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	7.2	1.9	0.0	9.1	-	-	-	-	
1/1	101	101	-	-	-	0.9	0.1	-	1.0	36.2	2.2	0.1	2.3	
1/2+1/3	389	389	-	-	-	3.5	0.4	-	3.9	36.3	4.4	0.4	4.9	
2/1	289	289	-	-	-	0.5	0.2	-	0.7	8.4	2.0	0.2	2.2	
2/2	655	655	-	-	-	1.9	0.7	-	2.6	14.4	6.9	0.7	7.6	
2/3	246	246	-	-	-	0.5	0.2	-	0.6	8.9	2.2	0.2	2.4	
3/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	456	456	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4	
4/2	202	202	-	-	-	0.0	0.1	-	0.1	1.4	0.6	0.1	0.6	
5/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	10.2	2.5	0.0	12.7	-	-	-	-	
1/1	255	255	-	-	-	0.8	0.4	-	1.1	16.1	2.2	0.4	2.6	
1/2	308	308	-	-	-	1.3	0.5	-	1.8	20.8	6.7	0.5	7.2	
1/3	133	133	-	-	-	0.2	0.1	-	0.4	10.3	0.4	0.1	0.5	
2/2+2/1	893	893	-	-	-	4.7	0.7	-	5.4	21.9	8.5	0.7	9.3	
2/3+2/4	647	647	-	-	-	3.2	0.4	-	3.5	19.7	5.8	0.4	6.2	
3/1	390	390	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.2	
3/2	594	594	-	-	-	0.0	0.2	-	0.2	1.5	1.7	0.2	2.0	
4/1	390	390	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

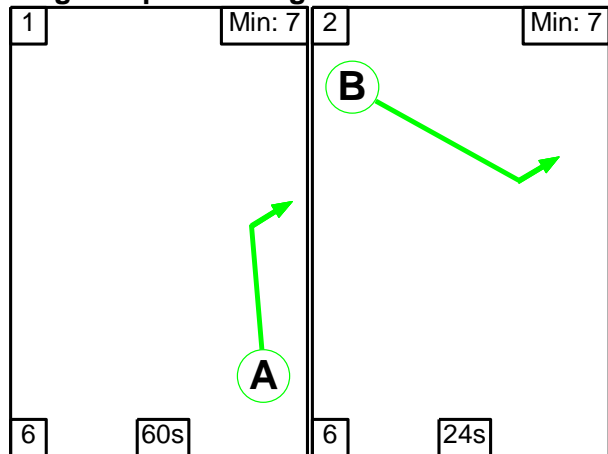
C1	PRC for Signalled Lanes (%)	112.7	Total Delay for Signalled Lanes (pcuHr)	3.95	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	54.4	Total Delay for Signalled Lanes (pcuHr)	11.56	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	75.9	Total Delay for Signalled Lanes (pcuHr)	8.83	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	52.5	Total Delay for Signalled Lanes (pcuHr)	8.83	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	245.4	Total Delay for Signalled Lanes (pcuHr)	0.27	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	51.5	Total Delay for Signalled Lanes (pcuHr)	12.29	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	170.6	Total Delay for Signalled Lanes (pcuHr)	0.39	Cycle Time (s)	96
	PRC Over All Lanes (%)	51.5	Total Delay Over All Lanes(pcuHr)	46.12		

Detailed Input Data And Results

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



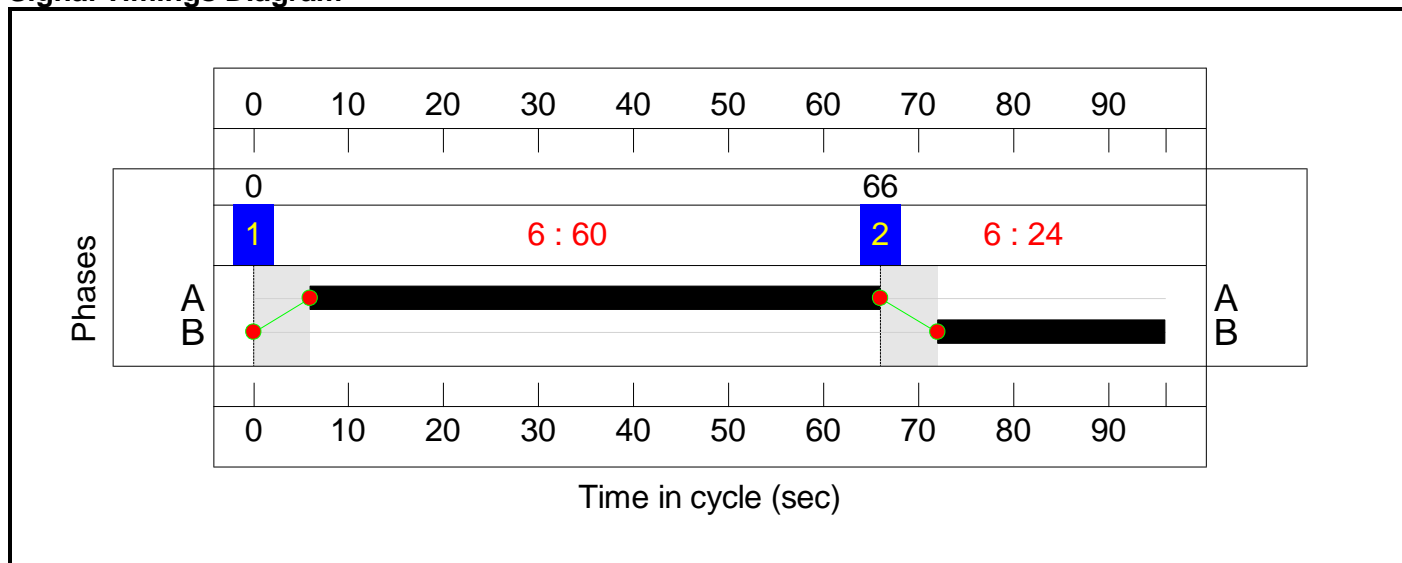
Stage Timings

Stage	1	2
Duration	60	24
Change Point	0	66

Phase Timings

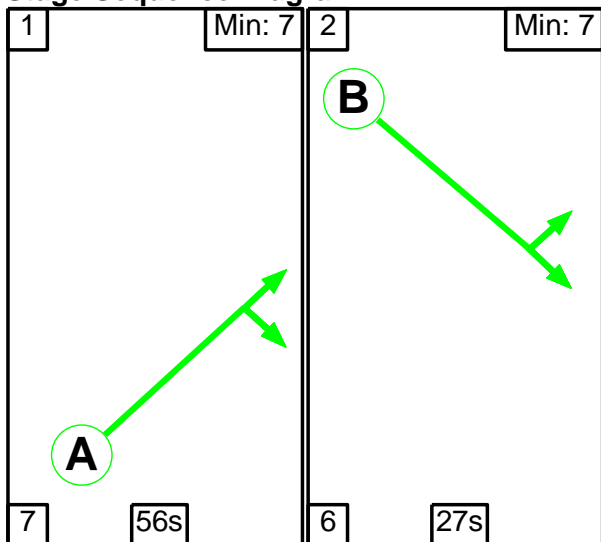
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	60	6	66
B	A292 Hythe Road EB Left	Traffic	24	72	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



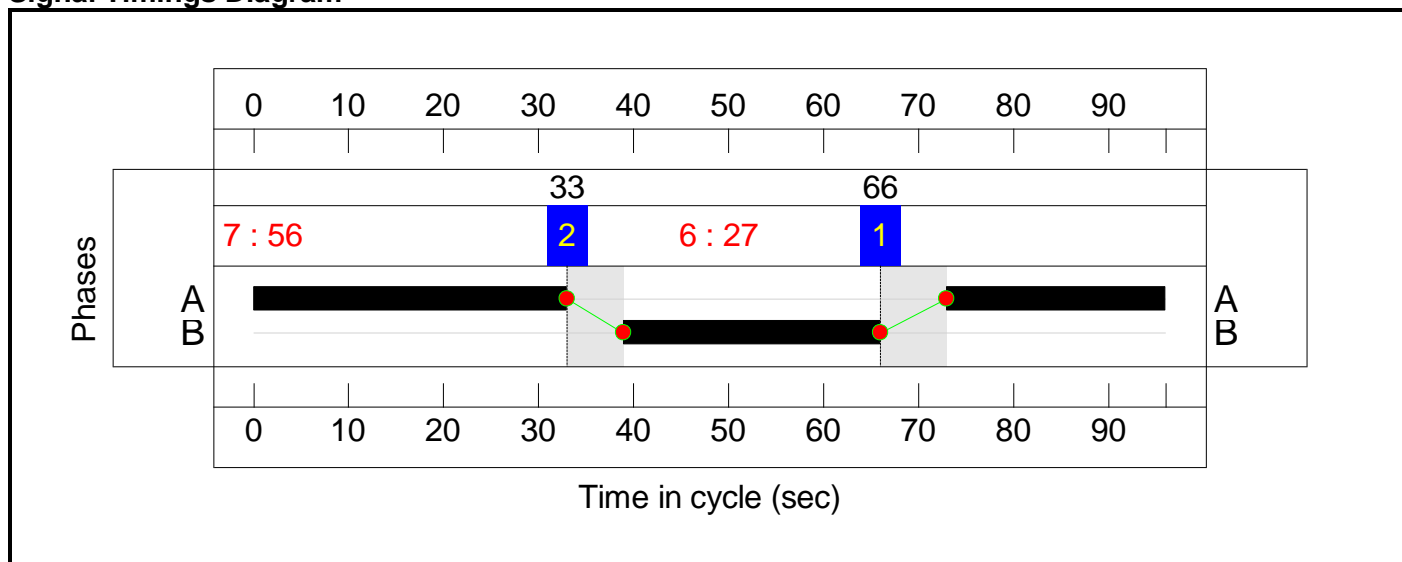
Stage Timings

Stage	1	2
Duration	56	27
Change Point	66	33

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	56	73	33
B	M20 EB Off-Slip Left Ahead	Traffic	27	39	66

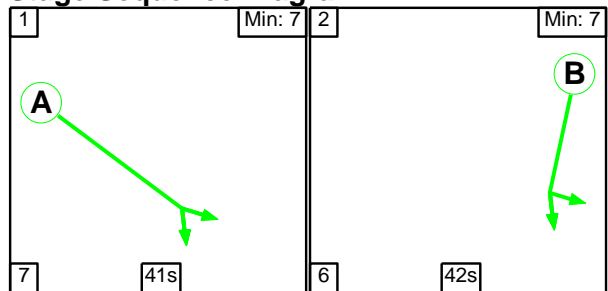
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



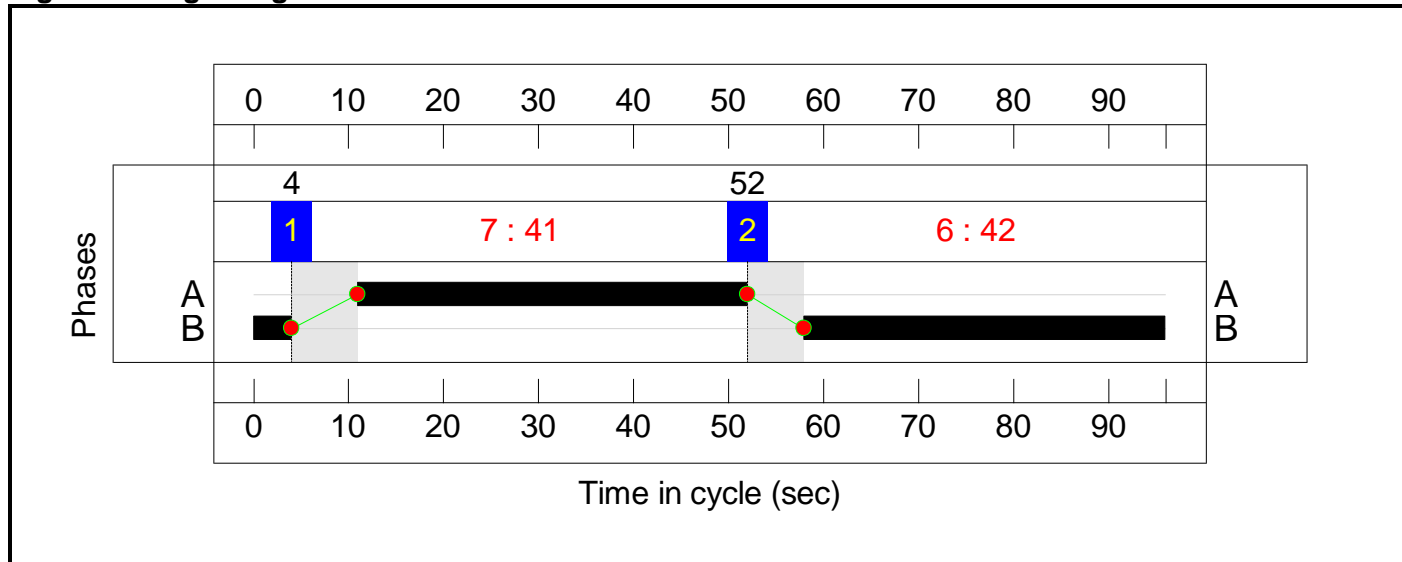
Stage Timings

Stage	1	2
Duration	41	42
Change Point	4	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	41	11	52
B	A2070 Kennington Road Ahead Left	Traffic	42	58	4

Signal Timings Diagram

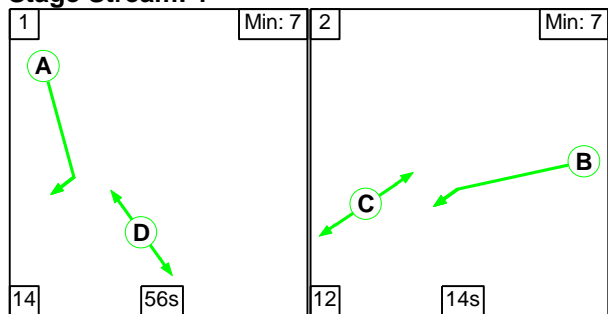


Detailed Input Data And Results

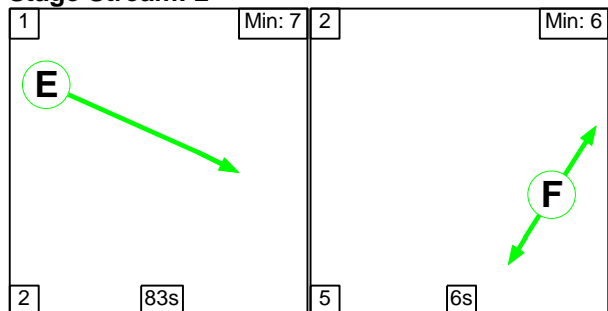
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	56	14
Change Point	20	90

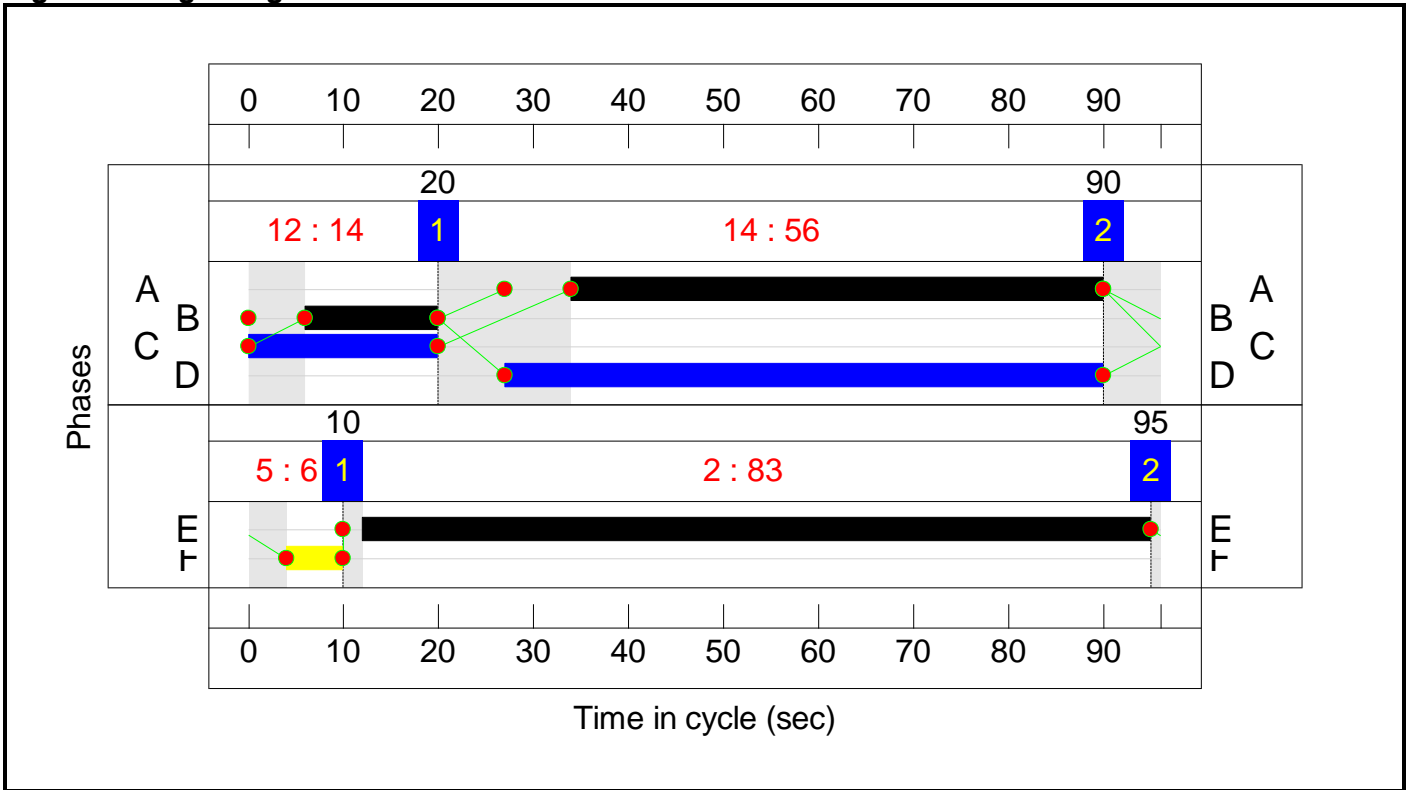
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	10	95

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	56	34	90
B	A20 Hythe Road WB Ahead	Traffic	1	14	6	20
C	Pedestrians across circulatory	Pedestrian	1	20	0	20
D	Pedestrians across A20 approach	Pedestrian	1	63	27	90
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	12	95
F	Pedestrians across exit to A20	Pedestrian	2	6	4	10

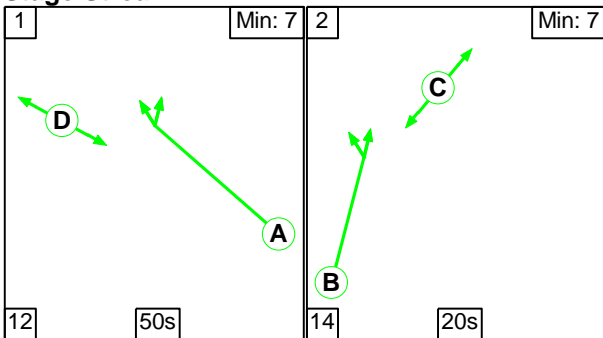
Signal Timings Diagram



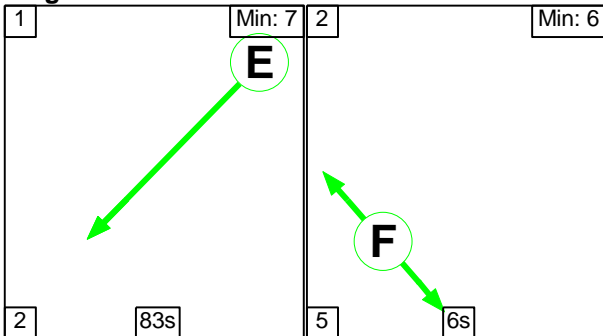
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	50	20
Change Point	92	58

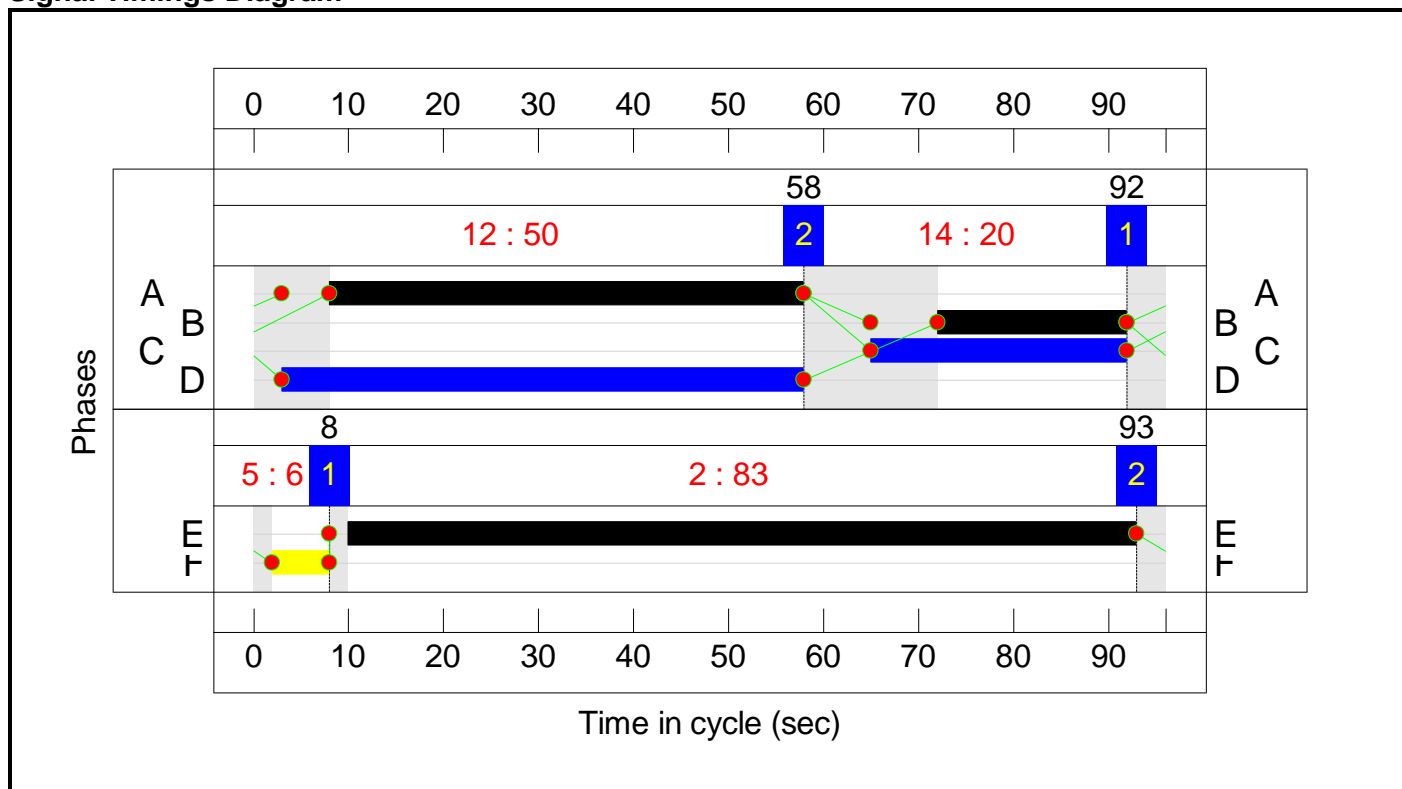
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	8	93

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	50	8	58
B	A2070 NB Ahead Ahead2	Traffic	1	20	72	92
C	Pedestrians across Circulatory	Pedestrian	1	27	65	92
D	Pedestrians across A2070 Approach	Pedestrian	1	55	3	58
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	10	93
F	Pedestrians across exit to A2070	Pedestrian	2	6	2	8

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	66
J1:1/2	M20 J10 SW Circ Right	U	A	6	66
J1:2/1	A292 Hythe Road EB Left	U	B	72	0
J1:2/2	A292 Hythe Road EB Left	U	B	72	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	73	33
J2:1/2	M20 J10 W Circ Ahead Right	U	A	73	33
J2:1/3	M20 J10 W Circ Right	U	A	73	33
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	39	66
J2:2/2	M20 EB Off-Slip Ahead	U	B	39	66
J2:2/3	M20 EB Off-Slip Ahead	U	B	39	66

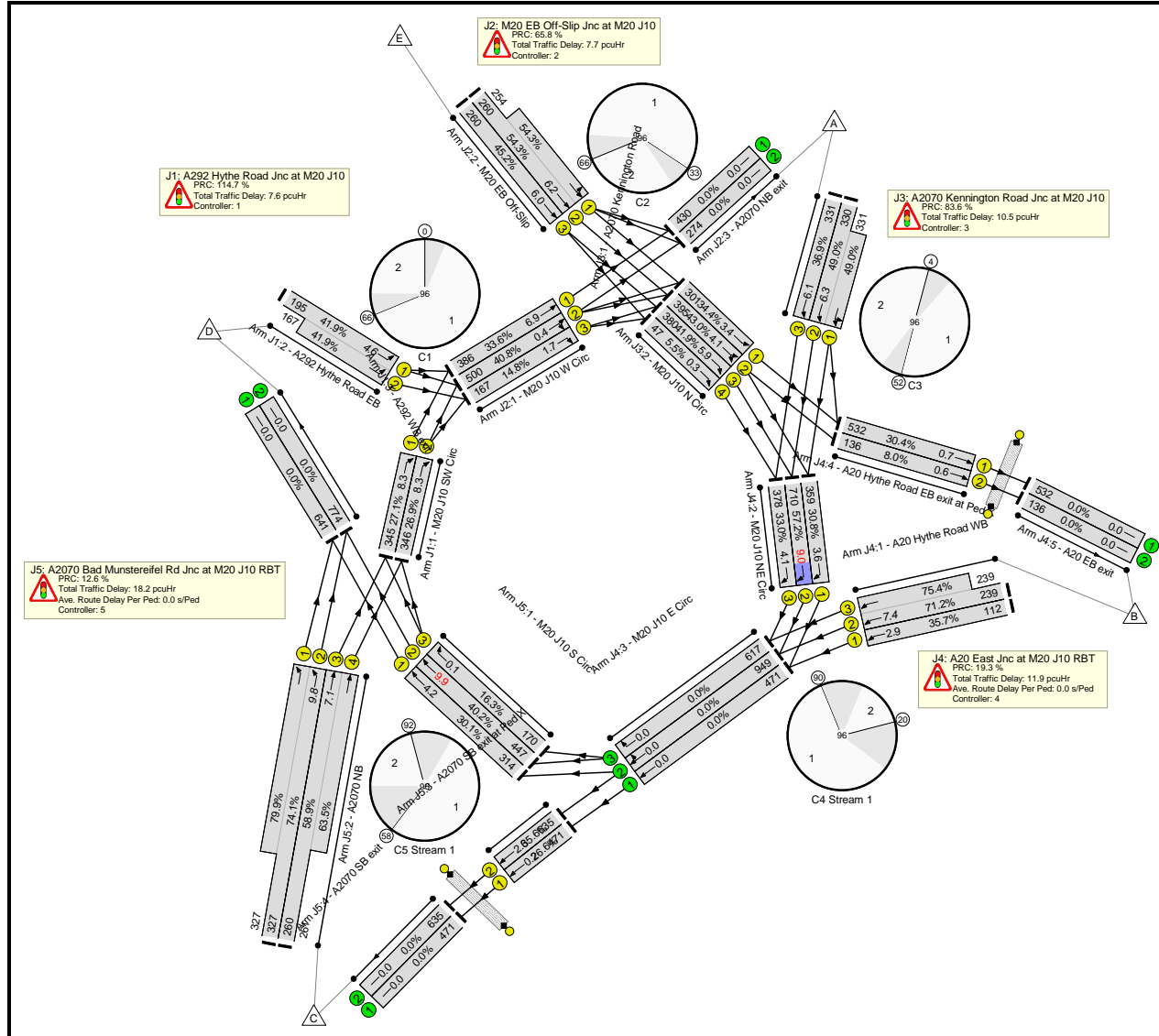
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	58	4
J3:1/2	A2070 Kennington Road Ahead	U	B	58	4
J3:1/3	A2070 Kennington Road Ahead	U	B	58	4
J3:2/1	M20 J10 N Circ Ahead	U	A	11	52
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	11	52
J3:2/3	M20 J10 N Circ Ahead	U	A	11	52
J3:2/4	M20 J10 N Circ Ahead	U	A	11	52

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	6	20
J4:1/2	A20 Hythe Road WB Ahead	U	B	6	20
J4:1/3	A20 Hythe Road WB Ahead	U	B	6	20
J4:2/1	M20 J10 NE Circ Right	U	A	34	90
J4:2/2	M20 J10 NE Circ Right	U	A	34	90
J4:2/3	M20 J10 NE Circ Right	U	A	34	90
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	12	95
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	12	95

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	8	58
J5:1/2	M20 J10 S Circ Ahead	U	A	8	58
J5:1/3	M20 J10 S Circ Right	U	A	8	58
J5:2/1	A2070 NB Ahead	U	B	72	92
J5:2/2	A2070 NB Ahead	U	B	72	92
J5:2/3	A2070 NB Ahead	U	B	72	92
J5:2/4	A2070 NB Ahead	U	B	72	92
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	10	93
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	10	93

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	79.9%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	41.9%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	60	-	-	345	2001	1271	27.1%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	60	-	-	346	2022	1285	26.9%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	24	-	-	362	1984:1991	465+398	41.9 : 41.9%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	774	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	54.3%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	56	-	-	386	1936	1150	33.6%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	56	-	-	500	2065	1226	40.8%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	56	-	-	167	1906	1132	14.8%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	27	-	-	514	2103:1910	479+468	54.3 : 54.3%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	27	-	-	260	1974	576	45.2%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	430	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	274	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	49.0%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	42	-	-	661	2189:2061	673+675	49.0 : 49.0%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	42	-	-	331	2001	896	36.9%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	41	-	-	301	2001	875	34.4%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	41	-	-	395	2099	918	43.0%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	41	-	-	380	2073	907	41.9%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	41	-	-	47	1971	862	5.5%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	75.4%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	14	-	-	112	2008	314	35.7%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	14	-	-	478	2149:2028	336+317	71.2 : 75.4%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	56	-	-	359	1962	1165	30.8%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	56	-	-	710	2089	1240	57.2%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	56	-	-	378	1930	1146	33.0%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	949	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	532	2000	1750	30.4%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	136	1949	1705	8.0%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	532	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	136	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	79.9%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	50	-	-	314	1966	1044	30.1%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	50	-	-	447	2094	1112	40.2%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	50	-	-	170	1960	1041	16.3%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	20	-	-	654	2017:1870	441+409	74.1 : 79.9%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	20	-	-	521	2017:1880	441+411	58.9 : 63.5%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	471	2020	1767	26.6%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	635	2041	1786	35.6%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	635	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	45.0	10.8	0.0	55.8	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	6.8	0.7	0.0	7.6	-	-	-	-	
1/1	345	345	-	-	-	2.0	0.2	-	2.2	22.6	8.1	0.2	8.3	
1/2	346	346	-	-	-	2.0	0.2	-	2.1	22.2	8.1	0.2	8.3	
2/1+2/2	362	362	-	-	-	2.9	0.4	-	3.3	32.5	4.2	0.4	4.6	
3/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	6.0	1.7	0.0	7.7	-	-	-	-	
1/1	386	386	-	-	-	0.0	0.3	-	0.3	2.5	6.6	0.3	6.9	
1/2	500	500	-	-	-	0.0	0.3	-	0.3	2.5	0.0	0.3	0.4	
1/3	167	167	-	-	-	0.0	0.1	-	0.1	1.9	1.6	0.1	1.7	
2/2+2/1	514	514	-	-	-	3.9	0.6	-	4.5	31.8	5.6	0.6	6.2	
2/3	260	260	-	-	-	2.0	0.4	-	2.4	33.4	5.6	0.4	6.0	
3/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	8.7	1.8	0.0	10.5	-	-	-	-	
1/2+1/1	661	661	-	-	-	3.2	0.5	-	3.7	19.9	5.8	0.5	6.3	
1/3	331	331	-	-	-	1.6	0.3	-	1.9	20.7	5.8	0.3	6.1	
2/1	301	301	-	-	-	0.8	0.3	-	1.1	13.2	3.1	0.3	3.4	
2/2	395	395	-	-	-	1.1	0.4	-	1.4	13.1	3.7	0.4	4.1	
2/3	380	380	-	-	-	1.9	0.4	-	2.3	21.3	5.5	0.4	5.9	

Detailed Input Data And Results

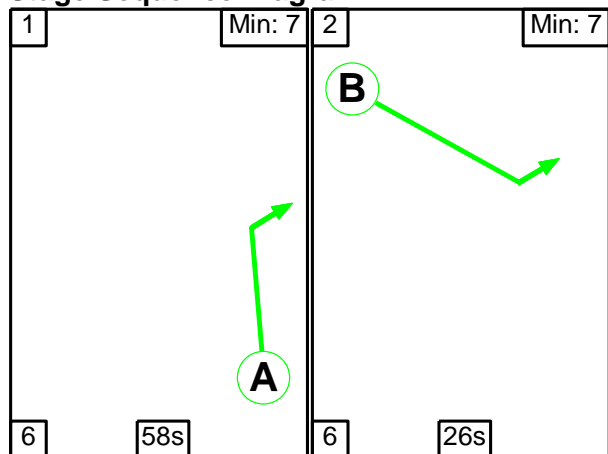
2/4	47	47	-	-	-	0.1	0.0	-	0.1	10.9	0.2	0.0	0.3	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	8.9	3.0	0.0	11.9	-	-	-	-	
1/1	112	112	-	-	-	1.1	0.3	-	1.4	45.1	2.6	0.3	2.9	
1/2+1/3	478	478	-	-	-	5.1	1.3	-	6.5	48.7	6.0	1.3	7.4	
2/1	359	359	-	-	-	0.4	0.2	-	0.6	6.2	3.4	0.2	3.6	
2/2	710	710	-	-	-	1.7	0.7	-	2.4	12.0	8.3	0.7	9.0	
2/3	378	378	-	-	-	0.5	0.2	-	0.7	6.8	3.9	0.2	4.1	
3/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	532	532	-	-	-	0.0	0.2	-	0.3	1.8	0.5	0.2	0.7	
4/2	136	136	-	-	-	0.0	0.0	-	0.0	1.2	0.6	0.0	0.6	
5/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	14.6	3.5	0.0	18.2	-	-	-	-	
1/1	314	314	-	-	-	0.3	0.2	-	0.5	5.7	4.0	0.2	4.2	
1/2	447	447	-	-	-	3.0	0.3	-	3.4	27.1	9.6	0.3	9.9	
1/3	170	170	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1	
2/2+2/1	654	654	-	-	-	6.4	1.6	-	8.0	44.3	8.2	1.6	9.8	
2/3+2/4	521	521	-	-	-	4.9	0.8	-	5.7	39.2	6.3	0.8	7.1	
3/1	471	471	-	-	-	0.0	0.2	-	0.2	1.4	0.1	0.2	0.2	
3/2	635	635	-	-	-	0.0	0.3	-	0.3	1.7	2.3	0.3	2.6	
4/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

C1	PRC for Signalled Lanes (%)	114.7	Total Delay for Signalled Lanes (pcuHr)	7.57	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	65.8	Total Delay for Signalled Lanes (pcuHr)	7.66	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	83.6	Total Delay for Signalled Lanes (pcuHr)	10.49	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	19.3	Total Delay for Signalled Lanes (pcuHr)	11.59	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	196.1	Total Delay for Signalled Lanes (pcuHr)	0.31	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	12.6	Total Delay for Signalled Lanes (pcuHr)	17.68	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	153.1	Total Delay for Signalled Lanes (pcuHr)	0.49	Cycle Time (s)	96
	PRC Over All Lanes (%)	12.6	Total Delay Over All Lanes(pcuHr)	55.78		

Controller :C1

Stage Sequence Diagram



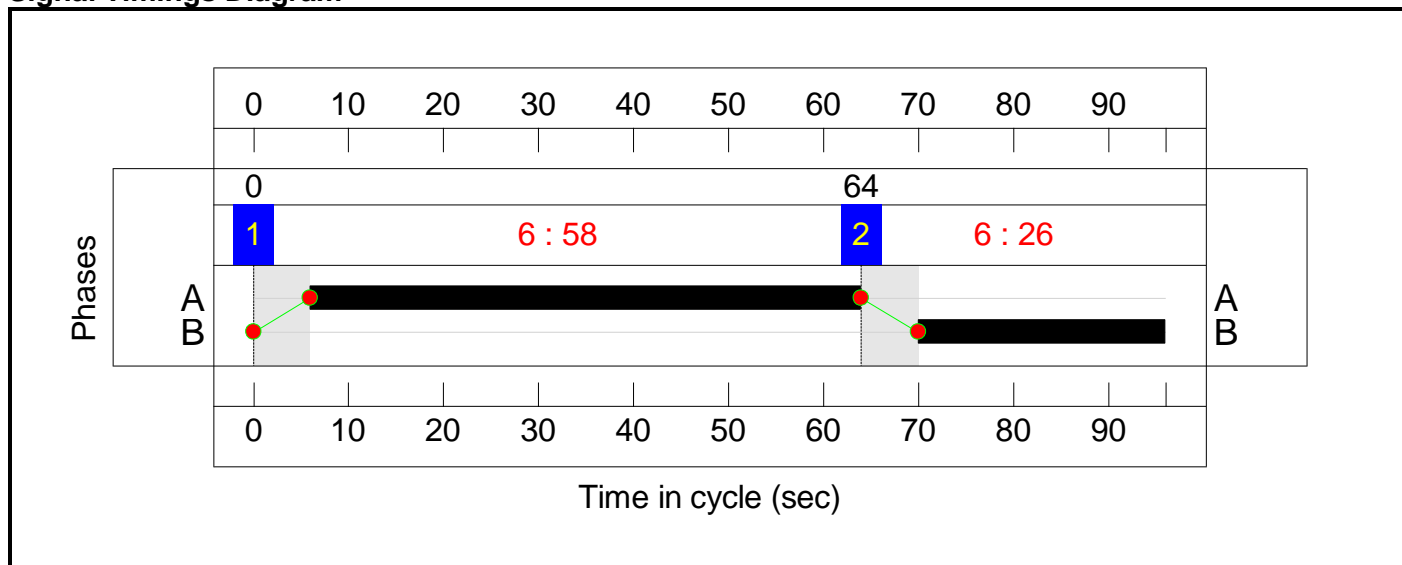
Stage Timings

Stage	1	2
Duration	58	26
Change Point	0	64

Phase Timings

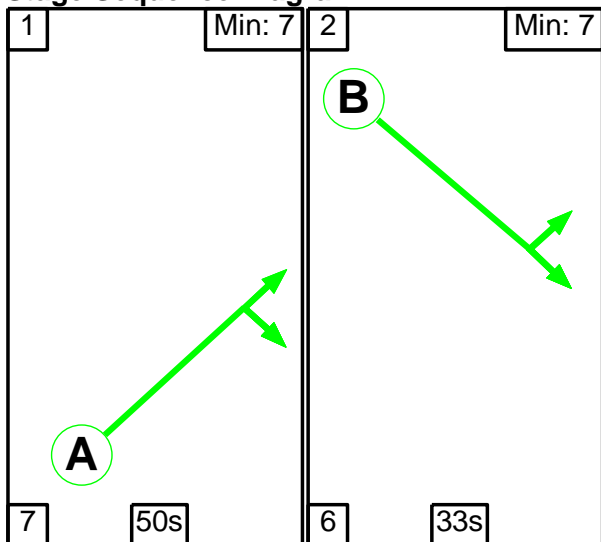
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	58	6	64
B	A292 Hythe Road EB Left	Traffic	26	70	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



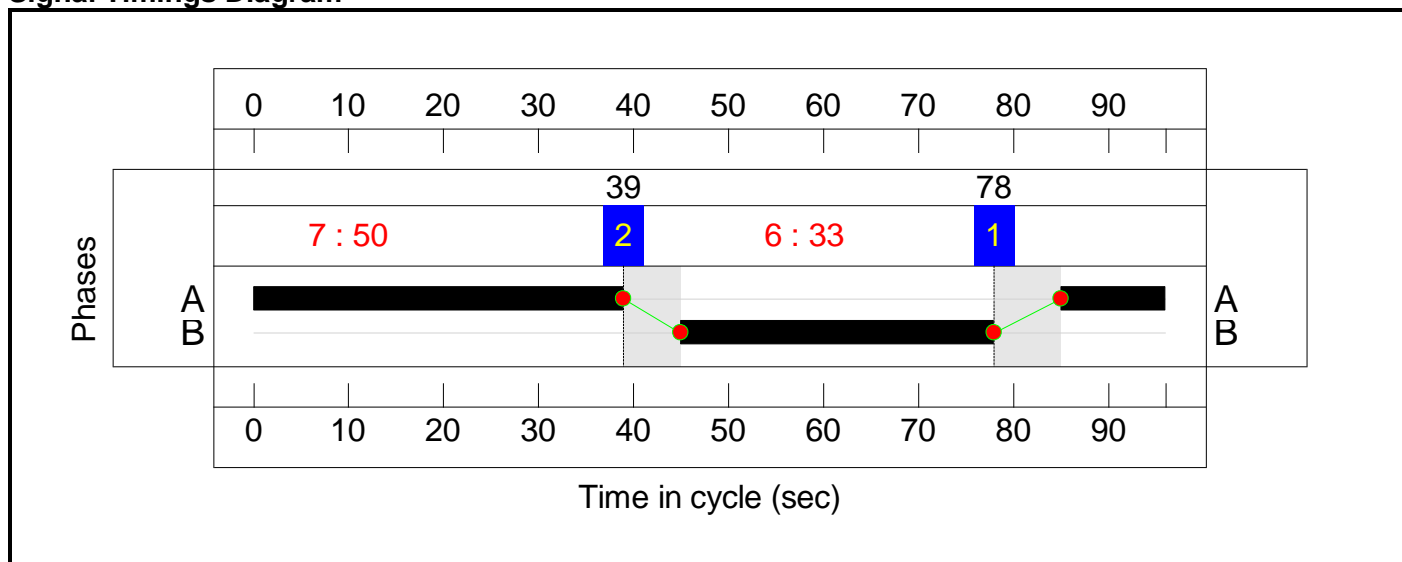
Stage Timings

Stage	1	2
Duration	50	33
Change Point	78	39

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	50	85	39
B	M20 EB Off-Slip Left Ahead	Traffic	33	45	78

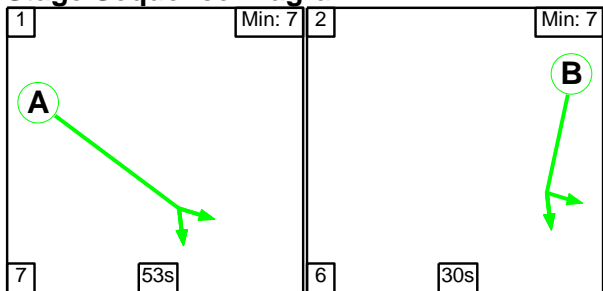
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



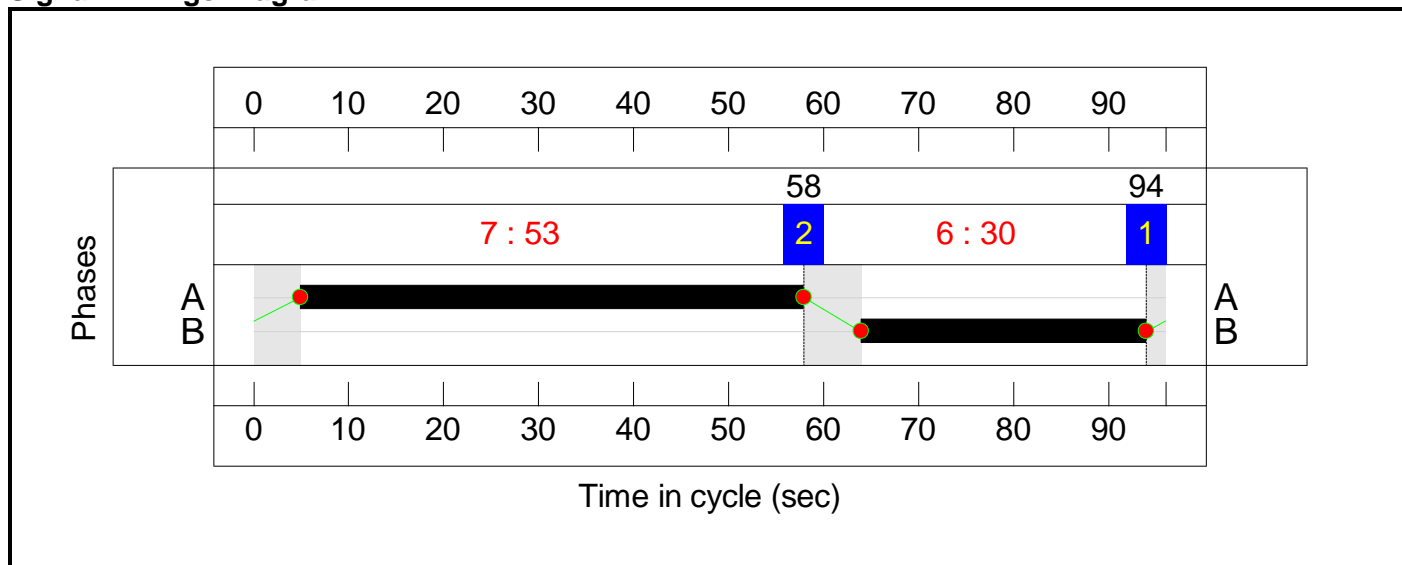
Stage Timings

Stage	1	2
Duration	53	30
Change Point	94	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	53	5	58
B	A2070 Kennington Road Ahead Left	Traffic	30	64	94

Signal Timings Diagram

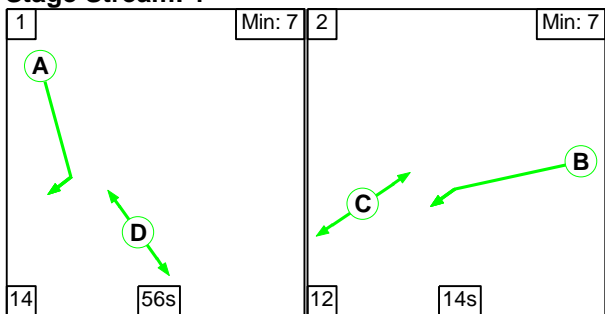


Detailed Input Data And Results

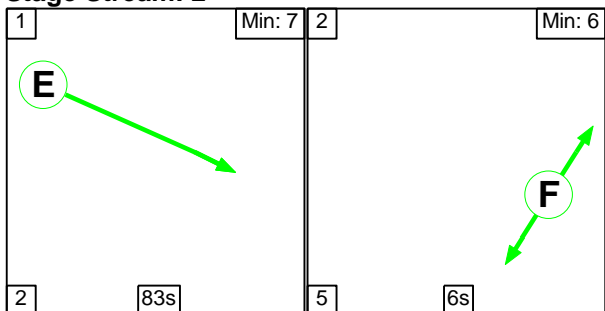
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	56	14
Change Point	39	13

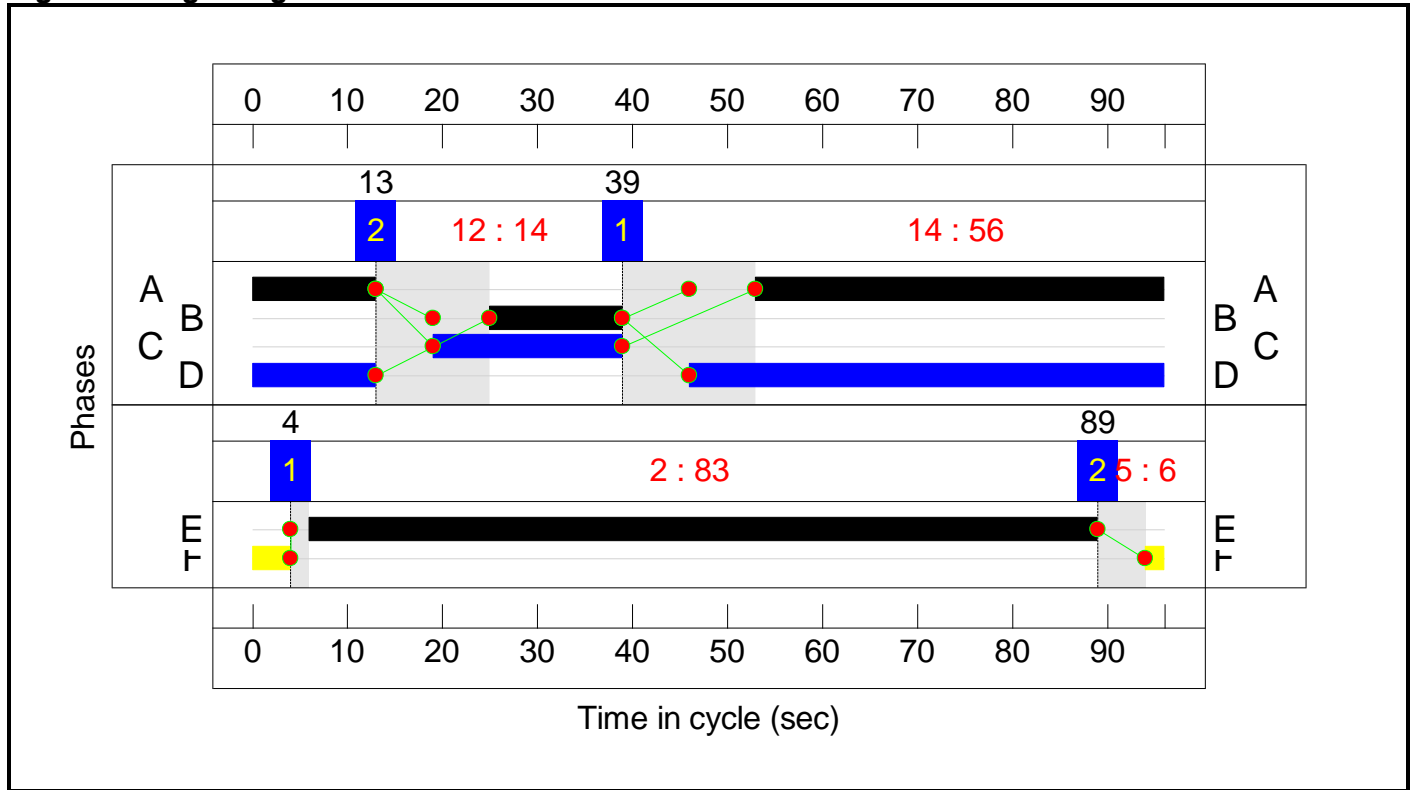
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	4	89

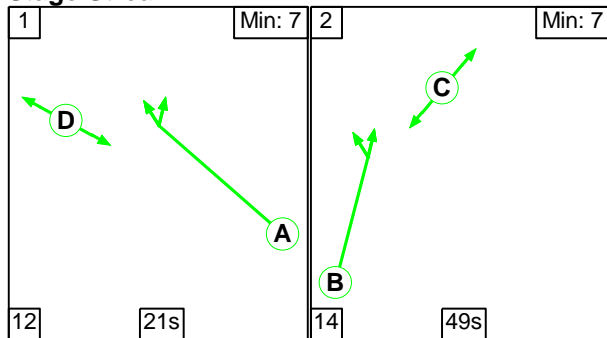
Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	56	53	13
B	A20 Hythe Road WB Ahead	Traffic	1	14	25	39
C	Pedestrians across circulatory	Pedestrian	1	20	19	39
D	Pedestrians across A20 approach	Pedestrian	1	63	46	13
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	6	89
F	Pedestrians across exit to A20	Pedestrian	2	6	94	4

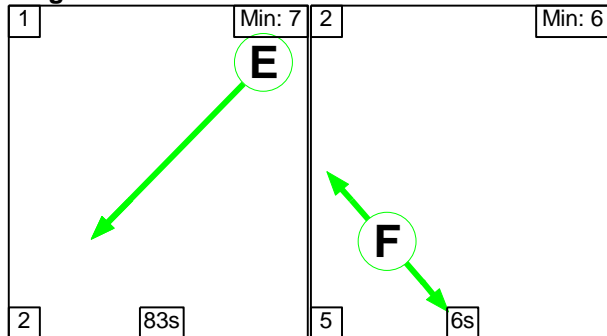
Signal Timings Diagram



**Controller :C5
Stage Sequence Diagram
Stage Stream: 1**



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	21	49
Change Point	9	42

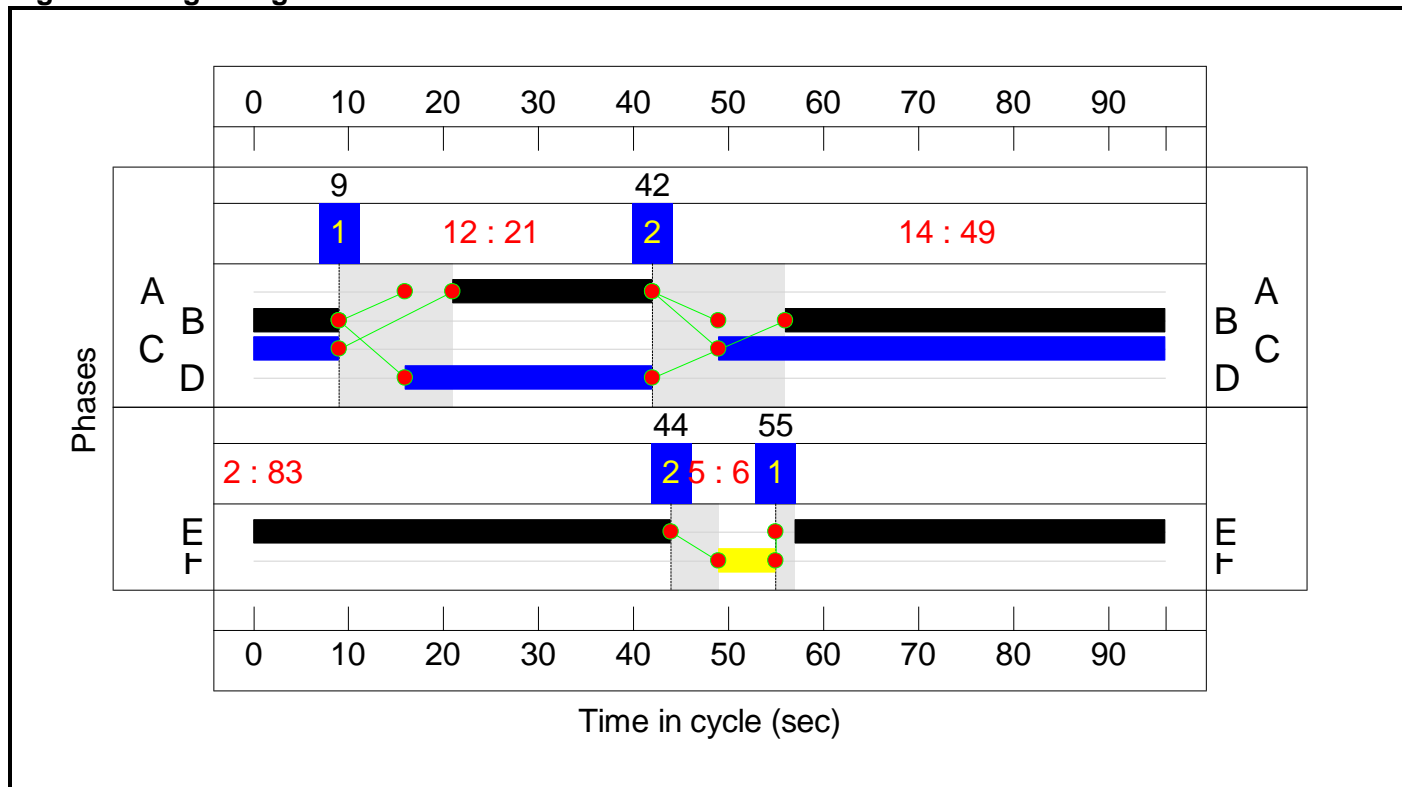
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	55	44

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	21	21	42
B	A2070 NB Ahead Ahead2	Traffic	1	49	56	9
C	Pedestrians across Circulatory	Pedestrian	1	56	49	9
D	Pedestrians across A2070 Approach	Pedestrian	1	26	16	42
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	57	44
F	Pedestrians across exit to A2070	Pedestrian	2	6	49	55

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	64
J1:1/2	M20 J10 SW Circ Right	U	A	6	64
J1:2/1	A292 Hythe Road EB Left	U	B	70	0
J1:2/2	A292 Hythe Road EB Left	U	B	70	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	85	39
J2:1/2	M20 J10 W Circ Ahead Right	U	A	85	39
J2:1/3	M20 J10 W Circ Right	U	A	85	39
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	45	78
J2:2/2	M20 EB Off-Slip Ahead	U	B	45	78
J2:2/3	M20 EB Off-Slip Ahead	U	B	45	78

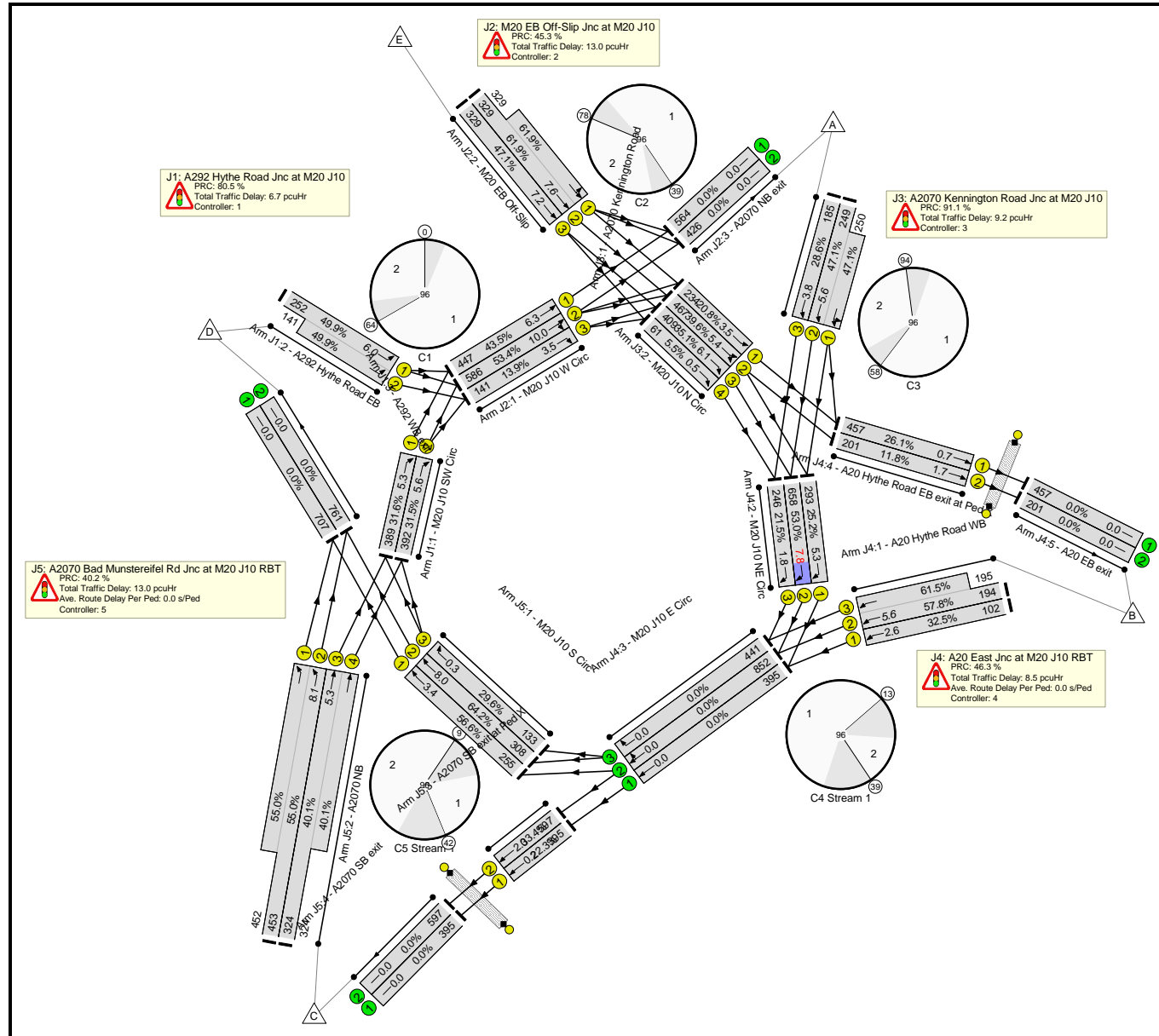
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	64	94
J3:1/2	A2070 Kennington Road Ahead	U	B	64	94
J3:1/3	A2070 Kennington Road Ahead	U	B	64	94
J3:2/1	M20 J10 N Circ Ahead	U	A	5	58
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	5	58
J3:2/3	M20 J10 N Circ Ahead	U	A	5	58
J3:2/4	M20 J10 N Circ Ahead	U	A	5	58

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	25	39
J4:1/2	A20 Hythe Road WB Ahead	U	B	25	39
J4:1/3	A20 Hythe Road WB Ahead	U	B	25	39
J4:2/1	M20 J10 NE Circ Right	U	A	53	13
J4:2/2	M20 J10 NE Circ Right	U	A	53	13
J4:2/3	M20 J10 NE Circ Right	U	A	53	13
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	6	89
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	6	89

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	21	42
J5:1/2	M20 J10 S Circ Ahead	U	A	21	42
J5:1/3	M20 J10 S Circ Right	U	A	21	42
J5:2/1	A2070 NB Ahead	U	B	56	9
J5:2/2	A2070 NB Ahead	U	B	56	9
J5:2/3	A2070 NB Ahead	U	B	56	9
J5:2/4	A2070 NB Ahead	U	B	56	9
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	57	44
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	57	44

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.2%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	49.9%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	58	-	-	389	2001	1230	31.6%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	58	-	-	392	2022	1243	31.5%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	26	-	-	393	1984:1991	505+283	49.9 : 49.9%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	707	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	761	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	61.9%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	50	-	-	447	1936	1029	43.5%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	50	-	-	586	2066	1098	53.4%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	50	-	-	141	1906	1013	13.9%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	33	-	-	658	2103:1907	531+531	61.9 : 61.9%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	33	-	-	329	1974	699	47.1%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	47.1%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	30	-	-	499	2189:2051	529+531	47.1 : 47.1%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	30	-	-	185	2001	646	28.6%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	53	-	-	234	2001	1126	20.8%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	53	-	-	467	2097	1180	39.6%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	53	-	-	409	2073	1166	35.1%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	53	-	-	61	1971	1109	5.5%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	61.5%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	14	-	-	102	2008	314	32.5%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	14	-	-	389	2149:2028	336+317	57.8 : 61.5%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	56	-	-	293	1962	1165	25.2%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	56	-	-	658	2089	1240	53.0%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	56	-	-	246	1930	1146	21.5%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	395	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	852	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	457	2000	1750	26.1%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	201	1949	1705	11.8%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	457	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	201	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	64.2%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	21	-	-	255	1966	451	56.6%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	21	-	-	308	2094	480	64.2%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	21	-	-	133	1960	449	29.6%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	49	-	-	905	2017:1870	823+822	55.0 : 55.0%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	49	-	-	648	2017:1880	808+808	40.1 : 40.1%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	395	2020	1767	22.3%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	597	2041	1786	33.4%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	395	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	597	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	40.6	9.8	0.0	50.5	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	5.7	1.0	0.0	6.7	-	-	-	-	
1/1	389	389	-	-	-	1.3	0.2	-	1.5	14.2	5.1	0.2	5.3	
1/2	392	392	-	-	-	1.4	0.2	-	1.6	15.0	5.3	0.2	5.6	
2/1+2/2	393	393	-	-	-	3.0	0.5	-	3.5	32.3	5.5	0.5	6.0	
3/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	761	761	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	10.7	2.3	0.0	13.0	-	-	-	-	
1/1	447	447	-	-	-	1.6	0.4	-	2.0	15.7	5.9	0.4	6.3	
1/2	586	586	-	-	-	2.2	0.6	-	2.7	16.9	9.4	0.6	10.0	
1/3	141	141	-	-	-	0.4	0.1	-	0.5	12.6	3.4	0.1	3.5	
2/2+2/1	658	658	-	-	-	4.4	0.8	-	5.2	28.4	6.8	0.8	7.6	
2/3	329	329	-	-	-	2.2	0.4	-	2.6	28.9	6.8	0.4	7.2	
3/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	7.8	1.4	0.0	9.2	-	-	-	-	
1/2+1/1	499	499	-	-	-	3.5	0.4	-	3.9	28.2	5.1	0.4	5.6	
1/3	185	185	-	-	-	1.2	0.2	-	1.4	28.2	3.6	0.2	3.8	
2/1	234	234	-	-	-	0.5	0.1	-	0.6	9.4	3.4	0.1	3.5	
2/2	467	467	-	-	-	1.1	0.3	-	1.4	10.8	5.1	0.3	5.4	
2/3	409	409	-	-	-	1.4	0.3	-	1.7	14.6	5.9	0.3	6.1	

Detailed Input Data And Results

2/4	61	61	-	-	-	0.2	0.0	-	0.2	11.4	0.5	0.0	0.5	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	6.4	2.1	0.0	8.5	-	-	-	-	
1/1	102	102	-	-	-	1.0	0.2	-	1.3	44.5	2.4	0.2	2.6	
1/2+1/3	389	389	-	-	-	4.1	0.7	-	4.8	44.5	4.8	0.7	5.6	
2/1	293	293	-	-	-	0.1	0.2	-	0.3	3.5	5.1	0.2	5.3	
2/2	658	658	-	-	-	1.2	0.6	-	1.7	9.5	7.3	0.6	7.8	
2/3	246	246	-	-	-	0.0	0.1	-	0.1	2.1	1.6	0.1	1.8	
3/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	457	457	-	-	-	0.0	0.2	-	0.2	1.7	0.5	0.2	0.7	
4/2	201	201	-	-	-	0.0	0.1	-	0.1	1.2	1.7	0.1	1.7	
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	9.9	3.1	0.0	13.0	-	-	-	-	
1/1	255	255	-	-	-	0.8	0.6	-	1.4	20.1	2.8	0.6	3.4	
1/2	308	308	-	-	-	3.1	0.9	-	4.0	46.2	7.1	0.9	8.0	
1/3	133	133	-	-	-	0.1	0.2	-	0.3	7.7	0.1	0.2	0.3	
2/2+2/1	905	905	-	-	-	3.6	0.6	-	4.2	16.8	7.5	0.6	8.1	
2/3+2/4	648	648	-	-	-	2.4	0.3	-	2.7	15.1	5.0	0.3	5.3	
3/1	395	395	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.2	
3/2	597	597	-	-	-	0.0	0.3	-	0.3	1.5	1.7	0.3	2.0	
4/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

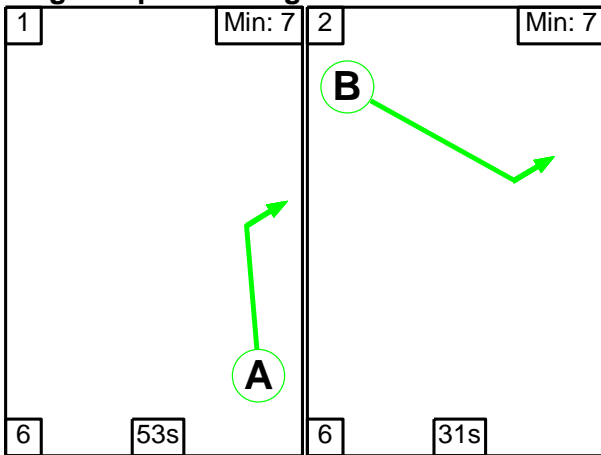
C1	PRC for Signalled Lanes (%)	80.5	Total Delay for Signalled Lanes (pcuHr)	6.70	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	45.3	Total Delay for Signalled Lanes (pcuHr)	13.02	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	91.1	Total Delay for Signalled Lanes (pcuHr)	9.22	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	46.3	Total Delay for Signalled Lanes (pcuHr)	8.24	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	244.6	Total Delay for Signalled Lanes (pcuHr)	0.29	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	40.2	Total Delay for Signalled Lanes (pcuHr)	12.60	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	169.2	Total Delay for Signalled Lanes (pcuHr)	0.40	Cycle Time (s)	96
	PRC Over All Lanes (%)	40.2	Total Delay Over All Lanes(pcuHr)	50.45		

Detailed Input Data And Results

Scenario 4: '2024 Base+Sev (Obs) PM Peak' (FG4: '2024 Base+Sev (Obs) PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



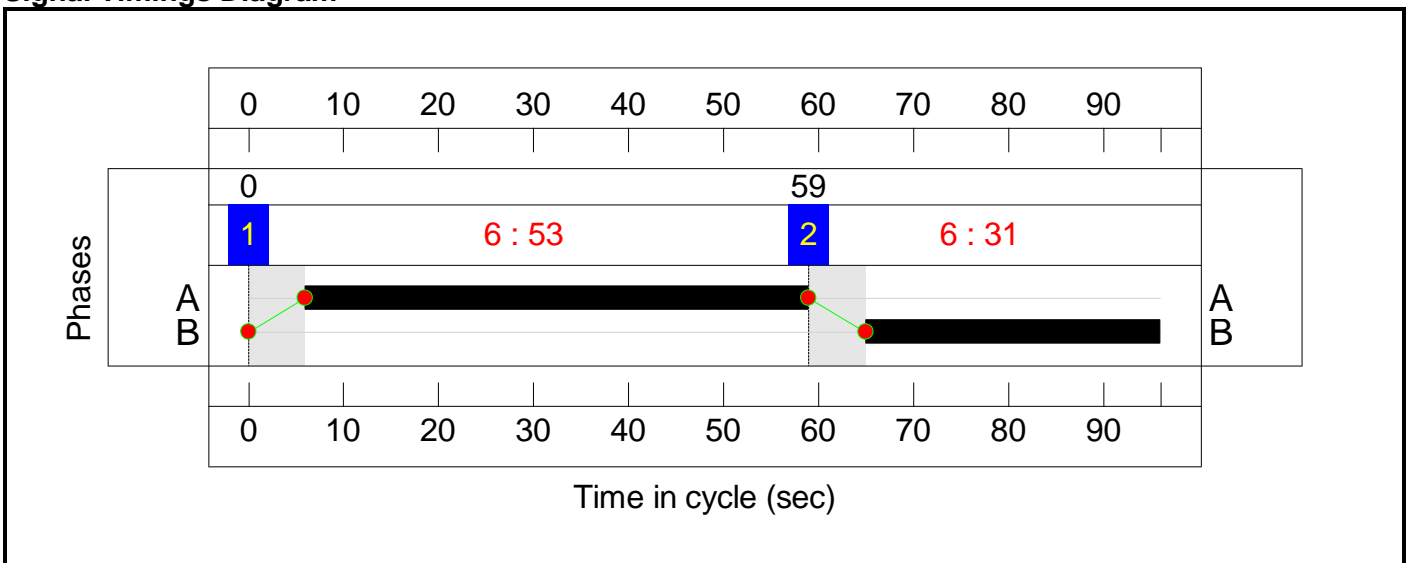
Stage Timings

Stage	1	2
Duration	53	31
Change Point	0	59

Phase Timings

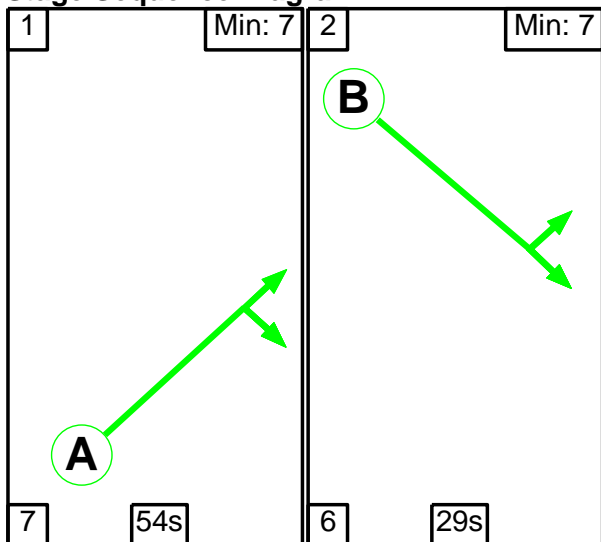
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	53	6	59
B	A292 Hythe Road EB Left	Traffic	31	65	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



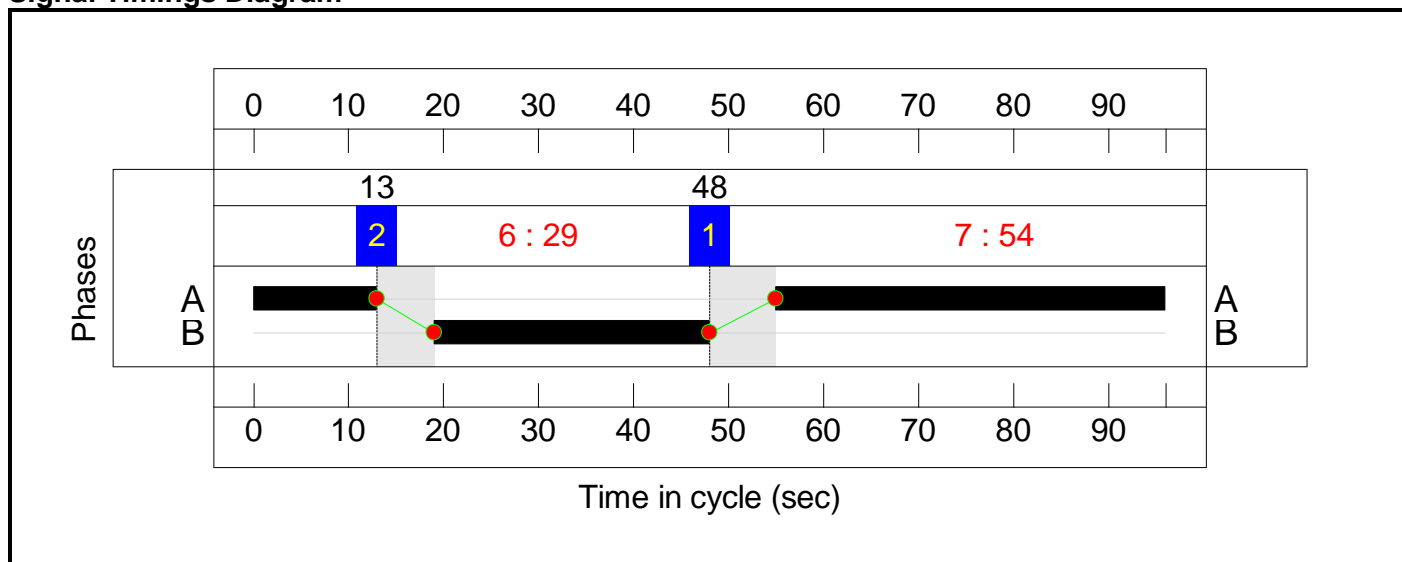
Stage Timings

Stage	1	2
Duration	54	29
Change Point	48	13

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	54	55	13
B	M20 EB Off-Slip Left Ahead	Traffic	29	19	48

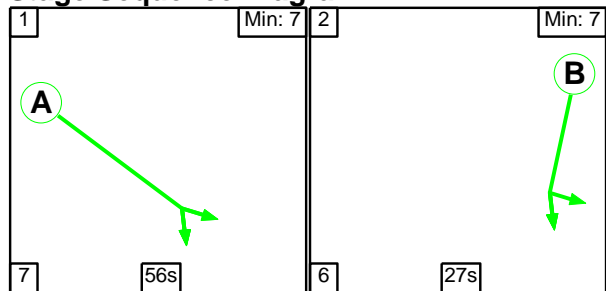
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



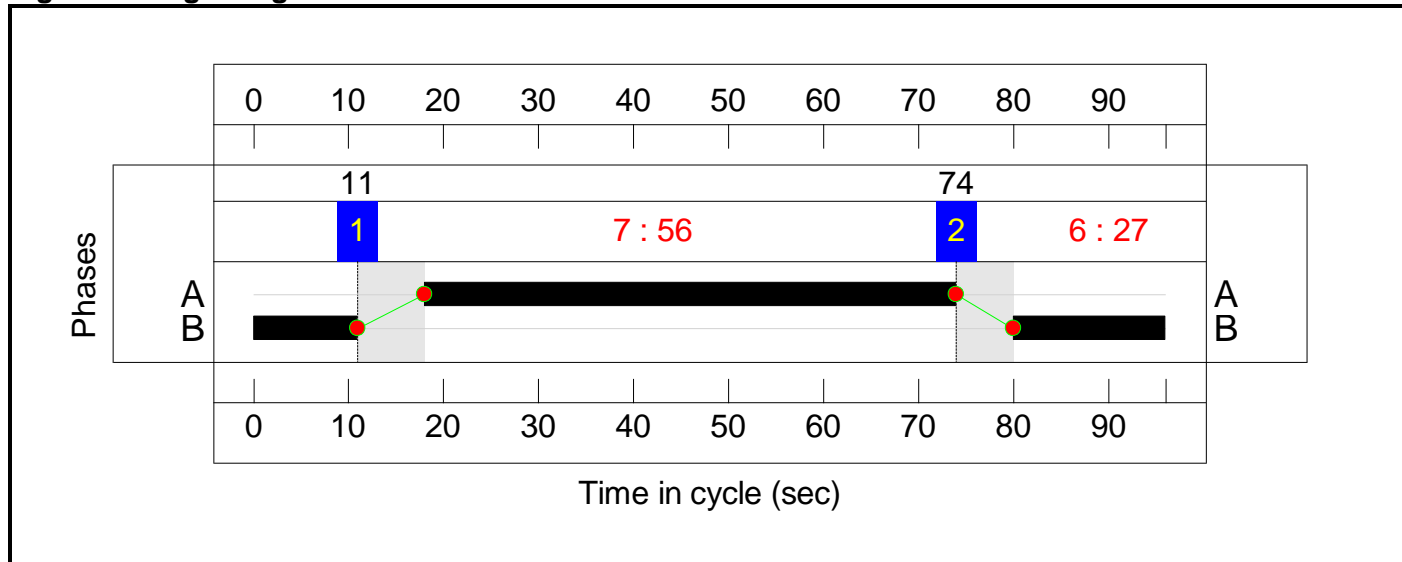
Stage Timings

Stage	1	2
Duration	56	27
Change Point	11	74

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	56	18	74
B	A2070 Kennington Road Ahead Left	Traffic	27	80	11

Signal Timings Diagram

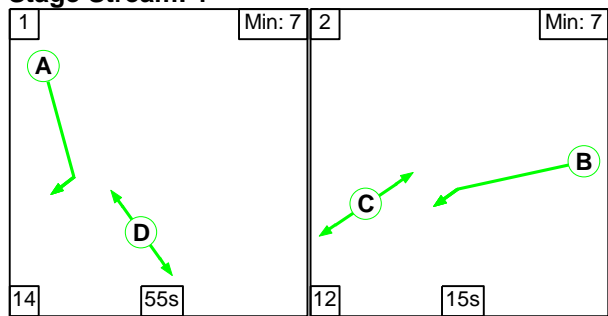


Detailed Input Data And Results

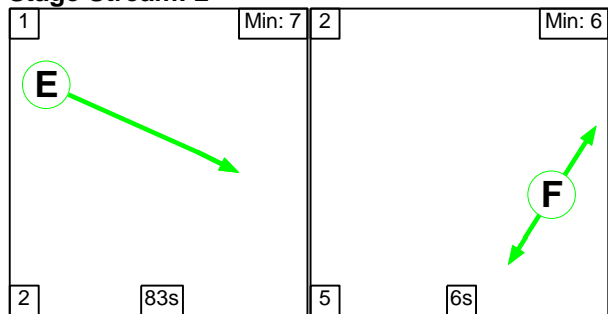
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	55	15
Change Point	65	38

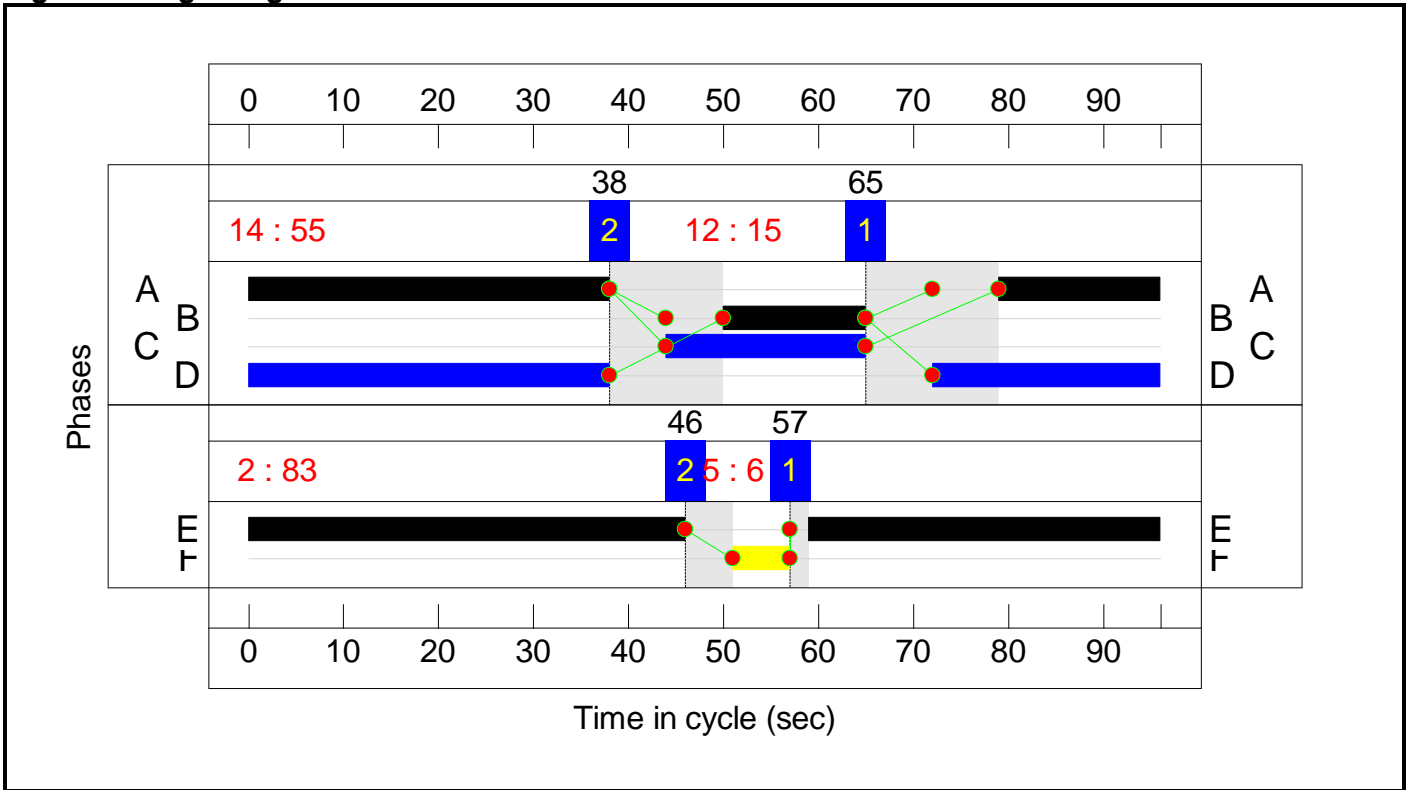
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	57	46

Phase Timings

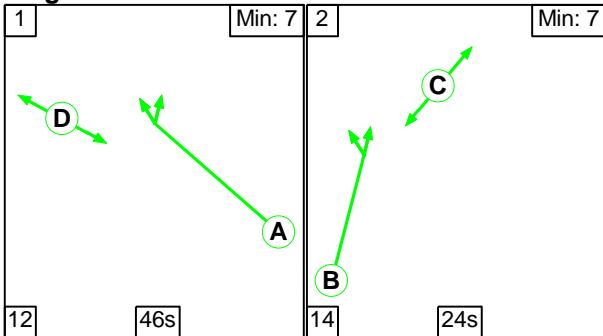
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	55	79	38
B	A20 Hythe Road WB Ahead	Traffic	1	15	50	65
C	Pedestrians across circulatory	Pedestrian	1	21	44	65
D	Pedestrians across A20 approach	Pedestrian	1	62	72	38
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	59	46
F	Pedestrians across exit to A20	Pedestrian	2	6	51	57

Signal Timings Diagram

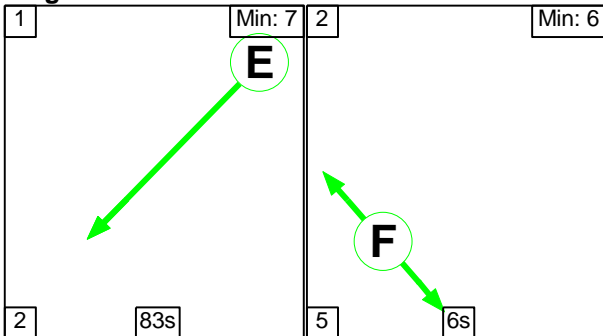


**Controller :C5
Stage Sequence Diagram**

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	24
Change Point	41	3

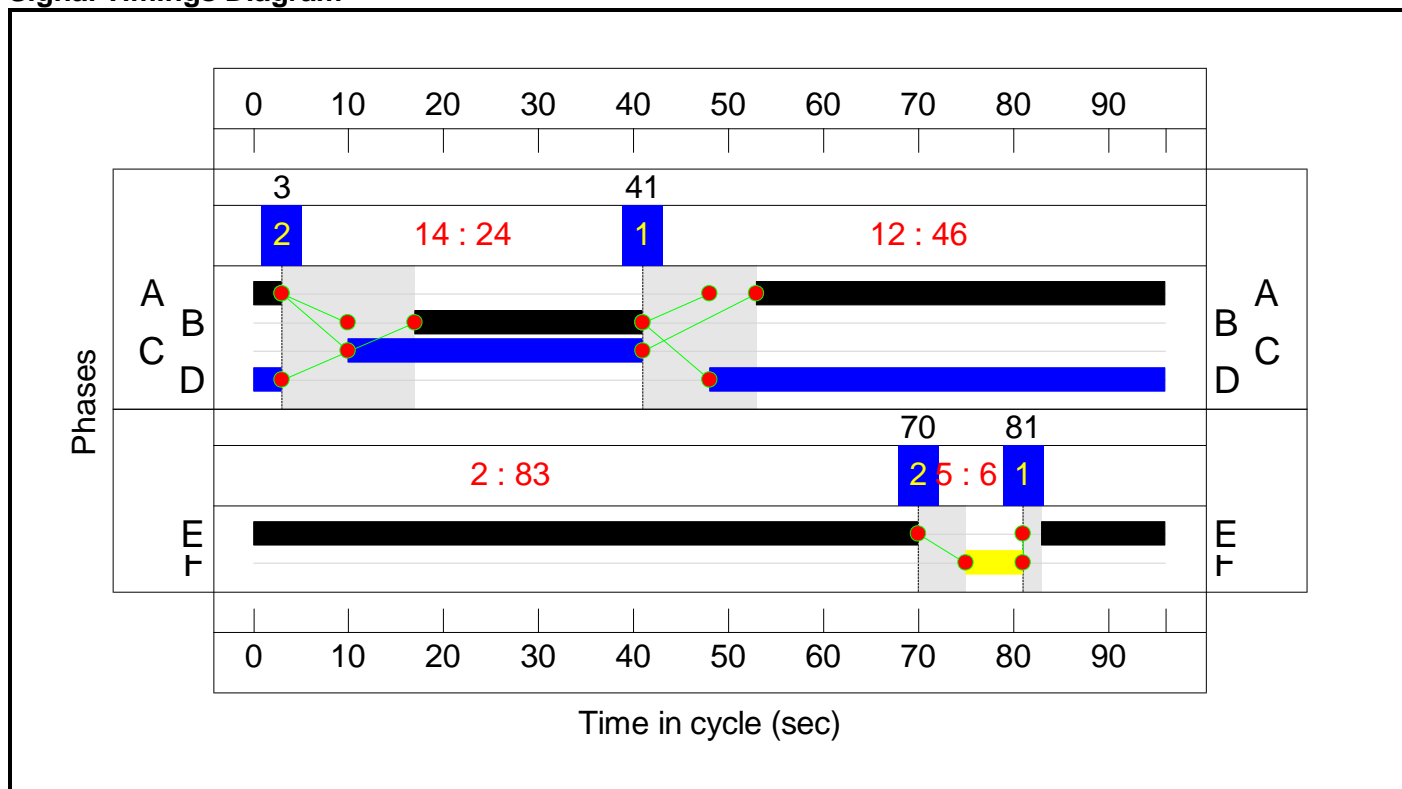
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	81	70

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	46	53	3
B	A2070 NB Ahead Ahead2	Traffic	1	24	17	41
C	Pedestrians across Circulatory	Pedestrian	1	31	10	41
D	Pedestrians across A2070 Approach	Pedestrian	1	51	48	3
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	83	70
F	Pedestrians across exit to A2070	Pedestrian	2	6	75	81

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	59
J1:1/2	M20 J10 SW Circ Right	U	A	6	59
J1:2/1	A292 Hythe Road EB Left	U	B	65	0
J1:2/2	A292 Hythe Road EB Left	U	B	65	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	55	13
J2:1/2	M20 J10 W Circ Ahead Right	U	A	55	13
J2:1/3	M20 J10 W Circ Right	U	A	55	13
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	19	48
J2:2/2	M20 EB Off-Slip Ahead	U	B	19	48
J2:2/3	M20 EB Off-Slip Ahead	U	B	19	48

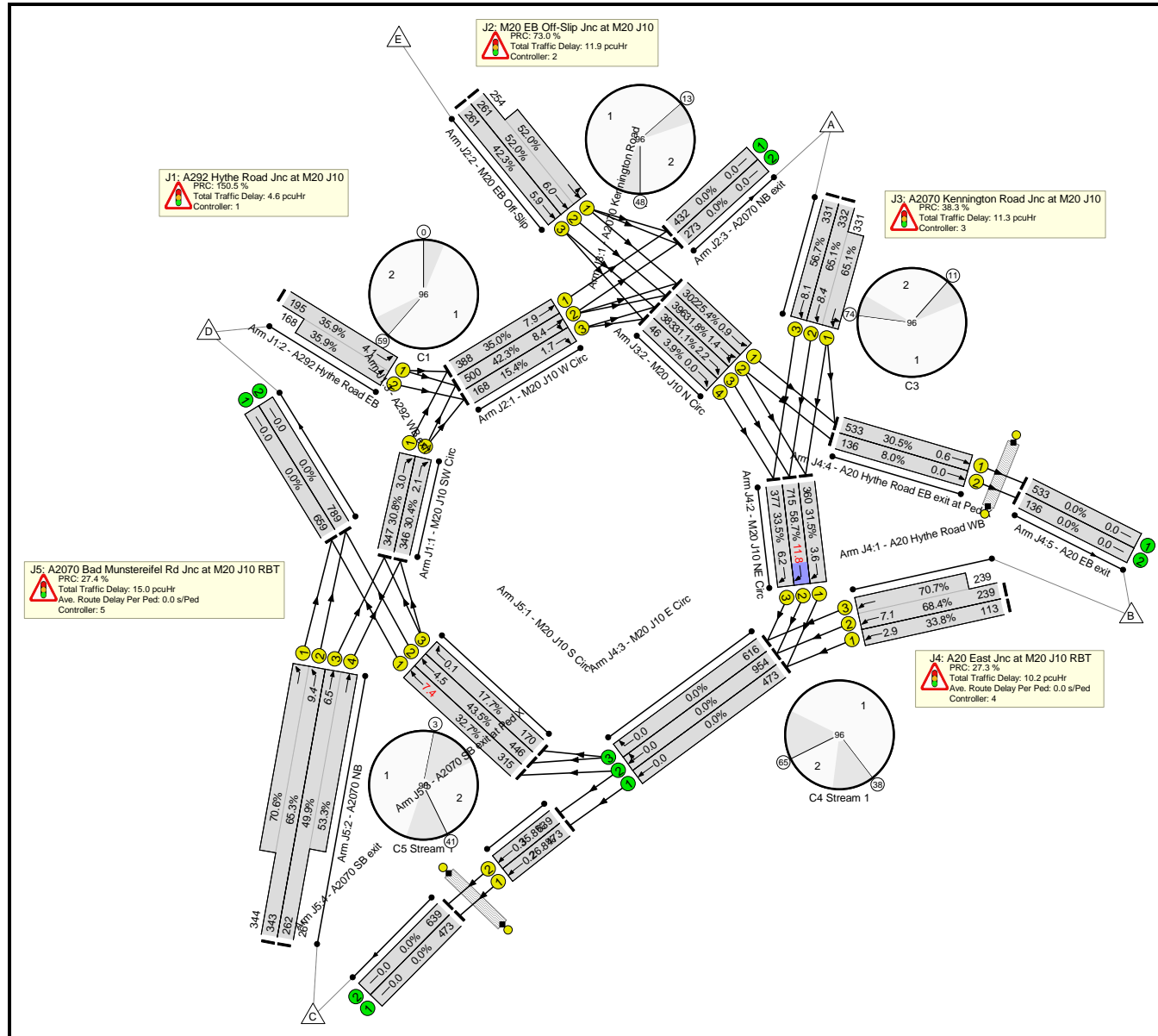
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	80	11
J3:1/2	A2070 Kennington Road Ahead	U	B	80	11
J3:1/3	A2070 Kennington Road Ahead	U	B	80	11
J3:2/1	M20 J10 N Circ Ahead	U	A	18	74
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	18	74
J3:2/3	M20 J10 N Circ Ahead	U	A	18	74
J3:2/4	M20 J10 N Circ Ahead	U	A	18	74

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	50	65
J4:1/2	A20 Hythe Road WB Ahead	U	B	50	65
J4:1/3	A20 Hythe Road WB Ahead	U	B	50	65
J4:2/1	M20 J10 NE Circ Right	U	A	79	38
J4:2/2	M20 J10 NE Circ Right	U	A	79	38
J4:2/3	M20 J10 NE Circ Right	U	A	79	38
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	59	46
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	59	46

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	53	3
J5:1/2	M20 J10 S Circ Ahead	U	A	53	3
J5:1/3	M20 J10 S Circ Right	U	A	53	3
J5:2/1	A2070 NB Ahead	U	B	17	41
J5:2/2	A2070 NB Ahead	U	B	17	41
J5:2/3	A2070 NB Ahead	U	B	17	41
J5:2/4	A2070 NB Ahead	U	B	17	41
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	83	70
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	83	70

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	70.7%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	35.9%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	53	-	-	347	2001	1126	30.8%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	53	-	-	346	2022	1137	30.4%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	31	-	-	363	1984:1991	543+468	35.9 : 35.9%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	659	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	789	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	52.0%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	54	-	-	388	1936	1109	35.0%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	54	-	-	500	2065	1183	42.3%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	54	-	-	168	1906	1092	15.4%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	29	-	-	515	2103:1910	502+488	52.0 : 52.0%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	29	-	-	261	1974	617	42.3%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	432	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	65.1%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	27	-	-	663	2189:2061	510+509	65.1 : 65.1%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	27	-	-	331	2001	584	56.7%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	56	-	-	302	2001	1188	25.4%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	56	-	-	396	2099	1246	31.8%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	56	-	-	383	2073	1231	31.1%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	56	-	-	46	1971	1170	3.9%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	70.7%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	15	-	-	113	2008	335	33.8%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	15	-	-	478	2149:2028	350+338	68.4 : 70.7%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	55	-	-	360	1962	1145	31.5%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	55	-	-	715	2089	1219	58.7%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	55	-	-	377	1930	1126	33.5%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	473	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	954	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	533	2000	1750	30.5%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	136	1949	1705	8.0%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	533	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	136	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	70.6%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	46	-	-	315	1966	963	32.7%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	46	-	-	446	2094	1025	43.5%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	46	-	-	170	1960	960	17.7%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	24	-	-	687	2017:1870	525+487	65.3 : 70.6%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	24	-	-	523	2017:1880	525+490	49.9 : 53.3%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	473	2020	1767	26.8%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	639	2041	1786	35.8%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	473	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	42.8	10.2	0.0	53.0	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	3.8	0.7	0.0	4.6	-	-	-	-	
1/1	347	347	-	-	-	0.7	0.2	-	1.0	10.0	2.8	0.2	3.0	
1/2	346	346	-	-	-	0.7	0.2	-	1.0	10.0	1.8	0.2	2.1	
2/1+2/2	363	363	-	-	-	2.4	0.3	-	2.6	26.3	3.8	0.3	4.1	
3/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	789	789	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	10.3	1.6	0.0	11.9	-	-	-	-	
1/1	388	388	-	-	-	2.4	0.3	-	2.6	24.5	7.6	0.3	7.9	
1/2	500	500	-	-	-	2.3	0.4	-	2.7	19.3	8.0	0.4	8.4	
1/3	168	168	-	-	-	0.0	0.1	-	0.1	2.0	1.6	0.1	1.7	
2/2+2/1	515	515	-	-	-	3.7	0.5	-	4.3	29.8	5.4	0.5	6.0	
2/3	261	261	-	-	-	1.9	0.4	-	2.3	31.2	5.5	0.4	5.9	
3/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	9.1	2.2	0.0	11.3	-	-	-	-	
1/2+1/1	663	663	-	-	-	5.3	0.9	-	6.2	33.6	7.4	0.9	8.4	
1/3	331	331	-	-	-	2.7	0.7	-	3.3	36.0	7.4	0.7	8.1	
2/1	302	302	-	-	-	0.3	0.2	-	0.4	5.1	0.8	0.2	0.9	
2/2	396	396	-	-	-	0.2	0.2	-	0.5	4.4	1.2	0.2	1.4	
2/3	383	383	-	-	-	0.6	0.2	-	0.9	8.1	2.0	0.2	2.2	

Detailed Input Data And Results

2/4	46	46	-	-	-	0.0	0.0	-	0.0	1.6	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	7.3	2.8	0.0	10.2	-	-	-	-	
1/1	113	113	-	-	-	1.1	0.3	-	1.4	43.4	2.6	0.3	2.9	
1/2+1/3	478	478	-	-	-	5.0	1.1	-	6.1	46.1	6.0	1.1	7.1	
2/1	360	360	-	-	-	0.4	0.2	-	0.6	6.2	3.3	0.2	3.6	
2/2	715	715	-	-	-	0.7	0.7	-	1.4	7.2	11.1	0.7	11.8	
2/3	377	377	-	-	-	0.1	0.3	-	0.3	3.1	5.9	0.3	6.2	
3/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	533	533	-	-	-	0.0	0.2	-	0.2	1.7	0.3	0.2	0.6	
4/2	136	136	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0	
5/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	12.3	2.8	0.0	15.0	-	-	-	-	
1/1	315	315	-	-	-	0.4	0.2	-	0.6	7.1	7.1	0.2	7.4	
1/2	446	446	-	-	-	1.4	0.4	-	1.8	14.2	4.2	0.4	4.5	
1/3	170	170	-	-	-	0.0	0.1	-	0.1	2.3	0.0	0.1	0.1	
2/2+2/1	687	687	-	-	-	6.1	1.0	-	7.1	37.4	8.3	1.0	9.4	
2/3+2/4	523	523	-	-	-	4.4	0.5	-	4.9	34.0	5.9	0.5	6.5	
3/1	473	473	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
3/2	639	639	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
4/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

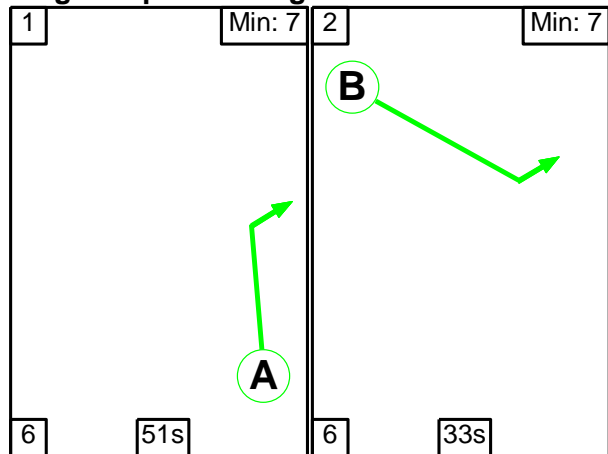
C1	PRC for Signalled Lanes (%)	150.5	Total Delay for Signalled Lanes (pcuHr)	4.57	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	73.0	Total Delay for Signalled Lanes (pcuHr)	11.94	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	38.3	Total Delay for Signalled Lanes (pcuHr)	11.28	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	27.3	Total Delay for Signalled Lanes (pcuHr)	9.87	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	195.5	Total Delay for Signalled Lanes (pcuHr)	0.29	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	27.4	Total Delay for Signalled Lanes (pcuHr)	14.57	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	151.5	Total Delay for Signalled Lanes (pcuHr)	0.46	Cycle Time (s)	96
	PRC Over All Lanes (%)	27.3	Total Delay Over All Lanes(pcuHr)	52.98		

Detailed Input Data And Results

Scenario 5: '2026 Base AM Peak' (FG5: '2026 Base AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



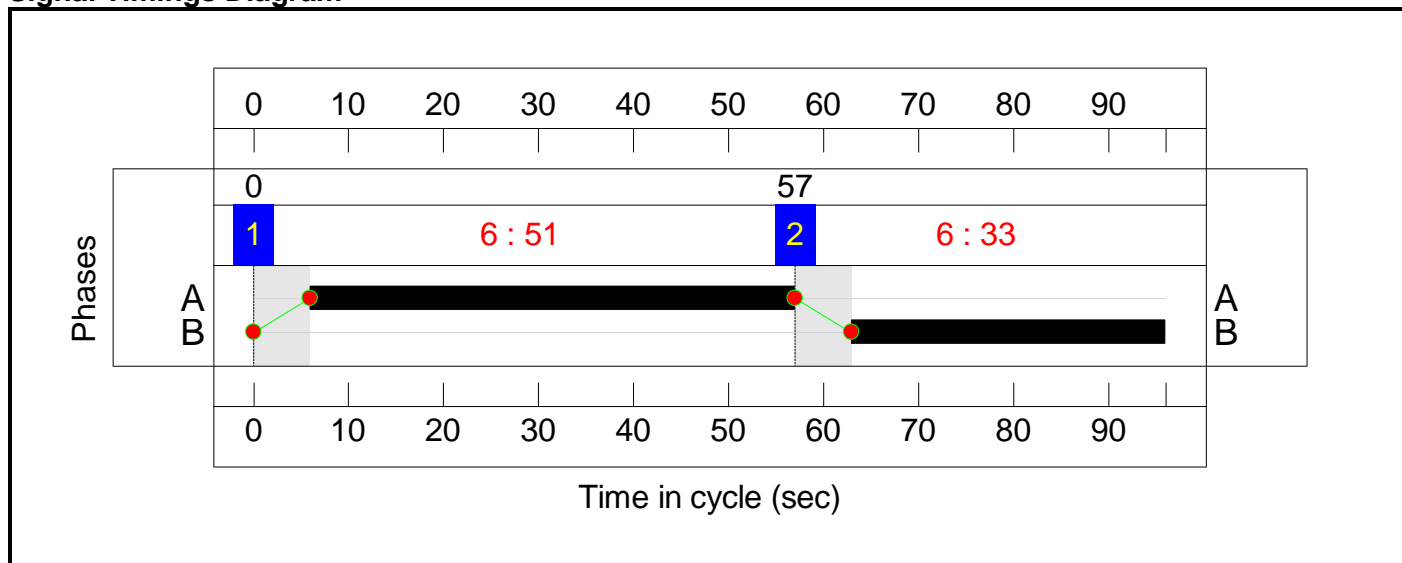
Stage Timings

Stage	1	2
Duration	51	33
Change Point	0	57

Phase Timings

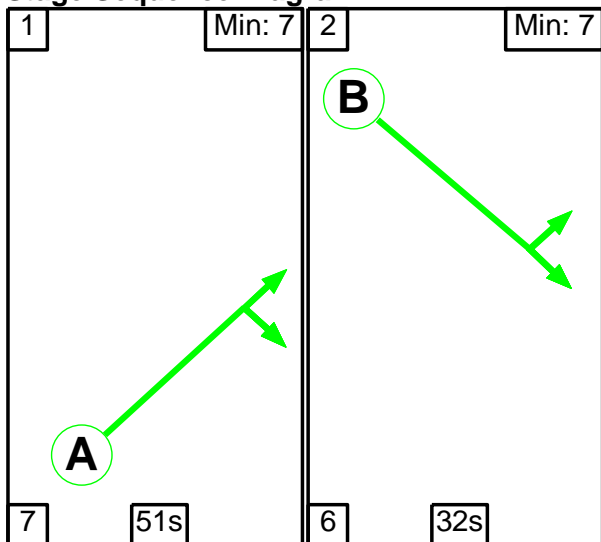
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	51	6	57
B	A292 Hythe Road EB Left	Traffic	33	63	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



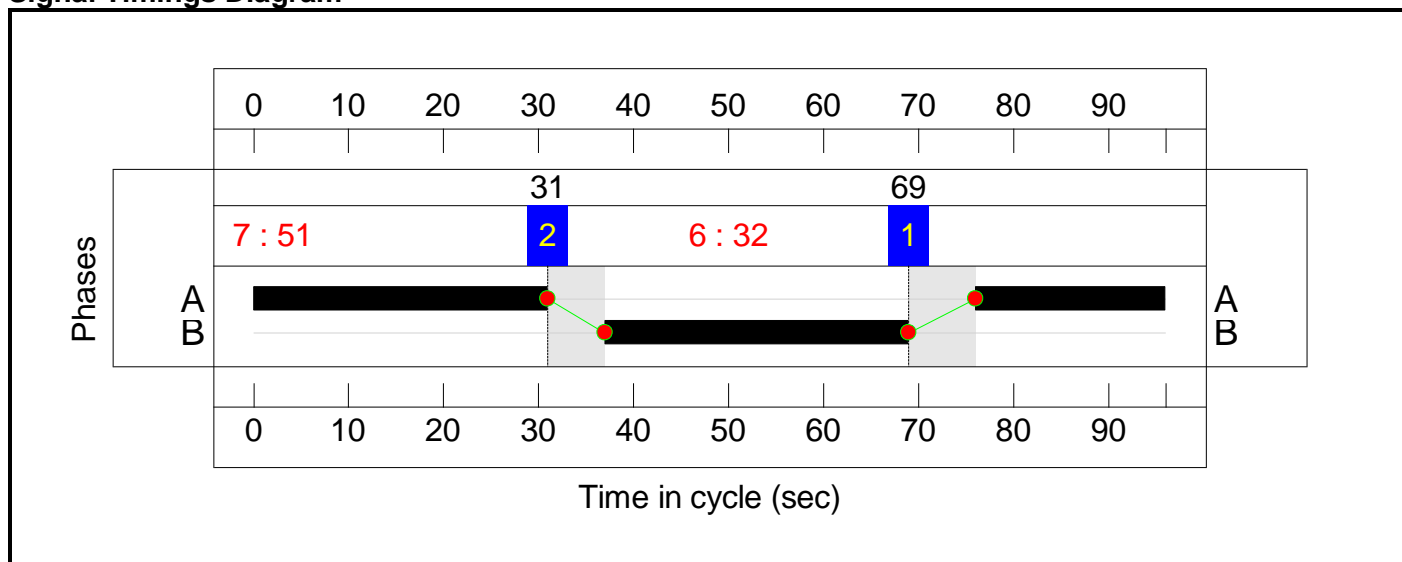
Stage Timings

Stage	1	2
Duration	51	32
Change Point	69	31

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	51	76	31
B	M20 EB Off-Slip Left Ahead	Traffic	32	37	69

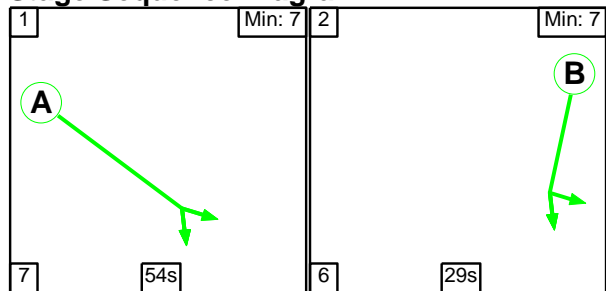
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



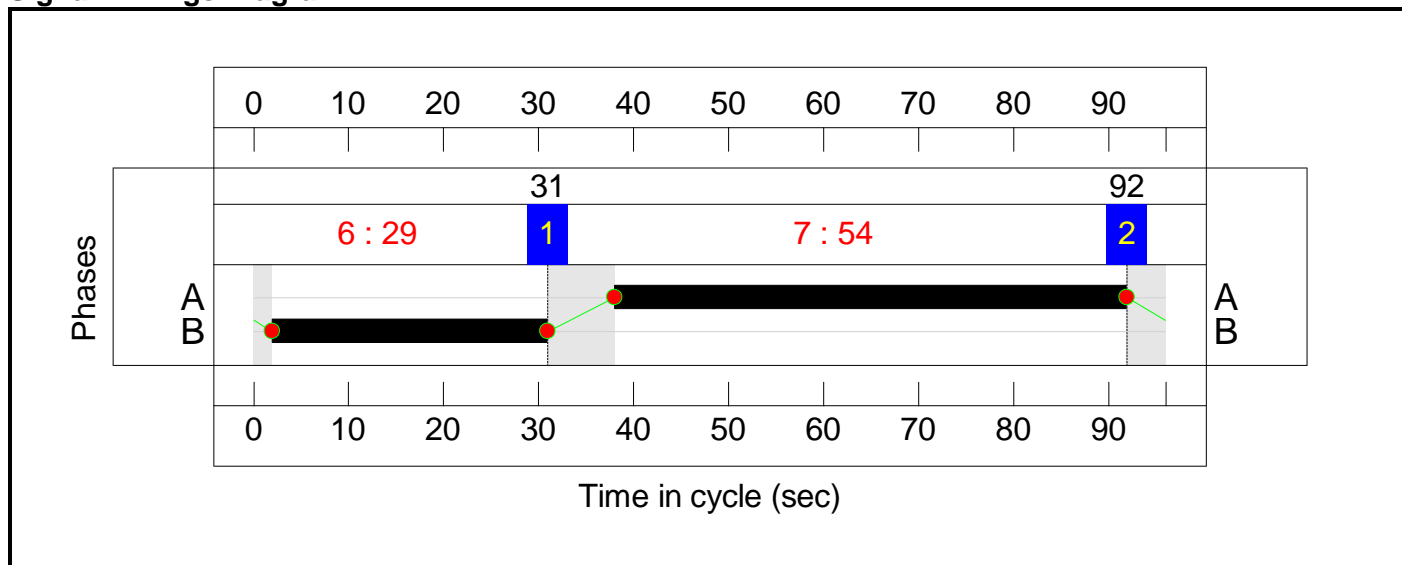
Stage Timings

Stage	1	2
Duration	54	29
Change Point	31	92

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	54	38	92
B	A2070 Kennington Road Ahead Left	Traffic	29	2	31

Signal Timings Diagram

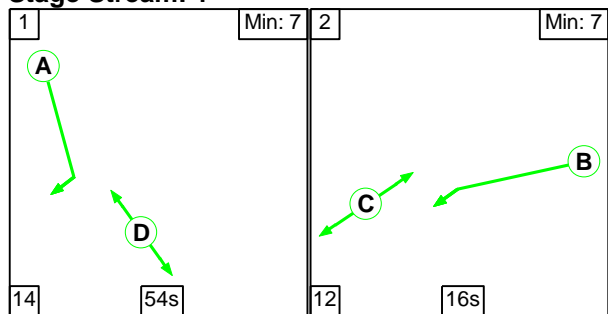


Detailed Input Data And Results

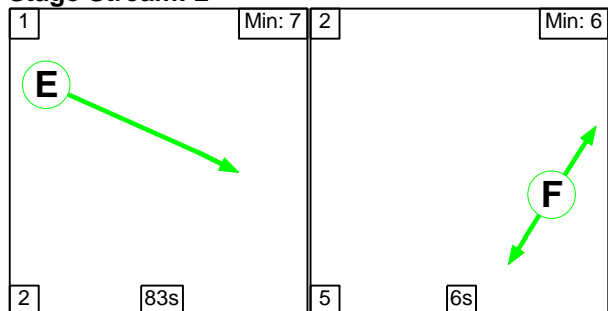
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	54	16
Change Point	3	71

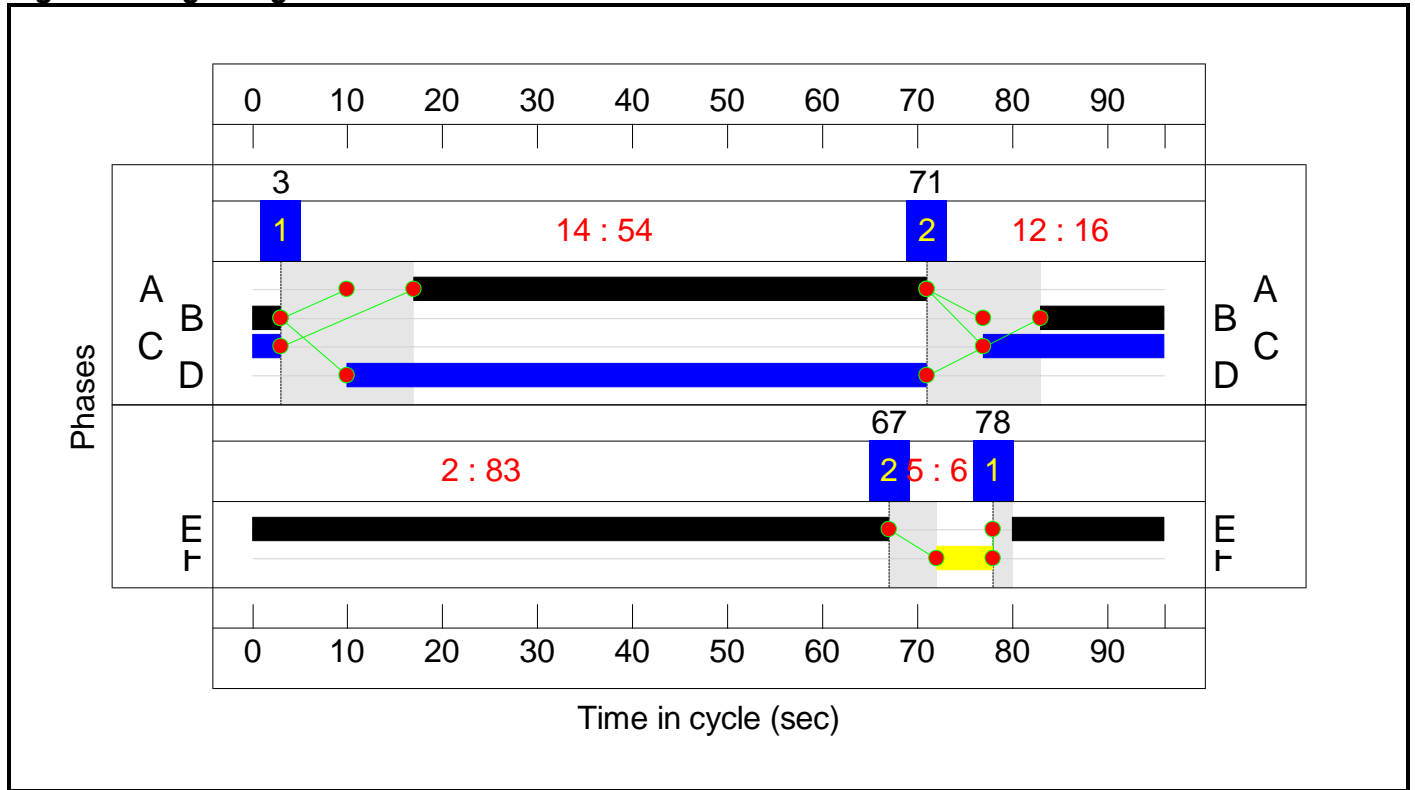
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	78	67

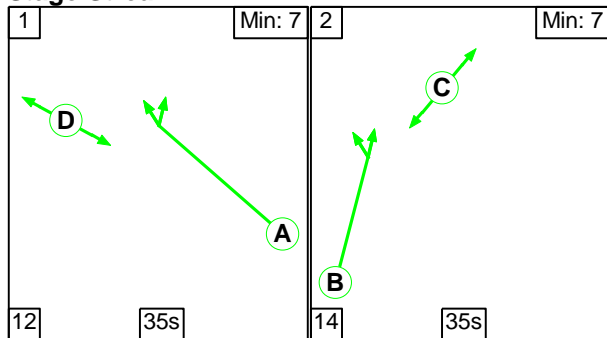
Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	54	17	71
B	A20 Hythe Road WB Ahead	Traffic	1	16	83	3
C	Pedestrians across circulatory	Pedestrian	1	22	77	3
D	Pedestrians across A20 approach	Pedestrian	1	61	10	71
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	80	67
F	Pedestrians across exit to A20	Pedestrian	2	6	72	78

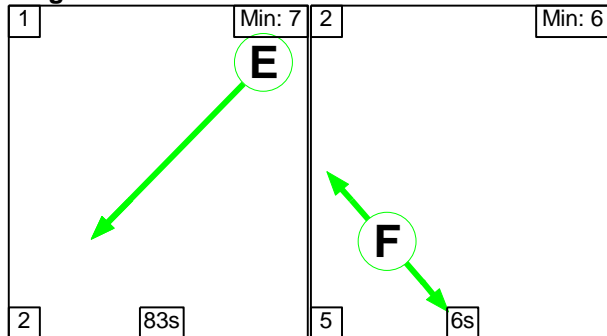
Signal Timings Diagram



**Controller :C5
Stage Sequence Diagram
Stage Stream: 1**



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	35
Change Point	53	4

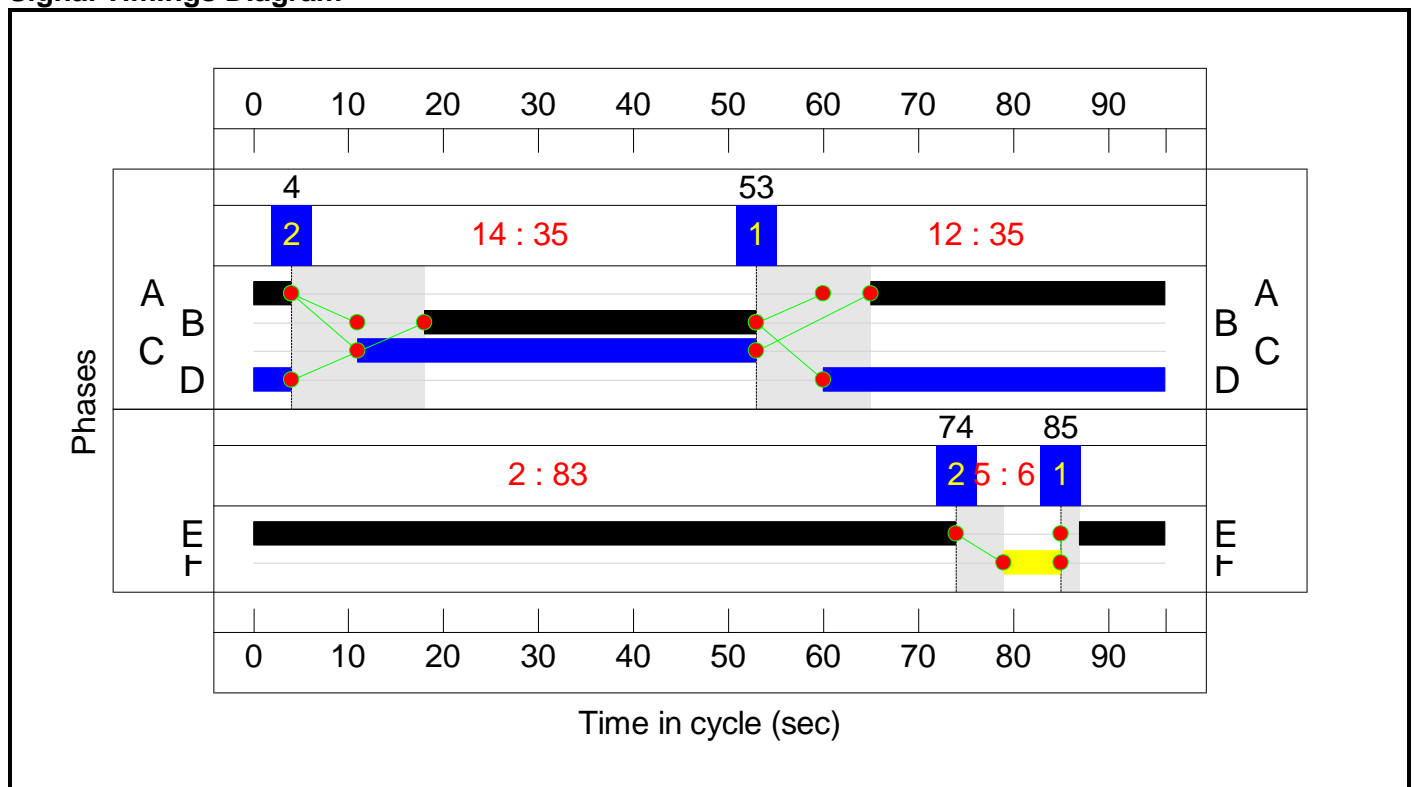
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	85	74

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	35	65	4
B	A2070 NB Ahead Ahead2	Traffic	1	35	18	53
C	Pedestrians across Circulatory	Pedestrian	1	42	11	53
D	Pedestrians across A2070 Approach	Pedestrian	1	40	60	4
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	87	74
F	Pedestrians across exit to A2070	Pedestrian	2	6	79	85

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	57
J1:1/2	M20 J10 SW Circ Right	U	A	6	57
J1:2/1	A292 Hythe Road EB Left	U	B	63	0
J1:2/2	A292 Hythe Road EB Left	U	B	63	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	76	31
J2:1/2	M20 J10 W Circ Ahead Right	U	A	76	31
J2:1/3	M20 J10 W Circ Right	U	A	76	31
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	37	69
J2:2/2	M20 EB Off-Slip Ahead	U	B	37	69
J2:2/3	M20 EB Off-Slip Ahead	U	B	37	69

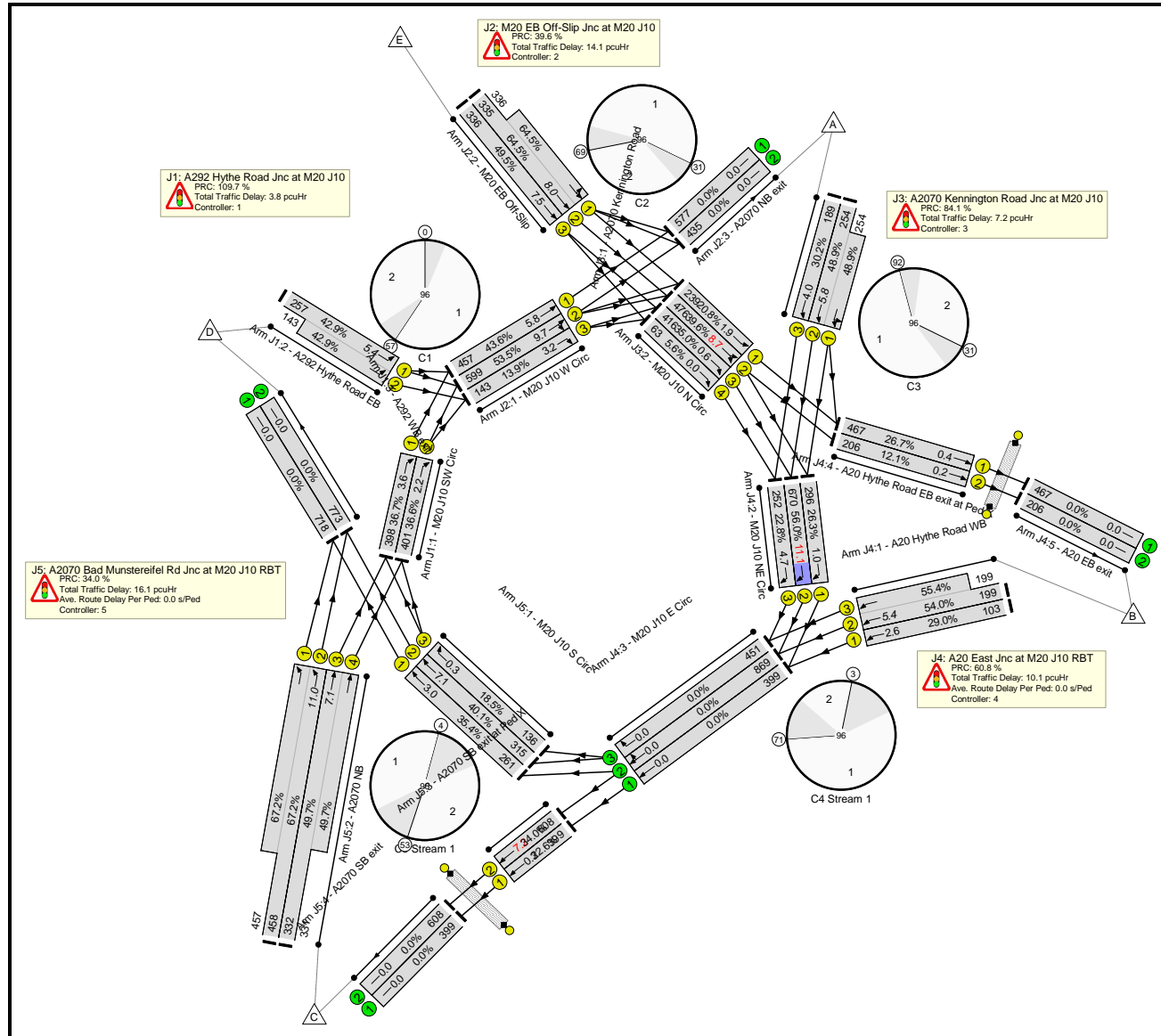
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	2	31
J3:1/2	A2070 Kennington Road Ahead	U	B	2	31
J3:1/3	A2070 Kennington Road Ahead	U	B	2	31
J3:2/1	M20 J10 N Circ Ahead	U	A	38	92
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	38	92
J3:2/3	M20 J10 N Circ Ahead	U	A	38	92
J3:2/4	M20 J10 N Circ Ahead	U	A	38	92

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	83	3
J4:1/2	A20 Hythe Road WB Ahead	U	B	83	3
J4:1/3	A20 Hythe Road WB Ahead	U	B	83	3
J4:2/1	M20 J10 NE Circ Right	U	A	17	71
J4:2/2	M20 J10 NE Circ Right	U	A	17	71
J4:2/3	M20 J10 NE Circ Right	U	A	17	71
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	80	67
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	80	67

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	65	4
J5:1/2	M20 J10 S Circ Ahead	U	A	65	4
J5:1/3	M20 J10 S Circ Right	U	A	65	4
J5:2/1	A2070 NB Ahead	U	B	18	53
J5:2/2	A2070 NB Ahead	U	B	18	53
J5:2/3	A2070 NB Ahead	U	B	18	53
J5:2/4	A2070 NB Ahead	U	B	18	53
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	87	74
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	87	74

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	67.2%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	42.9%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	51	-	-	398	2001	1084	36.7%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	51	-	-	401	2022	1095	36.6%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	33	-	-	400	1984:1991	599+333	42.9 : 42.9%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	718	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	773	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.5%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	51	-	-	457	1936	1049	43.6%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	51	-	-	599	2066	1119	53.5%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	51	-	-	143	1906	1032	13.9%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	32	-	-	671	2103:1907	520+521	64.5 : 64.5%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	32	-	-	336	1974	679	49.5%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	435	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	48.9%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	29	-	-	508	2189:2051	520+520	48.9 : 48.9%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	29	-	-	189	2001	625	30.2%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	54	-	-	239	2001	1146	20.8%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	54	-	-	476	2097	1201	39.6%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	54	-	-	416	2073	1188	35.0%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	54	-	-	63	1971	1129	5.6%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	56.0%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	16	-	-	103	2008	356	29.0%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	16	-	-	398	2149:2028	369+359	54.0 : 55.4%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	54	-	-	296	1962	1124	26.3%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	54	-	-	670	2089	1197	56.0%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	54	-	-	252	1930	1106	22.8%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	399	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	869	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	451	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	467	2000	1750	26.7%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	206	1949	1705	12.1%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	67.2%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	35	-	-	261	1966	737	35.4%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	35	-	-	315	2094	785	40.1%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	35	-	-	136	1960	735	18.5%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	35	-	-	915	2017:1870	682+680	67.2 : 67.2%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	35	-	-	663	2017:1880	668+666	49.7 : 49.7%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	399	2020	1767	22.6%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	608	2041	1786	34.0%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	399	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	41.9	9.5	0.0	51.4	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	2.9	1.0	0.0	3.8	-	-	-	-	
1/1	398	398	-	-	-	0.2	0.3	-	0.5	4.2	3.4	0.3	3.6	
1/2	401	401	-	-	-	0.2	0.3	-	0.5	4.3	1.9	0.3	2.2	
2/1+2/2	400	400	-	-	-	2.5	0.4	-	2.9	25.9	5.1	0.4	5.4	
3/1	718	718	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	773	773	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	11.6	2.4	0.0	14.1	-	-	-	-	
1/1	457	457	-	-	-	1.8	0.4	-	2.2	17.6	5.5	0.4	5.8	
1/2	599	599	-	-	-	2.5	0.6	-	3.1	18.5	9.1	0.6	9.7	
1/3	143	143	-	-	-	0.3	0.1	-	0.4	9.9	3.1	0.1	3.2	
2/2+2/1	671	671	-	-	-	4.6	0.9	-	5.5	29.7	7.1	0.9	8.0	
2/3	336	336	-	-	-	2.3	0.5	-	2.8	30.2	7.0	0.5	7.5	
3/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	5.8	1.5	0.0	7.2	-	-	-	-	
1/2+1/1	508	508	-	-	-	3.6	0.5	-	4.1	29.2	5.3	0.5	5.8	
1/3	189	189	-	-	-	1.3	0.2	-	1.5	29.2	3.8	0.2	4.0	
2/1	239	239	-	-	-	0.3	0.1	-	0.4	6.7	1.7	0.1	1.9	
2/2	476	476	-	-	-	0.4	0.3	-	0.7	5.2	8.4	0.3	8.7	
2/3	416	416	-	-	-	0.1	0.3	-	0.4	3.6	0.4	0.3	0.6	

Detailed Input Data And Results

2/4	63	63	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	8.1	2.0	0.0	10.1	-	-	-	-	
1/1	103	103	-	-	-	1.0	0.2	-	1.2	41.4	2.4	0.2	2.6	
1/2+1/3	398	398	-	-	-	4.0	0.6	-	4.6	41.4	4.8	0.6	5.4	
2/1	296	296	-	-	-	0.2	0.2	-	0.3	4.0	0.8	0.2	1.0	
2/2	670	670	-	-	-	2.4	0.6	-	3.1	16.4	10.5	0.6	11.1	
2/3	252	252	-	-	-	0.6	0.1	-	0.7	10.3	4.6	0.1	4.7	
3/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	467	467	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4	
4/2	206	206	-	-	-	0.0	0.1	-	0.1	1.4	0.1	0.1	0.2	
5/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	13.5	2.6	0.0	16.1	-	-	-	-	
1/1	261	261	-	-	-	0.4	0.3	-	0.6	8.7	2.8	0.3	3.0	
1/2	315	315	-	-	-	2.6	0.3	-	2.9	33.4	6.8	0.3	7.1	
1/3	136	136	-	-	-	0.1	0.1	-	0.2	5.8	0.2	0.1	0.3	
2/2+2/1	915	915	-	-	-	6.2	1.0	-	7.3	28.5	10.0	1.0	11.0	
2/3+2/4	663	663	-	-	-	4.2	0.5	-	4.7	25.3	6.6	0.5	7.1	
3/1	399	399	-	-	-	0.0	0.1	-	0.2	1.5	0.2	0.1	0.3	
3/2	608	608	-	-	-	0.0	0.3	-	0.3	1.7	7.0	0.3	7.2	
4/1	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

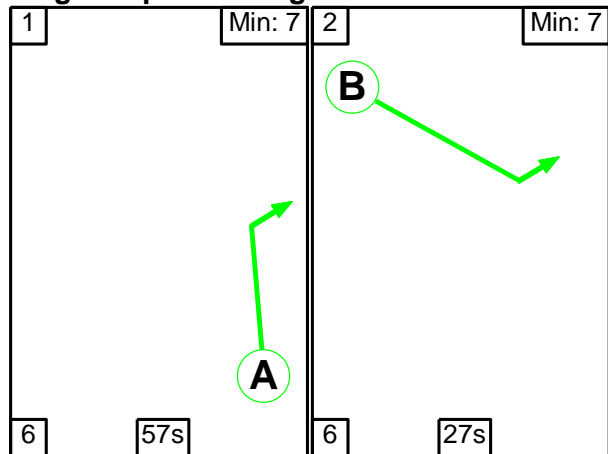
C1	PRC for Signalled Lanes (%):	109.7	Total Delay for Signalled Lanes (pcuHr):	3.82	Cycle Time (s):	96
C2	PRC for Signalled Lanes (%):	39.6	Total Delay for Signalled Lanes (pcuHr):	14.05	Cycle Time (s):	96
C3	PRC for Signalled Lanes (%):	84.1	Total Delay for Signalled Lanes (pcuHr):	7.23	Cycle Time (s):	96
C4	Stream: 1 PRC for Signalled Lanes (%):	60.8	Total Delay for Signalled Lanes (pcuHr):	9.86	Cycle Time (s):	96
C4	Stream: 2 PRC for Signalled Lanes (%):	237.3	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s):	96
C5	Stream: 1 PRC for Signalled Lanes (%):	34.0	Total Delay for Signalled Lanes (pcuHr):	15.69	Cycle Time (s):	96
C5	Stream: 2 PRC for Signalled Lanes (%):	164.4	Total Delay for Signalled Lanes (pcuHr):	0.45	Cycle Time (s):	96
	PRC Over All Lanes (%):	34.0	Total Delay Over All Lanes(pcuHr):	51.38		

Detailed Input Data And Results

Scenario 6: '2026 Base PM Peak' (FG6: '2026 Base PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



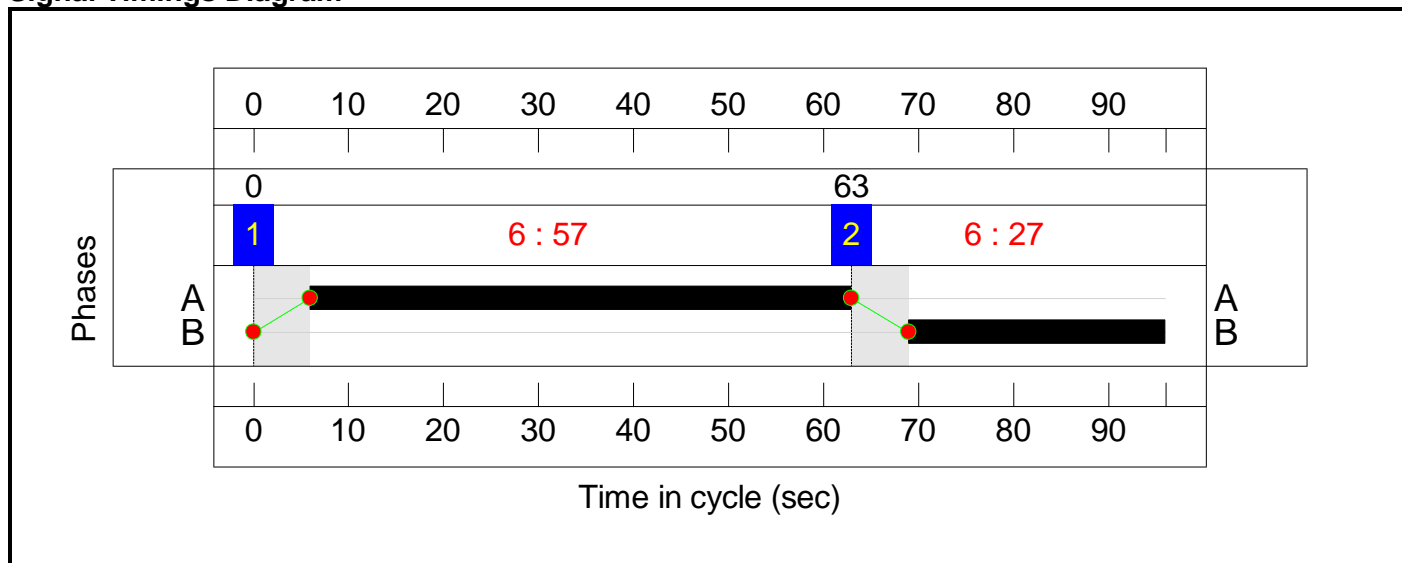
Stage Timings

Stage	1	2
Duration	57	27
Change Point	0	63

Phase Timings

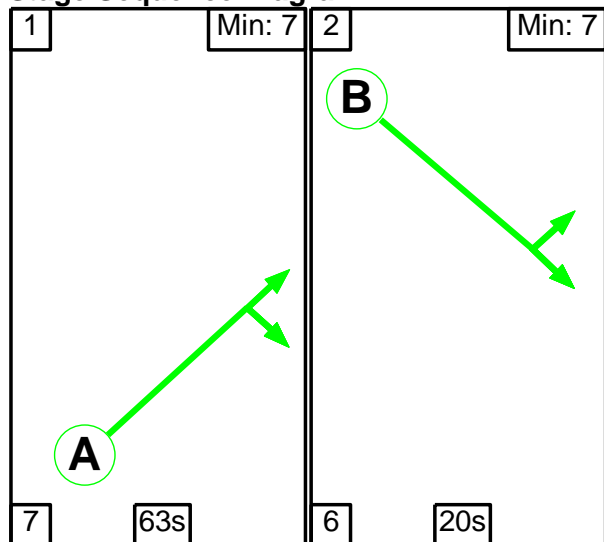
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	57	6	63
B	A292 Hythe Road EB Left	Traffic	27	69	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



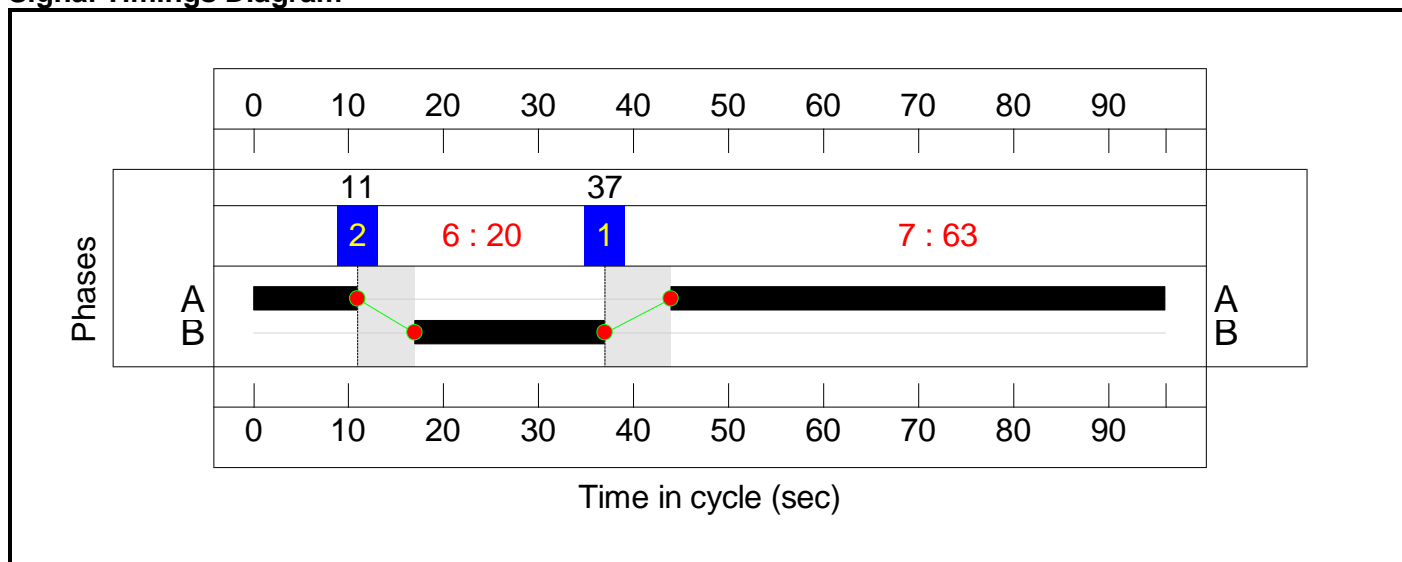
Stage Timings

Stage	1	2
Duration	63	20
Change Point	37	11

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	63	44	11
B	M20 EB Off-Slip Left Ahead	Traffic	20	17	37

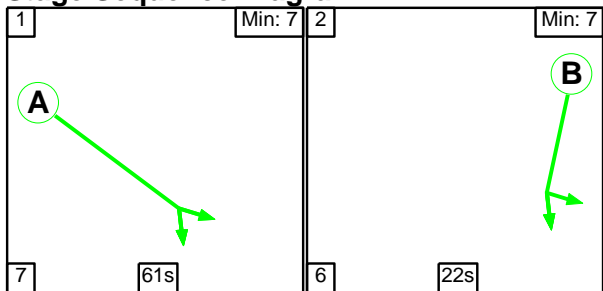
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



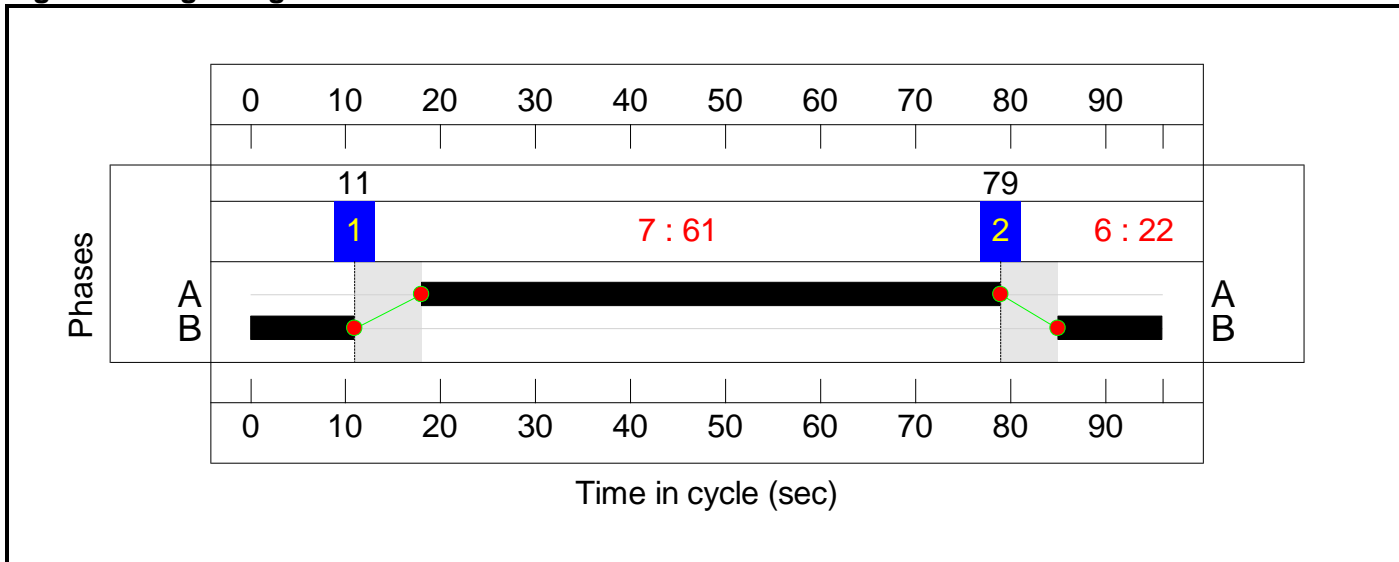
Stage Timings

Stage	1	2
Duration	61	22
Change Point	11	79

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	61	18	79
B	A2070 Kennington Road Ahead Left	Traffic	22	85	11

Signal Timings Diagram

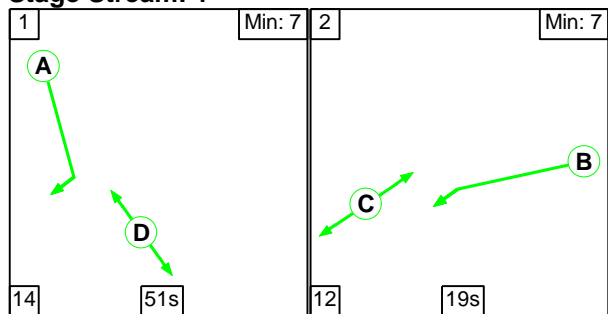


Detailed Input Data And Results

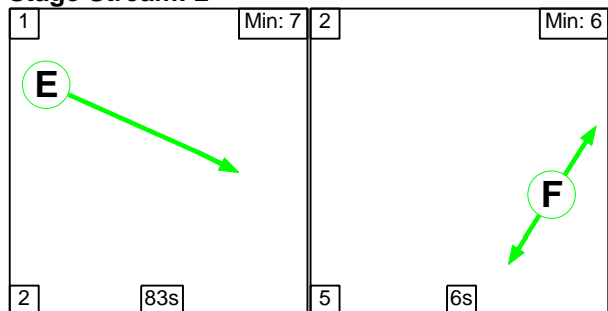
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	51	19
Change Point	69	38

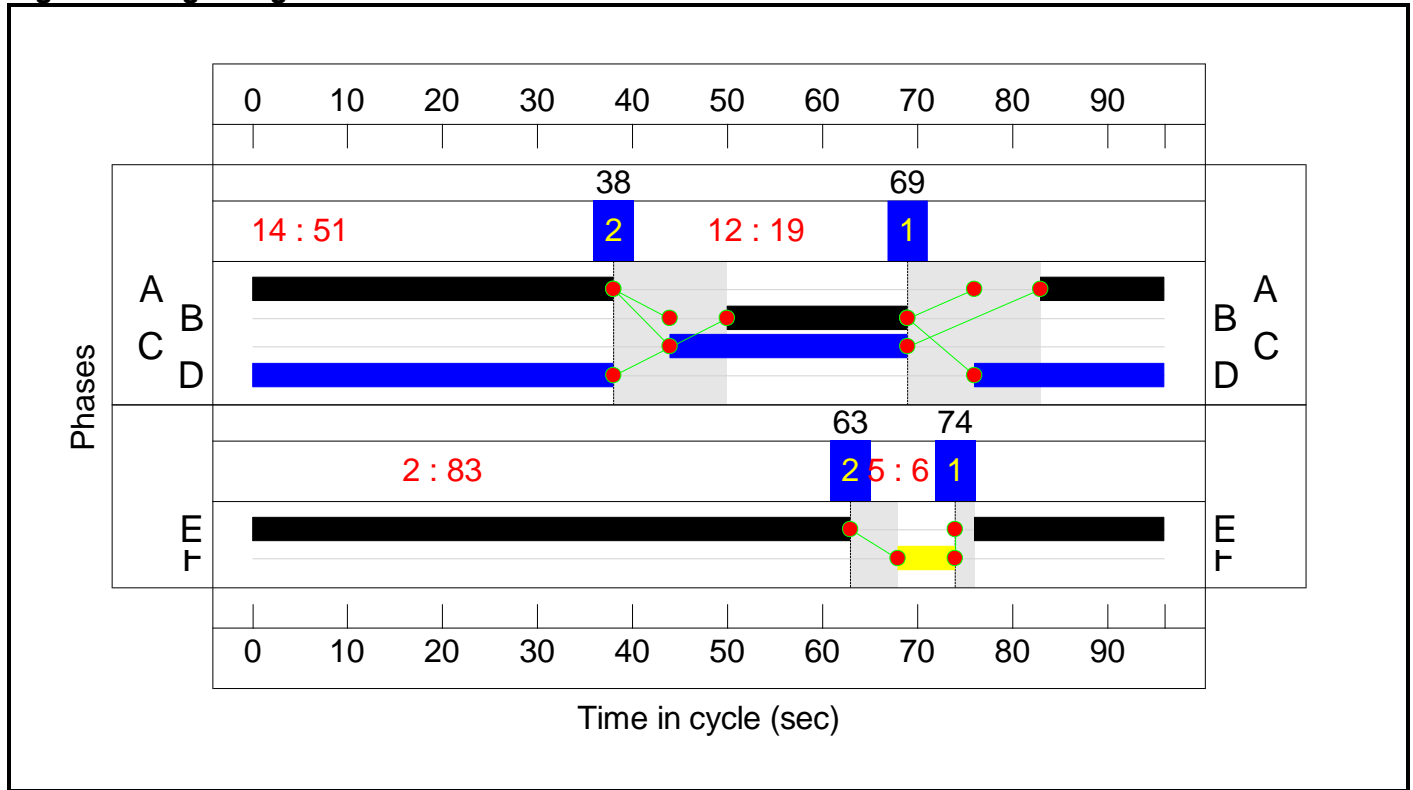
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	74	63

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	51	83	38
B	A20 Hythe Road WB Ahead	Traffic	1	19	50	69
C	Pedestrians across circulatory	Pedestrian	1	25	44	69
D	Pedestrians across A20 approach	Pedestrian	1	58	76	38
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	76	63
F	Pedestrians across exit to A20	Pedestrian	2	6	68	74

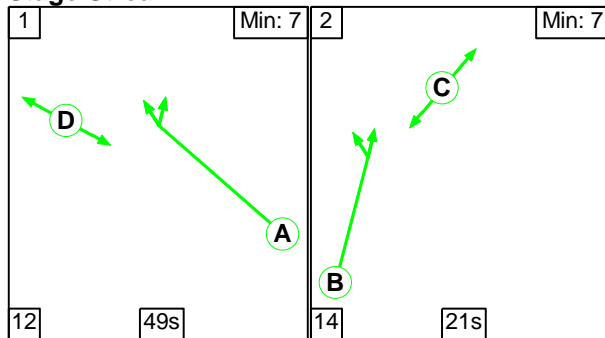
Signal Timings Diagram



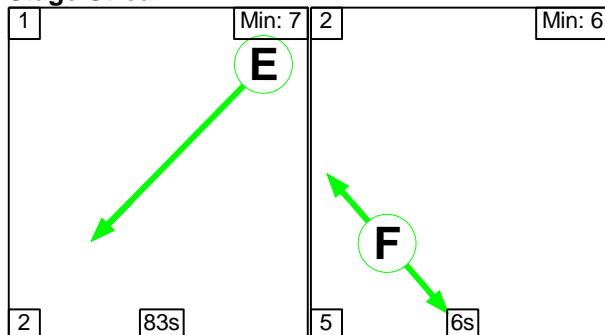
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	21
Change Point	40	5

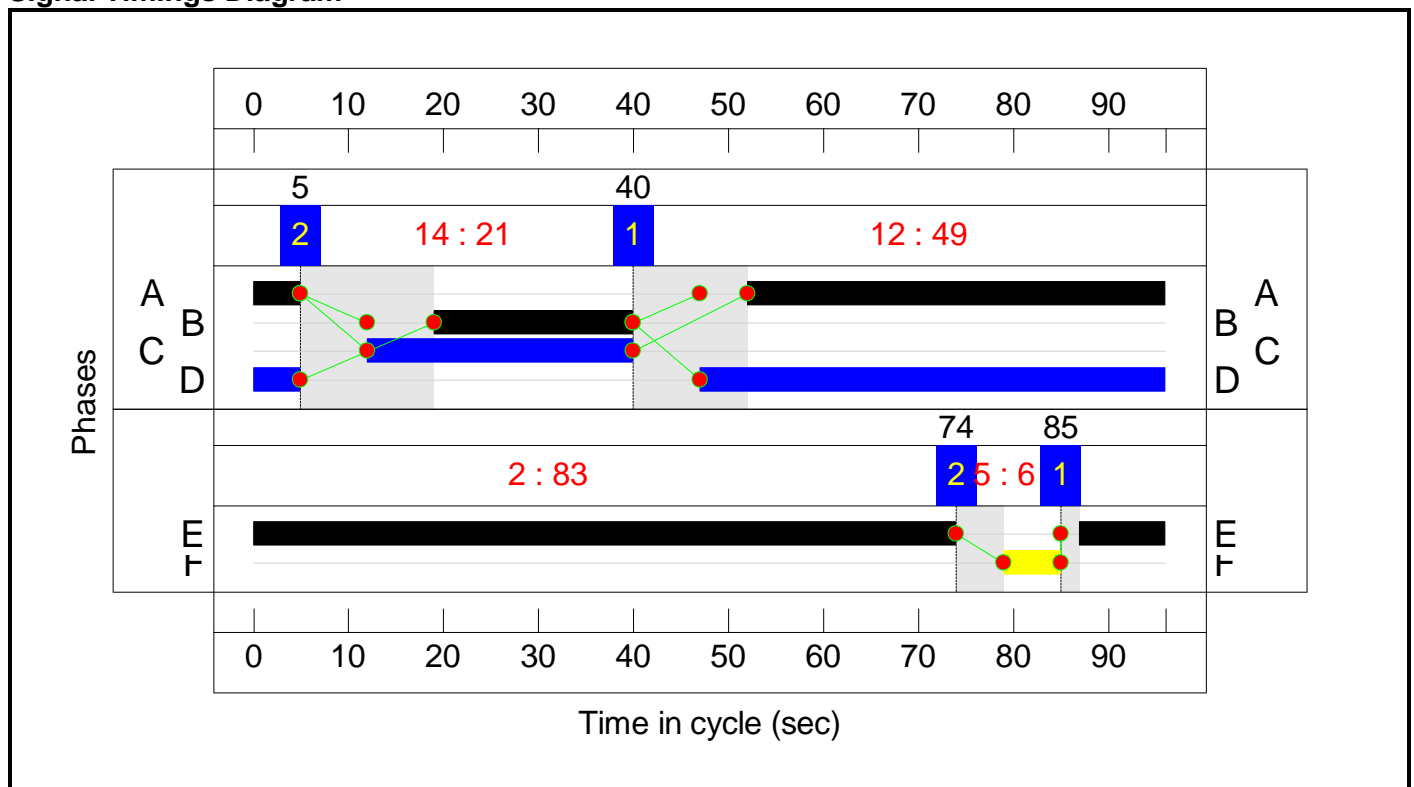
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	85	74

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	49	52	5
B	A2070 NB Ahead Ahead2	Traffic	1	21	19	40
C	Pedestrians across Circulatory	Pedestrian	1	28	12	40
D	Pedestrians across A2070 Approach	Pedestrian	1	54	47	5
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	87	74
F	Pedestrians across exit to A2070	Pedestrian	2	6	79	85

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	63
J1:1/2	M20 J10 SW Circ Right	U	A	6	63
J1:2/1	A292 Hythe Road EB Left	U	B	69	0
J1:2/2	A292 Hythe Road EB Left	U	B	69	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	44	11
J2:1/2	M20 J10 W Circ Ahead Right	U	A	44	11
J2:1/3	M20 J10 W Circ Right	U	A	44	11
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	17	37
J2:2/2	M20 EB Off-Slip Ahead	U	B	17	37
J2:2/3	M20 EB Off-Slip Ahead	U	B	17	37

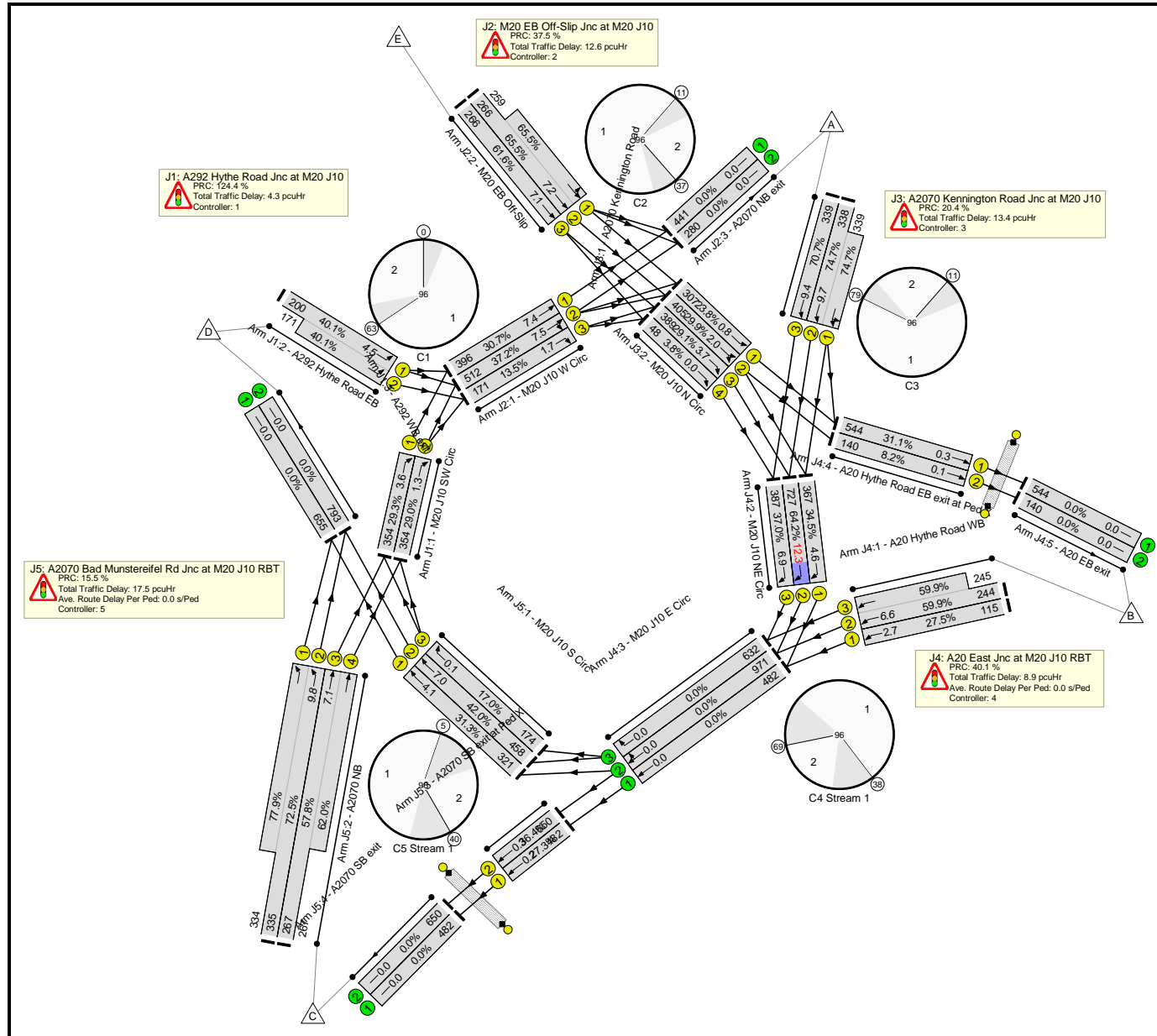
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	85	11
J3:1/2	A2070 Kennington Road Ahead	U	B	85	11
J3:1/3	A2070 Kennington Road Ahead	U	B	85	11
J3:2/1	M20 J10 N Circ Ahead	U	A	18	79
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	18	79
J3:2/3	M20 J10 N Circ Ahead	U	A	18	79
J3:2/4	M20 J10 N Circ Ahead	U	A	18	79

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	50	69
J4:1/2	A20 Hythe Road WB Ahead	U	B	50	69
J4:1/3	A20 Hythe Road WB Ahead	U	B	50	69
J4:2/1	M20 J10 NE Circ Right	U	A	83	38
J4:2/2	M20 J10 NE Circ Right	U	A	83	38
J4:2/3	M20 J10 NE Circ Right	U	A	83	38
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	76	63
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	76	63

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	52	5
J5:1/2	M20 J10 S Circ Ahead	U	A	52	5
J5:1/3	M20 J10 S Circ Right	U	A	52	5
J5:2/1	A2070 NB Ahead	U	B	19	40
J5:2/2	A2070 NB Ahead	U	B	19	40
J5:2/3	A2070 NB Ahead	U	B	19	40
J5:2/4	A2070 NB Ahead	U	B	19	40
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	87	74
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	87	74

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	77.9%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	40.1%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	57	-	-	354	2001	1209	29.3%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	57	-	-	354	2022	1222	29.0%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	27	-	-	371	1984:1991	499+426	40.1 : 40.1%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	655	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	793	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	65.5%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	63	-	-	396	1936	1291	30.7%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	63	-	-	512	2065	1377	37.2%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	63	-	-	171	1906	1271	13.5%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	20	-	-	525	2103:1910	406+396	65.5 : 65.5%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	20	-	-	266	1974	432	61.6%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	280	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	74.7%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	22	-	-	677	2189:2061	452+454	74.7 : 74.7%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	22	-	-	339	2001	479	70.7%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	61	-	-	307	2001	1292	23.8%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	61	-	-	405	2099	1356	29.9%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	61	-	-	389	2073	1339	29.1%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	61	-	-	48	1971	1273	3.8%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	64.2%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	19	-	-	115	2008	418	27.5%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	19	-	-	489	2149:2028	407+409	59.9 : 59.9%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	51	-	-	367	1962	1063	34.5%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	51	-	-	727	2089	1132	64.2%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	51	-	-	387	1930	1045	37.0%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	971	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	544	2000	1750	31.1%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	140	1949	1705	8.2%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	544	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	140	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	77.9%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	49	-	-	321	1966	1024	31.3%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	49	-	-	458	2094	1091	42.0%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	49	-	-	174	1960	1021	17.0%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	21	-	-	669	2017:1870	462+429	72.5 : 77.9%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	21	-	-	534	2017:1880	462+431	57.8 : 62.0%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	482	2020	1767	27.3%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	650	2041	1786	36.4%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	482	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	44.4	12.4	0.0	56.8	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	3.6	0.7	0.0	4.3	-	-	-	-	
1/1	354	354	-	-	-	0.4	0.2	-	0.6	6.3	3.4	0.2	3.6	
1/2	354	354	-	-	-	0.4	0.2	-	0.6	6.3	1.1	0.2	1.3	
2/1+2/2	371	371	-	-	-	2.7	0.3	-	3.1	29.8	4.2	0.3	4.5	
3/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	10.3	2.3	0.0	12.6	-	-	-	-	
1/1	396	396	-	-	-	1.5	0.2	-	1.7	15.3	7.2	0.2	7.4	
1/2	512	512	-	-	-	1.4	0.3	-	1.7	11.9	7.2	0.3	7.5	
1/3	171	171	-	-	-	0.0	0.1	-	0.1	1.7	1.6	0.1	1.7	
2/2+2/1	525	525	-	-	-	4.9	0.9	-	5.9	40.2	6.3	0.9	7.2	
2/3	266	266	-	-	-	2.5	0.8	-	3.3	44.6	6.4	0.8	7.1	
3/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	10.2	3.2	0.0	13.4	-	-	-	-	
1/2+1/1	677	677	-	-	-	6.2	1.5	-	7.7	40.8	8.2	1.5	9.7	
1/3	339	339	-	-	-	3.1	1.2	-	4.3	46.0	8.2	1.2	9.4	
2/1	307	307	-	-	-	0.2	0.2	-	0.3	4.0	0.7	0.2	0.8	
2/2	405	405	-	-	-	0.2	0.2	-	0.4	3.6	1.8	0.2	2.0	
2/3	389	389	-	-	-	0.5	0.2	-	0.7	6.2	3.5	0.2	3.7	

Detailed Input Data And Results

2/4	48	48	-	-	-	0.0	0.0	-	0.0	1.5	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	6.3	2.7	0.0	8.9	-	-	-	-	
1/1	115	115	-	-	-	1.0	0.2	-	1.2	37.9	2.6	0.2	2.7	
1/2+1/3	489	489	-	-	-	4.6	0.7	-	5.4	39.6	5.9	0.7	6.6	
2/1	367	367	-	-	-	0.2	0.3	-	0.4	4.1	4.4	0.3	4.6	
2/2	727	727	-	-	-	0.4	0.9	-	1.3	6.5	11.4	0.9	12.3	
2/3	387	387	-	-	-	0.0	0.3	-	0.3	3.1	6.6	0.3	6.9	
3/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	544	544	-	-	-	0.0	0.2	-	0.2	1.5	0.1	0.2	0.3	
4/2	140	140	-	-	-	0.0	0.0	-	0.0	1.2	0.1	0.0	0.1	
5/1	544	544	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	140	140	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	14.1	3.4	0.0	17.5	-	-	-	-	
1/1	321	321	-	-	-	0.4	0.2	-	0.6	7.3	3.9	0.2	4.1	
1/2	458	458	-	-	-	2.3	0.4	-	2.7	21.2	6.7	0.4	7.0	
1/3	174	174	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1	
2/2+2/1	669	669	-	-	-	6.4	1.5	-	7.9	42.5	8.4	1.5	9.8	
2/3+2/4	534	534	-	-	-	4.9	0.7	-	5.6	38.1	6.4	0.7	7.1	
3/1	482	482	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
3/2	650	650	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3	
4/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

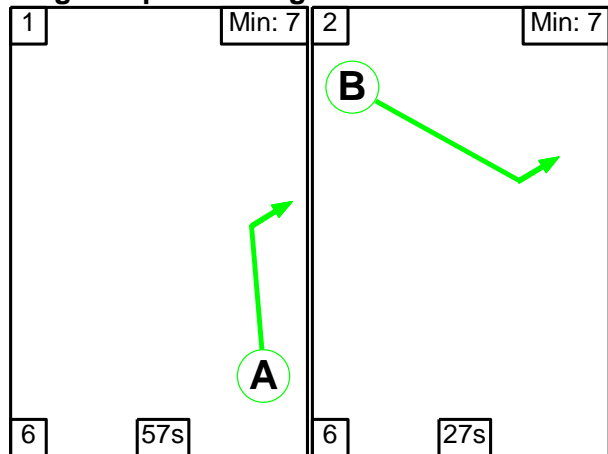
C1	PRC for Signalled Lanes (%)	124.4	Total Delay for Signalled Lanes (pcuHr)	4.32	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	37.5	Total Delay for Signalled Lanes (pcuHr)	12.62	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	20.4	Total Delay for Signalled Lanes (pcuHr)	13.44	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	40.1	Total Delay for Signalled Lanes (pcuHr)	8.65	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	189.5	Total Delay for Signalled Lanes (pcuHr)	0.28	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	15.5	Total Delay for Signalled Lanes (pcuHr)	16.99	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	147.3	Total Delay for Signalled Lanes (pcuHr)	0.48	Cycle Time (s)	96
	PRC Over All Lanes (%)	15.5	Total Delay Over All Lanes(pcuHr)	56.76		

Detailed Input Data And Results

Scenario 7: '2026 Base+Sev AM Peak' (FG7: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



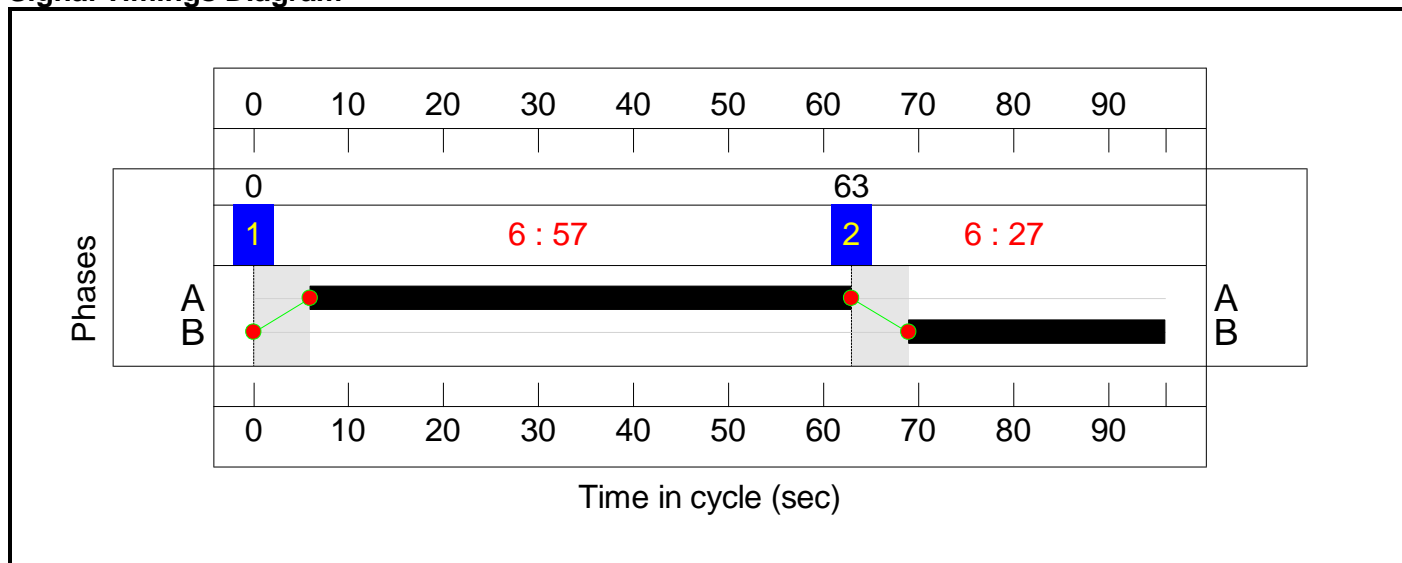
Stage Timings

Stage	1	2
Duration	57	27
Change Point	0	63

Phase Timings

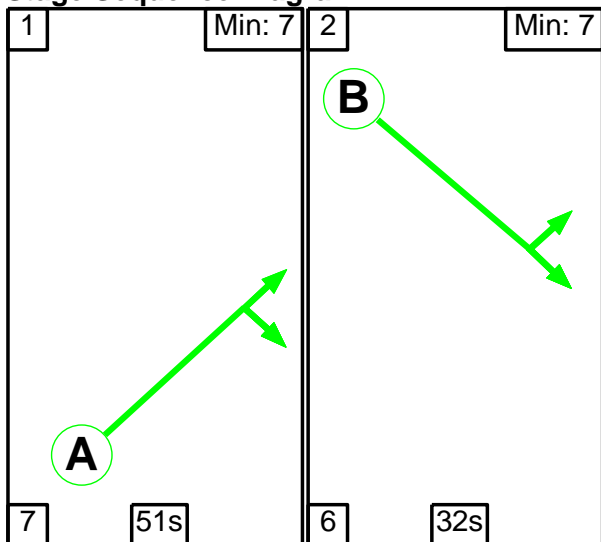
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	57	6	63
B	A292 Hythe Road EB Left	Traffic	27	69	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



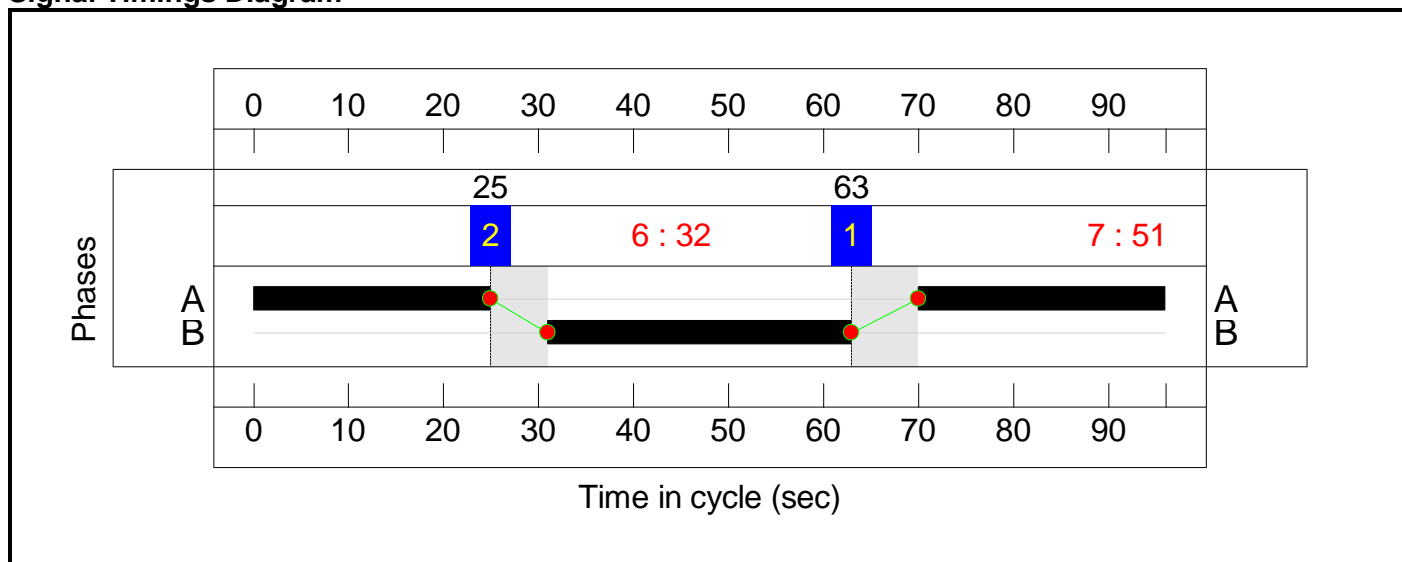
Stage Timings

Stage	1	2
Duration	51	32
Change Point	63	25

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	51	70	25
B	M20 EB Off-Slip Left Ahead	Traffic	32	31	63

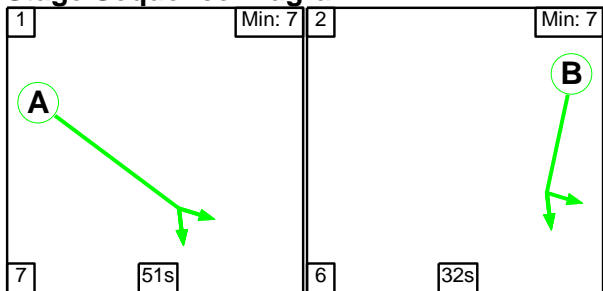
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



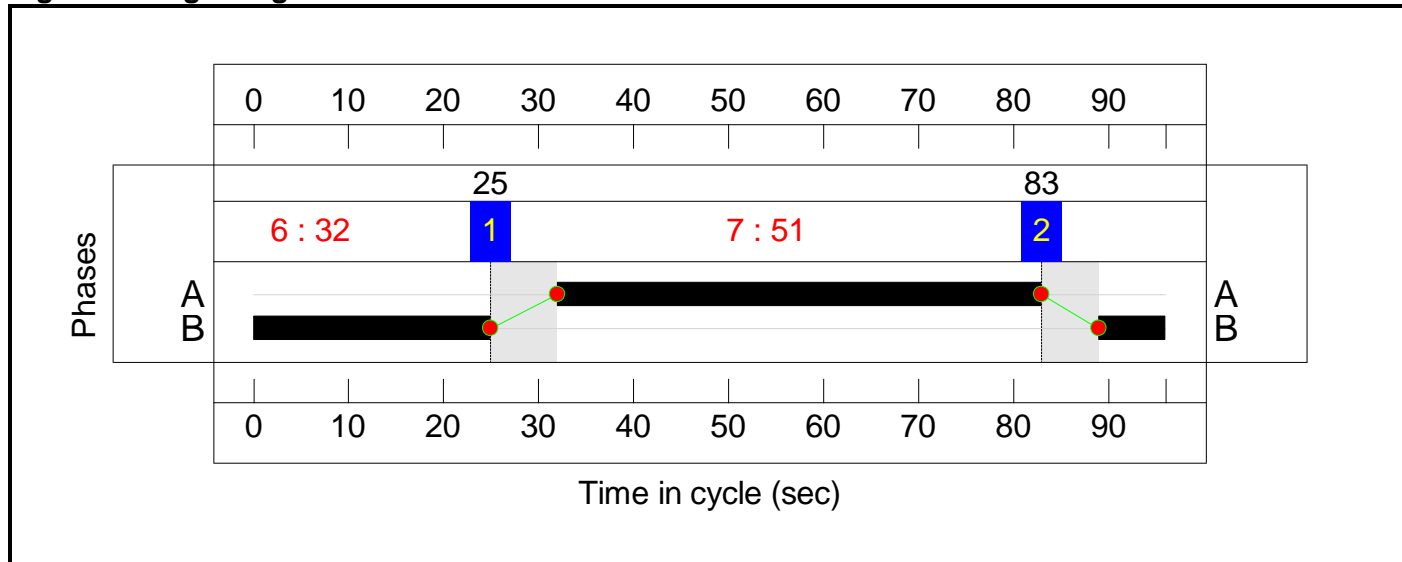
Stage Timings

Stage	1	2
Duration	51	32
Change Point	25	83

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	51	32	83
B	A2070 Kennington Road Ahead Left	Traffic	32	89	25

Signal Timings Diagram

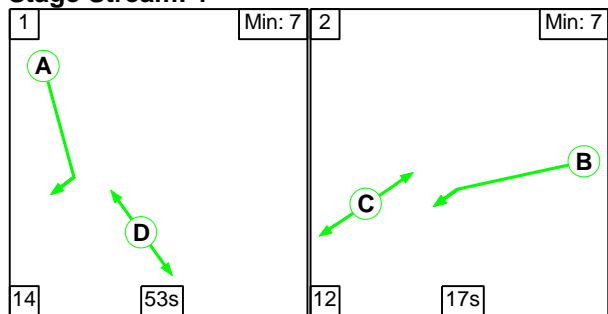


Detailed Input Data And Results

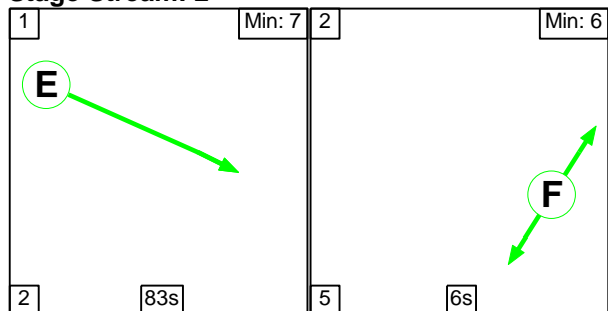
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	53	17
Change Point	90	61

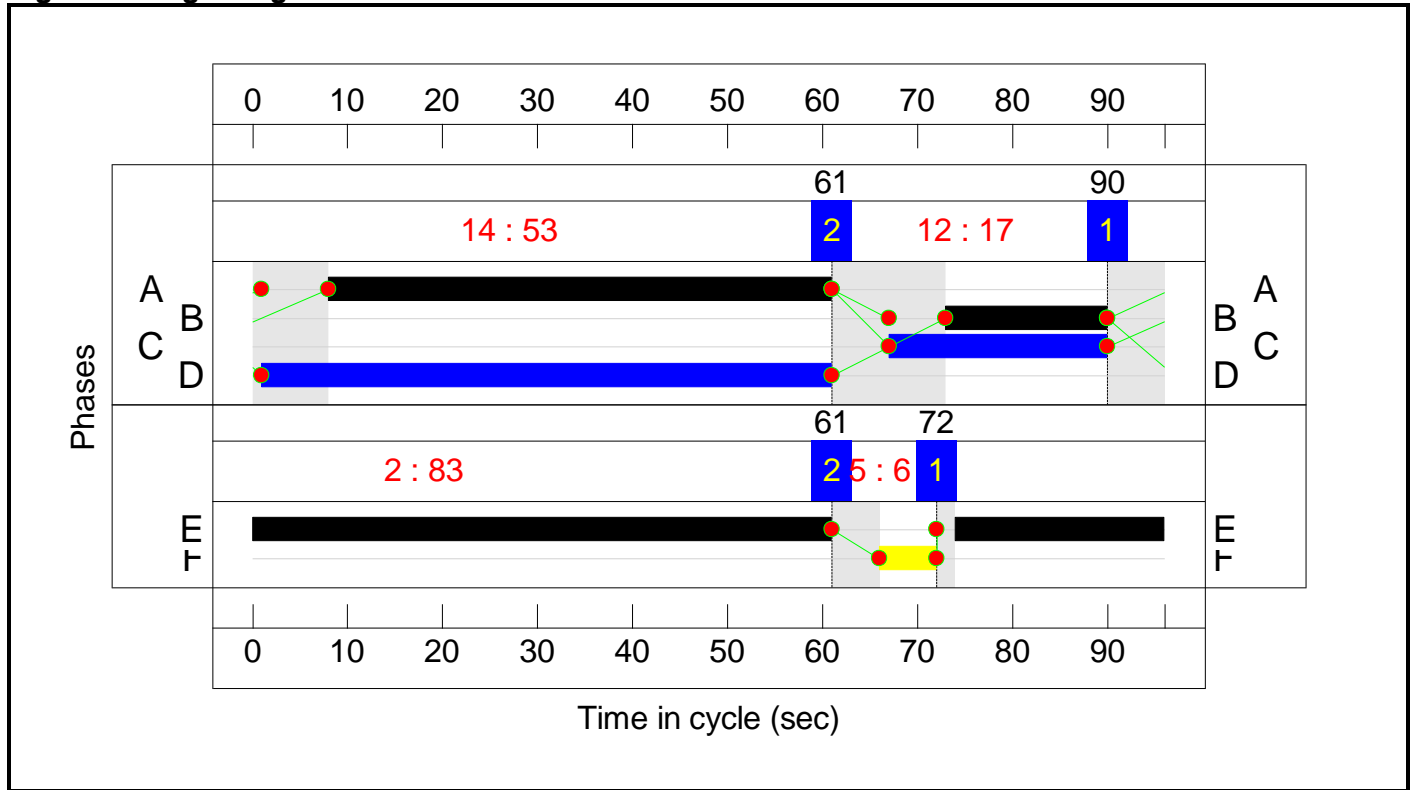
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	72	61

Phase Timings

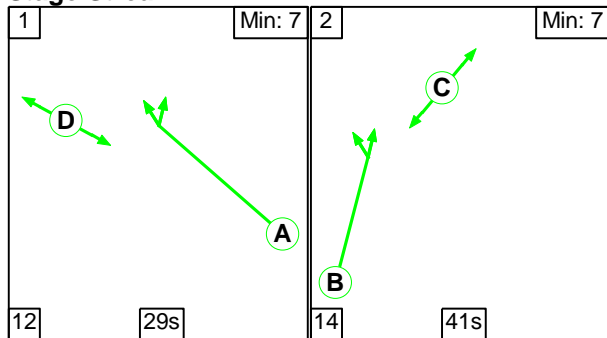
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	53	8	61
B	A20 Hythe Road WB Ahead	Traffic	1	17	73	90
C	Pedestrians across circulatory	Pedestrian	1	23	67	90
D	Pedestrians across A20 approach	Pedestrian	1	60	1	61
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	74	61
F	Pedestrians across exit to A20	Pedestrian	2	6	66	72

Signal Timings Diagram

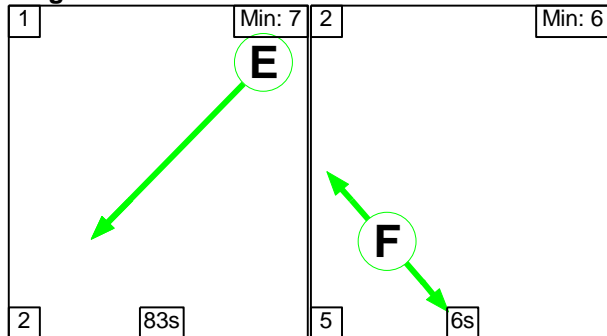


**Controller :C5
Stage Sequence Diagram**

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	29	41
Change Point	49	90

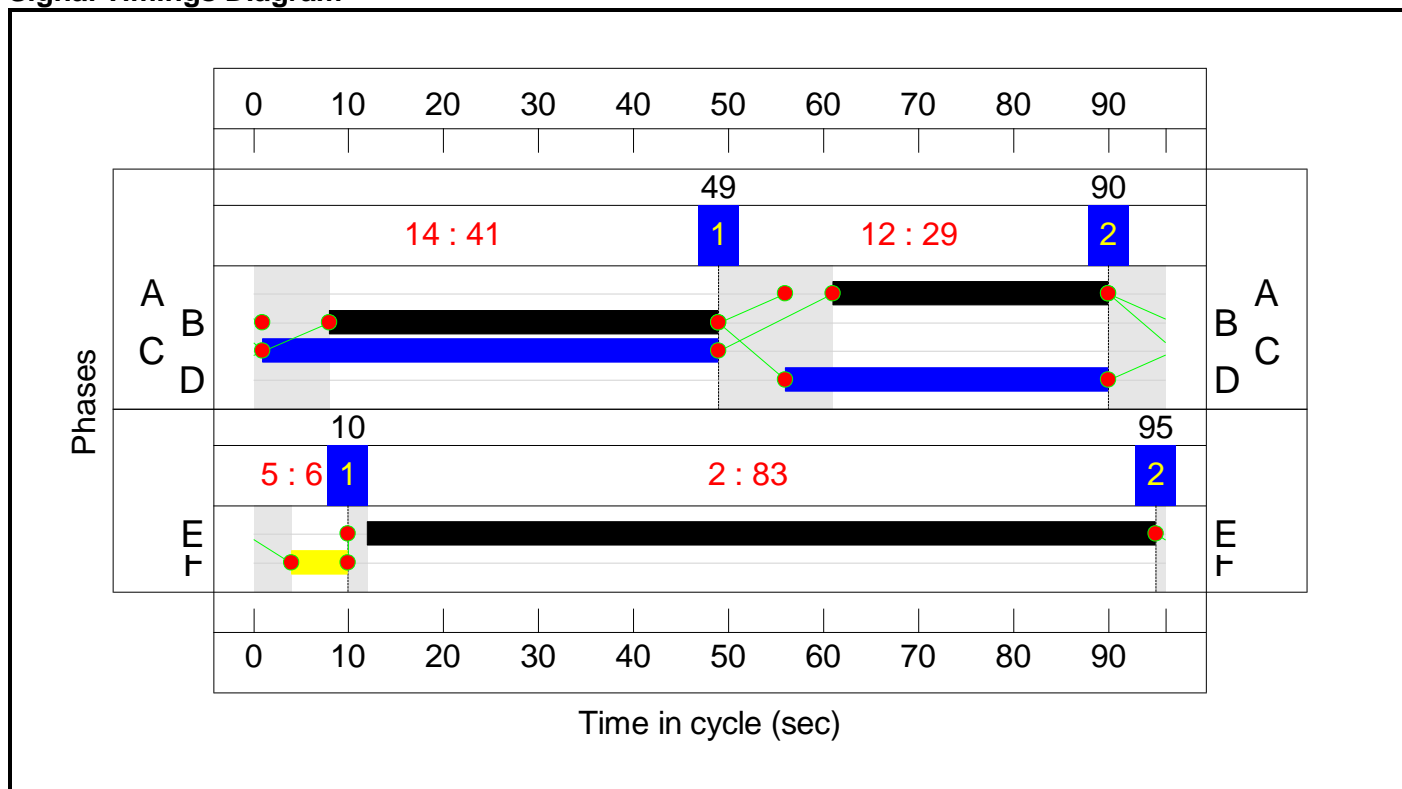
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	10	95

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	29	61	90
B	A2070 NB Ahead Ahead2	Traffic	1	41	8	49
C	Pedestrians across Circulatory	Pedestrian	1	48	1	49
D	Pedestrians across A2070 Approach	Pedestrian	1	34	56	90
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	12	95
F	Pedestrians across exit to A2070	Pedestrian	2	6	4	10

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	63
J1:1/2	M20 J10 SW Circ Right	U	A	6	63
J1:2/1	A292 Hythe Road EB Left	U	B	69	0
J1:2/2	A292 Hythe Road EB Left	U	B	69	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	70	25
J2:1/2	M20 J10 W Circ Ahead Right	U	A	70	25
J2:1/3	M20 J10 W Circ Right	U	A	70	25
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	31	63
J2:2/2	M20 EB Off-Slip Ahead	U	B	31	63
J2:2/3	M20 EB Off-Slip Ahead	U	B	31	63

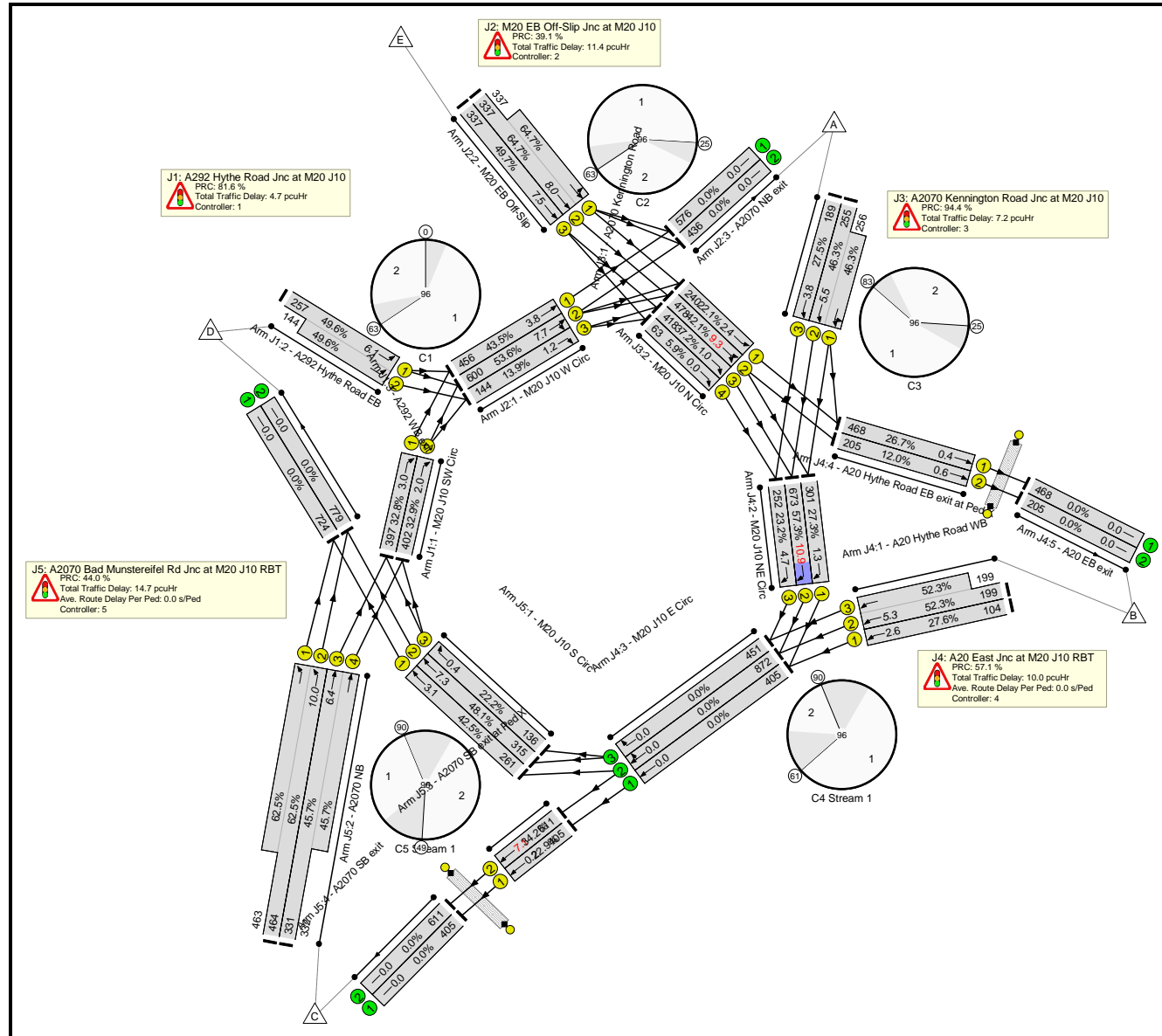
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	89	25
J3:1/2	A2070 Kennington Road Ahead	U	B	89	25
J3:1/3	A2070 Kennington Road Ahead	U	B	89	25
J3:2/1	M20 J10 N Circ Ahead	U	A	32	83
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	32	83
J3:2/3	M20 J10 N Circ Ahead	U	A	32	83
J3:2/4	M20 J10 N Circ Ahead	U	A	32	83

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	73	90
J4:1/2	A20 Hythe Road WB Ahead	U	B	73	90
J4:1/3	A20 Hythe Road WB Ahead	U	B	73	90
J4:2/1	M20 J10 NE Circ Right	U	A	8	61
J4:2/2	M20 J10 NE Circ Right	U	A	8	61
J4:2/3	M20 J10 NE Circ Right	U	A	8	61
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	74	61
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	74	61

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	61	90
J5:1/2	M20 J10 S Circ Ahead	U	A	61	90
J5:1/3	M20 J10 S Circ Right	U	A	61	90
J5:2/1	A2070 NB Ahead	U	B	8	49
J5:2/2	A2070 NB Ahead	U	B	8	49
J5:2/3	A2070 NB Ahead	U	B	8	49
J5:2/4	A2070 NB Ahead	U	B	8	49
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	12	95
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	12	95

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.7%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	49.6%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	57	-	-	397	2001	1209	32.8%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	57	-	-	402	2022	1222	32.9%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	27	-	-	401	1984:1991	519+291	49.6 : 49.6%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	724	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	779	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.7%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	51	-	-	456	1936	1049	43.5%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	51	-	-	600	2066	1119	53.6%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	51	-	-	144	1906	1032	13.9%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	32	-	-	674	2103:1907	521+521	64.7 : 64.7%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	32	-	-	337	1974	679	49.7%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	576	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	436	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	46.3%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	32	-	-	511	2189:2051	551+553	46.3 : 46.3%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	32	-	-	189	2001	688	27.5%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	51	-	-	240	2001	1084	22.1%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	51	-	-	478	2097	1136	42.1%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	51	-	-	418	2073	1123	37.2%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	51	-	-	63	1971	1068	5.9%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	57.3%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	17	-	-	104	2008	376	27.6%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	17	-	-	398	2149:2028	380+380	52.3 : 52.3%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	53	-	-	301	1962	1104	27.3%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	53	-	-	673	2089	1175	57.3%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	53	-	-	252	1930	1086	23.2%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	451	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	468	2000	1750	26.7%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	205	1949	1705	12.0%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	62.5%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	29	-	-	261	1966	614	42.5%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	29	-	-	315	2094	654	48.1%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	29	-	-	136	1960	613	22.2%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	41	-	-	927	2017:1870	742+741	62.5 : 62.5%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	41	-	-	663	2017:1880	725+727	45.7 : 45.7%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	405	2020	1767	22.9%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	611	2041	1786	34.2%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	38.5	9.5	0.0	48.0	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	3.7	1.0	0.0	4.7	-	-	-	-	
1/1	397	397	-	-	-	0.3	0.2	-	0.6	5.2	2.8	0.2	3.0	
1/2	402	402	-	-	-	0.3	0.2	-	0.6	5.3	1.8	0.2	2.0	
2/1+2/2	401	401	-	-	-	3.0	0.5	-	3.5	31.5	5.6	0.5	6.1	
3/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	779	779	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	9.0	2.4	0.0	11.4	-	-	-	-	
1/1	456	456	-	-	-	0.9	0.4	-	1.3	10.5	3.4	0.4	3.8	
1/2	600	600	-	-	-	1.1	0.6	-	1.6	9.8	7.1	0.6	7.7	
1/3	144	144	-	-	-	0.0	0.1	-	0.1	2.0	1.1	0.1	1.2	
2/2+2/1	674	674	-	-	-	4.7	0.9	-	5.6	29.7	7.1	0.9	8.0	
2/3	337	337	-	-	-	2.3	0.5	-	2.8	30.2	7.0	0.5	7.5	
3/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	5.8	1.5	0.0	7.2	-	-	-	-	
1/2+1/1	511	511	-	-	-	3.3	0.4	-	3.8	26.5	5.0	0.4	5.5	
1/3	189	189	-	-	-	1.2	0.2	-	1.4	26.4	3.6	0.2	3.8	
2/1	240	240	-	-	-	0.4	0.1	-	0.6	8.5	2.3	0.1	2.4	
2/2	478	478	-	-	-	0.5	0.4	-	0.9	6.7	9.0	0.4	9.3	
2/3	418	418	-	-	-	0.3	0.3	-	0.6	4.9	0.7	0.3	1.0	

Detailed Input Data And Results

2/4	63	63	-	-	-	0.0	0.0	-	0.0	1.8	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	8.0	2.0	0.0	10.0	-	-	-	-	
1/1	104	104	-	-	-	1.0	0.2	-	1.2	40.0	2.4	0.2	2.6	
1/2+1/3	398	398	-	-	-	3.9	0.5	-	4.4	40.0	4.8	0.5	5.3	
2/1	301	301	-	-	-	0.3	0.2	-	0.5	5.6	1.2	0.2	1.3	
2/2	673	673	-	-	-	2.3	0.7	-	2.9	15.7	10.2	0.7	10.9	
2/3	252	252	-	-	-	0.6	0.2	-	0.7	10.5	4.5	0.2	4.7	
3/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	468	468	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4	
4/2	205	205	-	-	-	0.0	0.1	-	0.1	1.4	0.5	0.1	0.6	
5/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	12.1	2.6	0.0	14.7	-	-	-	-	
1/1	261	261	-	-	-	0.5	0.4	-	0.8	11.7	2.7	0.4	3.1	
1/2	315	315	-	-	-	2.9	0.5	-	3.4	38.7	6.8	0.5	7.3	
1/3	136	136	-	-	-	0.1	0.1	-	0.3	7.5	0.2	0.1	0.4	
2/2+2/1	927	927	-	-	-	5.1	0.8	-	6.0	23.2	9.1	0.8	10.0	
2/3+2/4	663	663	-	-	-	3.4	0.4	-	3.8	20.6	6.0	0.4	6.4	
3/1	405	405	-	-	-	0.0	0.1	-	0.2	1.3	0.0	0.1	0.2	
3/2	611	611	-	-	-	0.0	0.3	-	0.3	1.6	6.9	0.3	7.1	
4/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

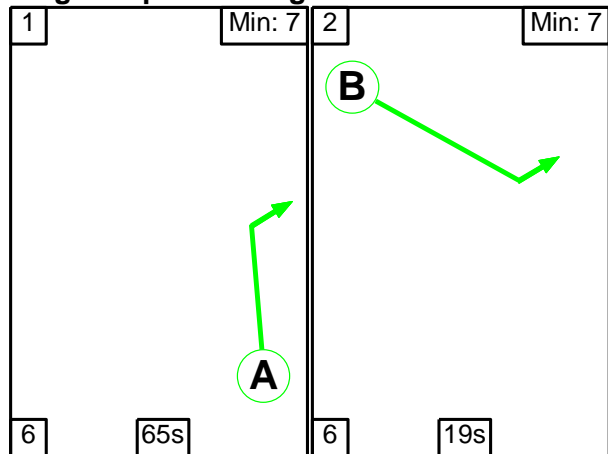
C1	PRC for Signalled Lanes (%)	81.6	Total Delay for Signalled Lanes (pcuHr)	4.67	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	39.1	Total Delay for Signalled Lanes (pcuHr)	11.44	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	94.4	Total Delay for Signalled Lanes (pcuHr)	7.22	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	57.1	Total Delay for Signalled Lanes (pcuHr)	9.71	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	236.5	Total Delay for Signalled Lanes (pcuHr)	0.28	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	44.0	Total Delay for Signalled Lanes (pcuHr)	14.28	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	163.1	Total Delay for Signalled Lanes (pcuHr)	0.42	Cycle Time (s)	96
	PRC Over All Lanes (%)	39.1	Total Delay Over All Lanes(pcuHr)	48.02		

Detailed Input Data And Results

Scenario 8: '2026 Base+Sev PM Peak' (FG8: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



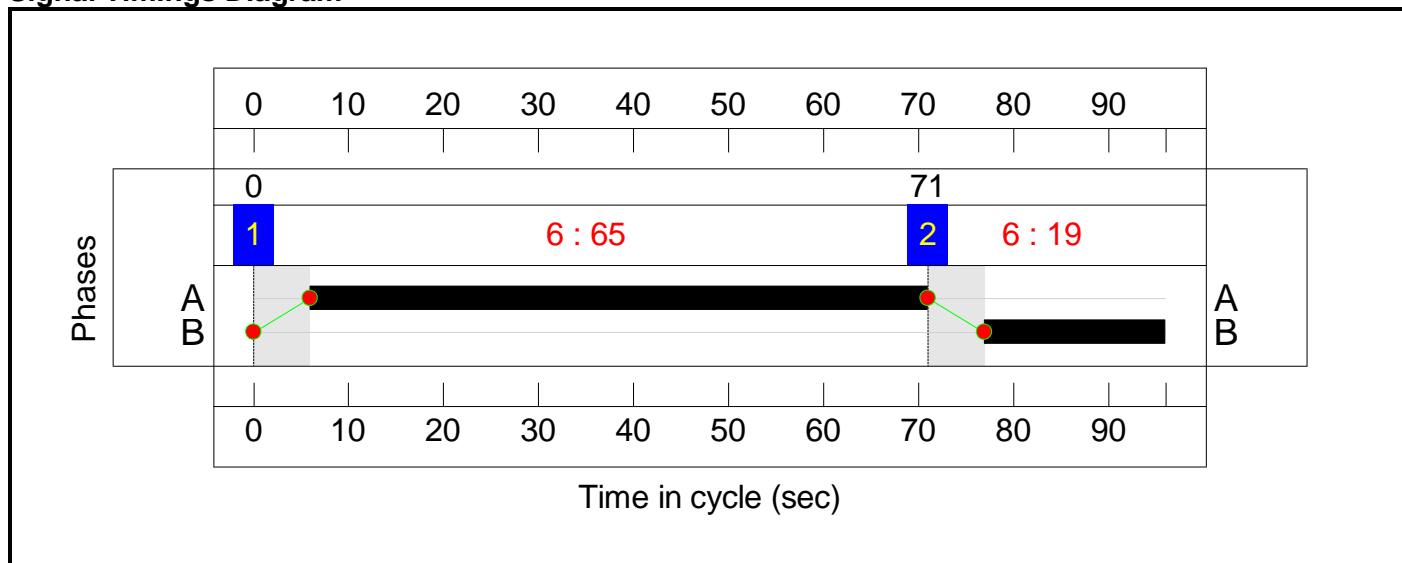
Stage Timings

Stage	1	2
Duration	65	19
Change Point	0	71

Phase Timings

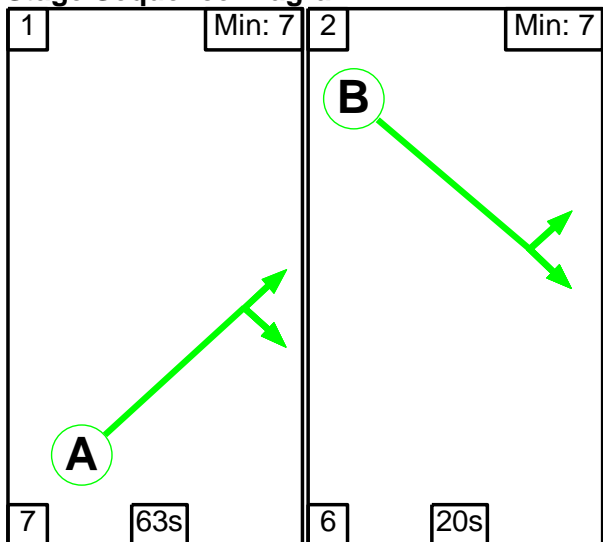
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	65	6	71
B	A292 Hythe Road EB Left	Traffic	19	77	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



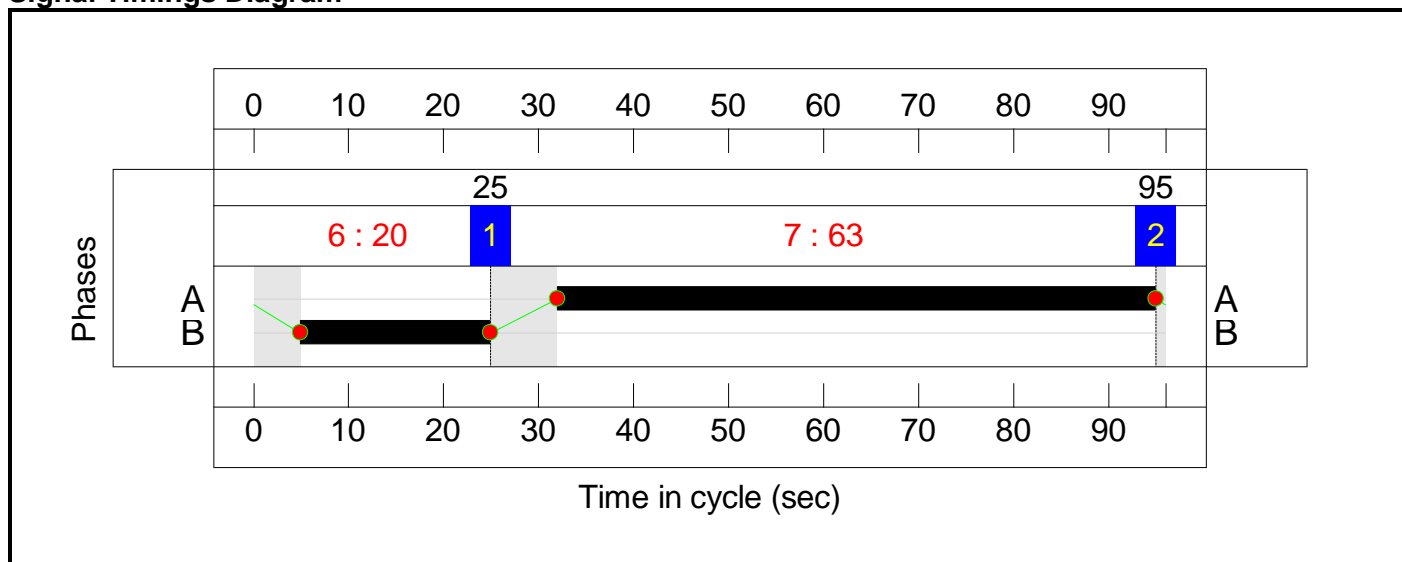
Stage Timings

Stage	1	2
Duration	63	20
Change Point	25	95

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	63	32	95
B	M20 EB Off-Slip Left Ahead	Traffic	20	5	25

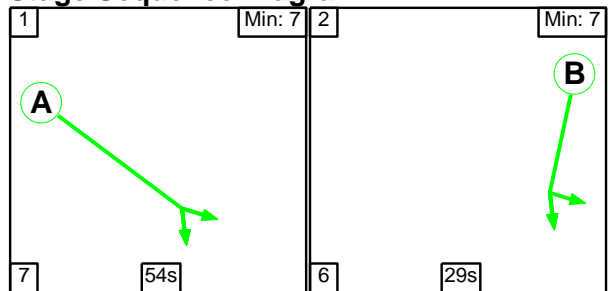
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



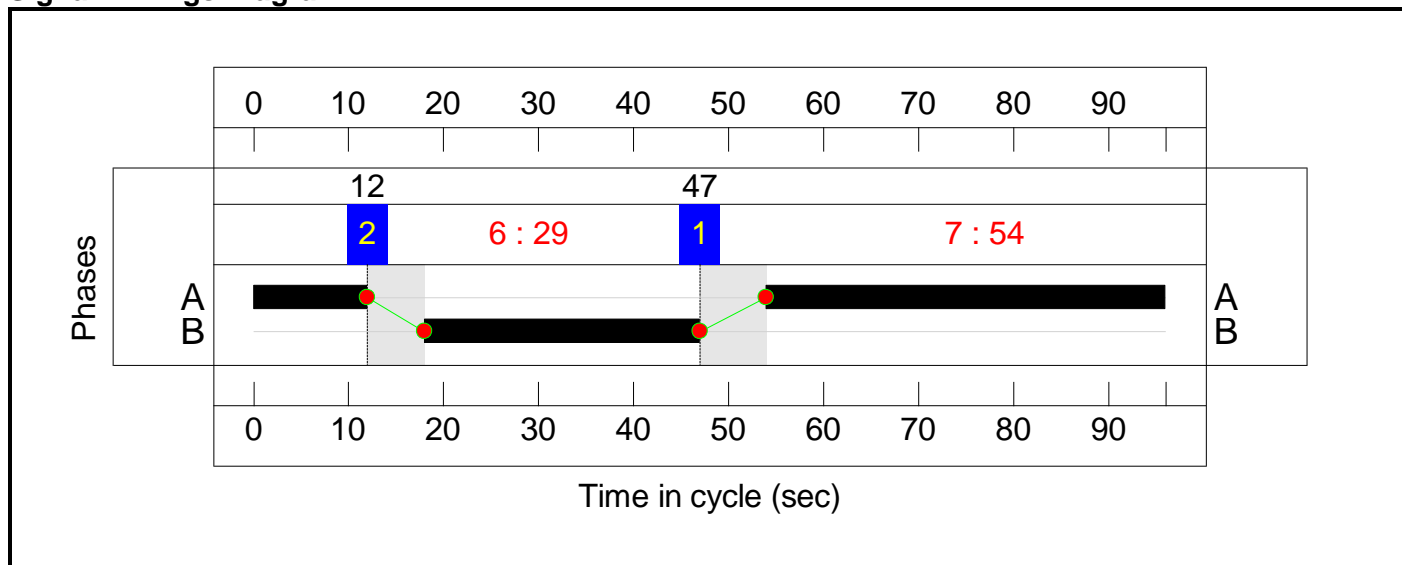
Stage Timings

Stage	1	2
Duration	54	29
Change Point	47	12

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	54	54	12
B	A2070 Kennington Road Ahead Left	Traffic	29	18	47

Signal Timings Diagram

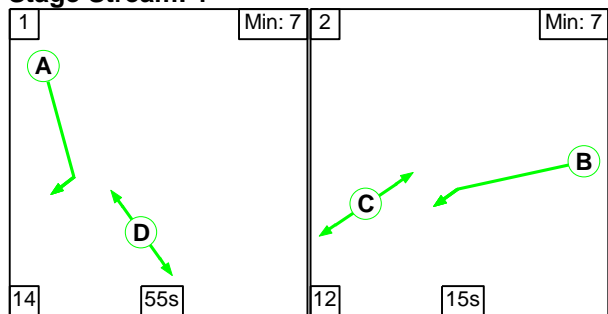


Detailed Input Data And Results

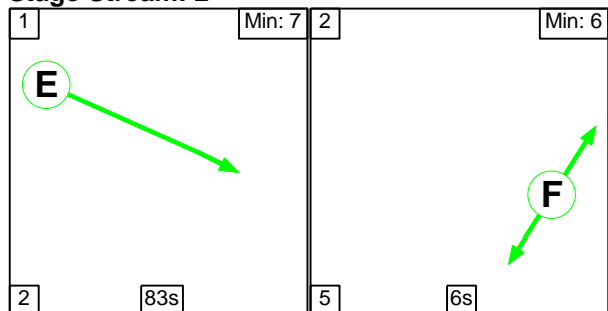
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	55	15
Change Point	94	67

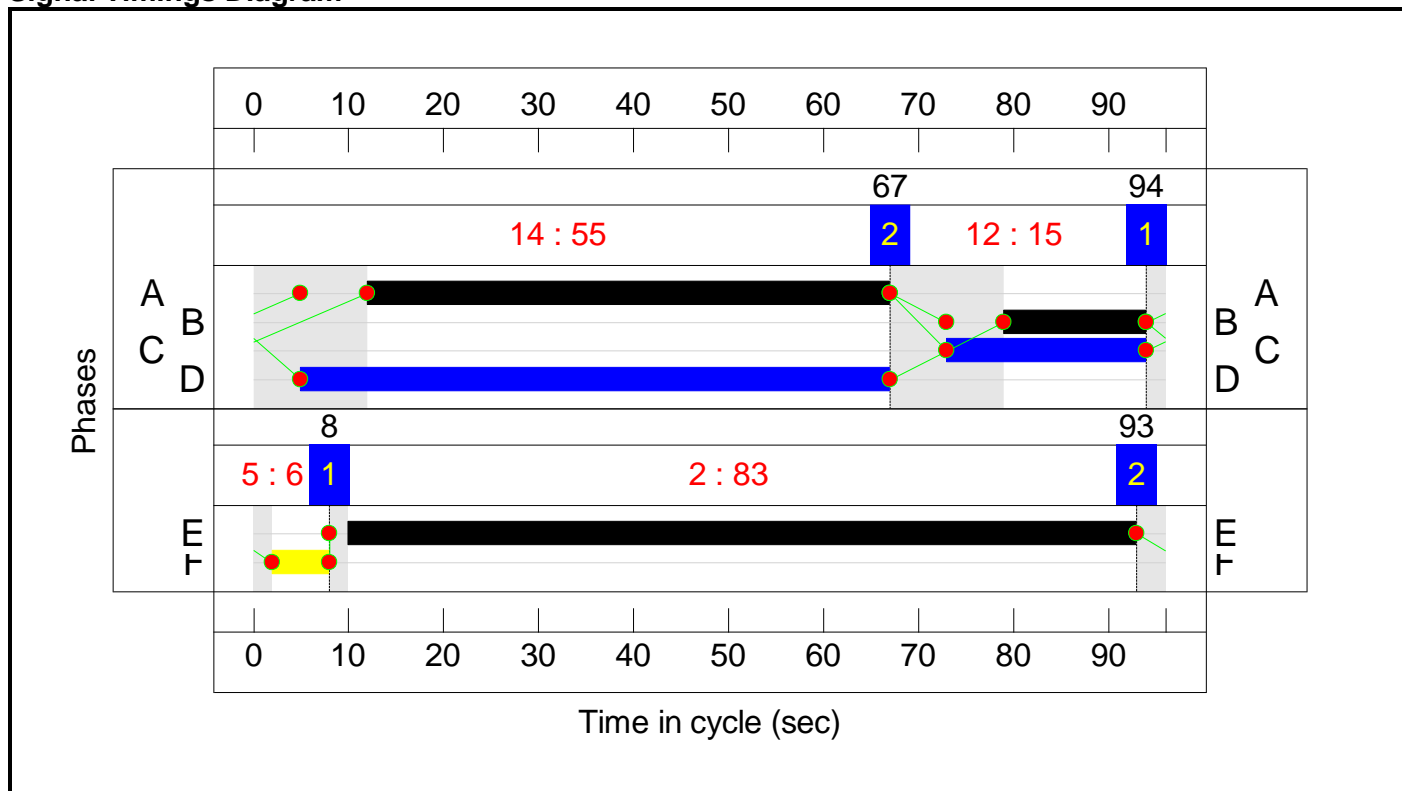
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	8	93

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	55	12	67
B	A20 Hythe Road WB Ahead	Traffic	1	15	79	94
C	Pedestrians across circulatory	Pedestrian	1	21	73	94
D	Pedestrians across A20 approach	Pedestrian	1	62	5	67
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	10	93
F	Pedestrians across exit to A20	Pedestrian	2	6	2	8

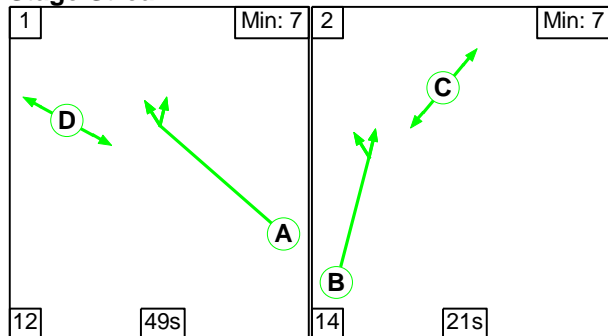
Signal Timings Diagram



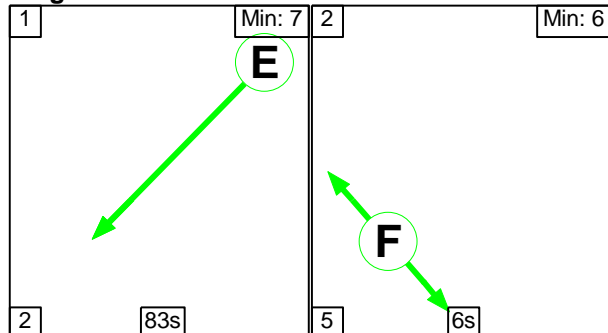
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	49	21
Change Point	69	34

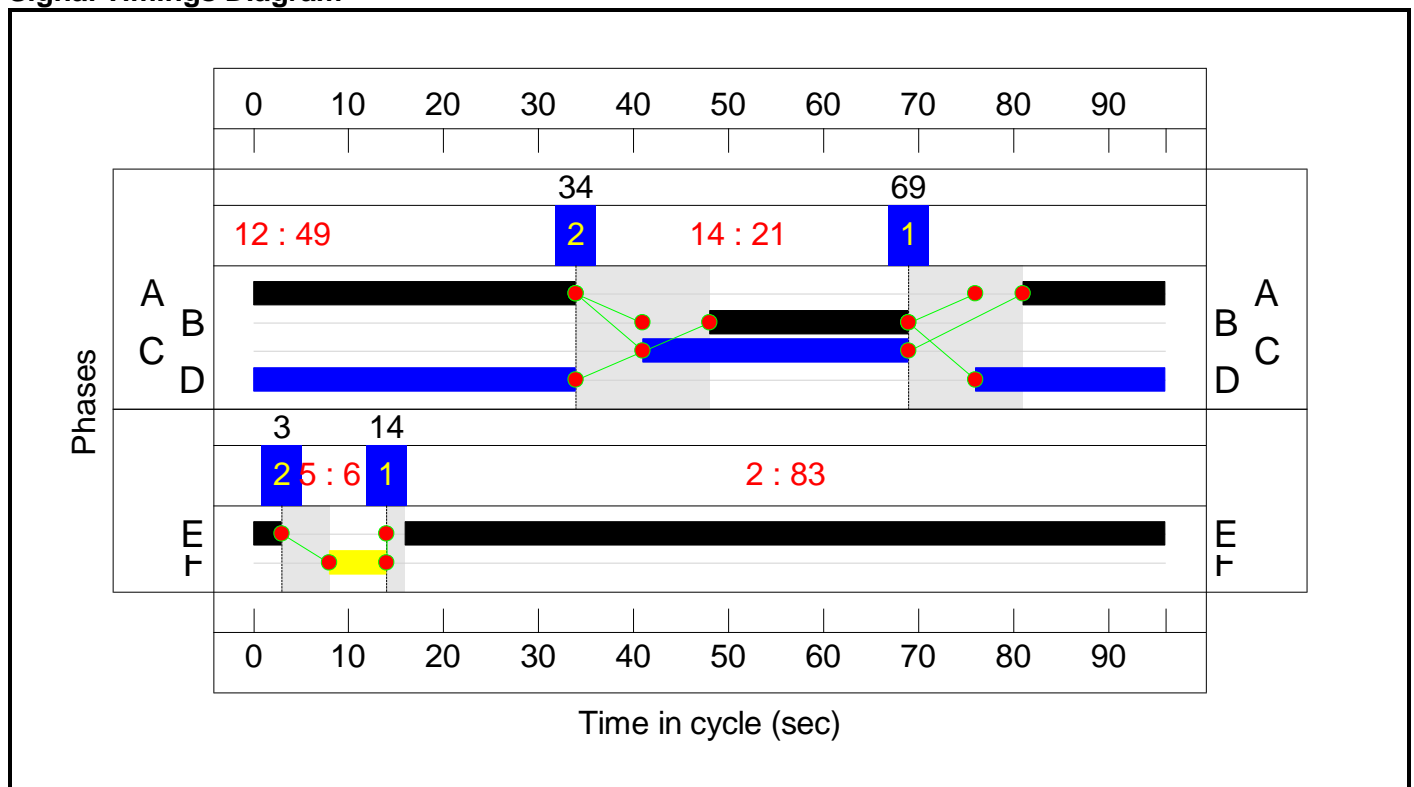
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	14	3

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	49	81	34
B	A2070 NB Ahead Ahead2	Traffic	1	21	48	69
C	Pedestrians across Circulatory	Pedestrian	1	28	41	69
D	Pedestrians across A2070 Approach	Pedestrian	1	54	76	34
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	16	3
F	Pedestrians across exit to A2070	Pedestrian	2	6	8	14

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	71
J1:1/2	M20 J10 SW Circ Right	U	A	6	71
J1:2/1	A292 Hythe Road EB Left	U	B	77	0
J1:2/2	A292 Hythe Road EB Left	U	B	77	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	32	95
J2:1/2	M20 J10 W Circ Ahead Right	U	A	32	95
J2:1/3	M20 J10 W Circ Right	U	A	32	95
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	5	25
J2:2/2	M20 EB Off-Slip Ahead	U	B	5	25
J2:2/3	M20 EB Off-Slip Ahead	U	B	5	25

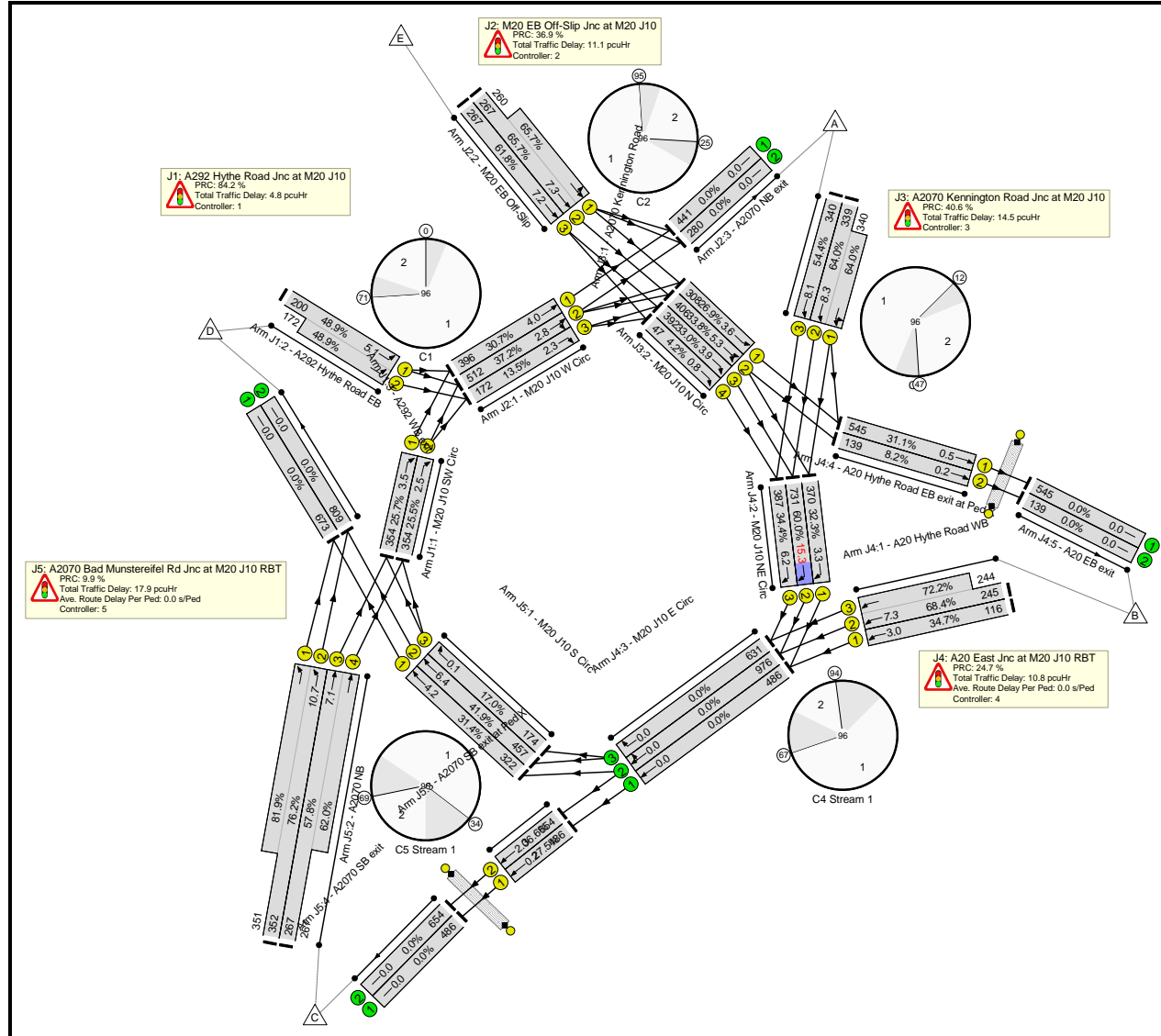
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	18	47
J3:1/2	A2070 Kennington Road Ahead	U	B	18	47
J3:1/3	A2070 Kennington Road Ahead	U	B	18	47
J3:2/1	M20 J10 N Circ Ahead	U	A	54	12
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	54	12
J3:2/3	M20 J10 N Circ Ahead	U	A	54	12
J3:2/4	M20 J10 N Circ Ahead	U	A	54	12

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	79	94
J4:1/2	A20 Hythe Road WB Ahead	U	B	79	94
J4:1/3	A20 Hythe Road WB Ahead	U	B	79	94
J4:2/1	M20 J10 NE Circ Right	U	A	12	67
J4:2/2	M20 J10 NE Circ Right	U	A	12	67
J4:2/3	M20 J10 NE Circ Right	U	A	12	67
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	10	93
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	10	93

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	81	34
J5:1/2	M20 J10 S Circ Ahead	U	A	81	34
J5:1/3	M20 J10 S Circ Right	U	A	81	34
J5:2/1	A2070 NB Ahead	U	B	48	69
J5:2/2	A2070 NB Ahead	U	B	48	69
J5:2/3	A2070 NB Ahead	U	B	48	69
J5:2/4	A2070 NB Ahead	U	B	48	69
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	16	3
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	16	3

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	81.9%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	48.9%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	65	-	-	354	2001	1376	25.7%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	65	-	-	354	2022	1390	25.5%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	19	-	-	372	1984:1991	409+352	48.9 : 48.9%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	673	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	65.7%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	63	-	-	396	1936	1291	30.7%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	63	-	-	512	2065	1377	37.2%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	63	-	-	172	1906	1271	13.5%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	20	-	-	527	2103:1910	406+396	65.7 : 65.7%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	20	-	-	267	1974	432	61.8%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	280	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.0%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	29	-	-	679	2189:2061	530+531	64.0 : 64.0%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	29	-	-	340	2001	625	54.4%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	54	-	-	308	2001	1146	26.9%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	54	-	-	406	2099	1203	33.8%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	54	-	-	392	2073	1188	33.0%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	54	-	-	47	1971	1129	4.2%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	72.2%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	15	-	-	116	2008	335	34.7%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	15	-	-	489	2149:2028	358+338	68.4 : 72.2%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	55	-	-	370	1962	1145	32.3%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	55	-	-	731	2089	1219	60.0%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	55	-	-	387	1930	1126	34.4%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	486	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	976	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	545	2000	1750	31.1%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	139	1949	1705	8.2%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	545	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	139	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	81.9%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	49	-	-	322	1966	1024	31.4%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	49	-	-	457	2094	1091	41.9%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	49	-	-	174	1960	1021	17.0%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	21	-	-	703	2017:1870	462+429	76.2 : 81.9%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	21	-	-	534	2017:1880	462+431	57.8 : 62.0%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	486	2020	1767	27.5%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	654	2041	1786	36.6%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	486	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	47.1	12.1	0.0	59.2	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	4.0	0.8	0.0	4.8	-	-	-	-	
1/1	354	354	-	-	-	0.3	0.2	-	0.5	4.7	3.4	0.2	3.5	
1/2	354	354	-	-	-	0.3	0.2	-	0.5	4.6	2.4	0.2	2.5	
2/1+2/2	372	372	-	-	-	3.4	0.5	-	3.9	37.8	4.7	0.5	5.1	
3/1	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	8.7	2.3	0.0	11.1	-	-	-	-	
1/1	396	396	-	-	-	0.6	0.2	-	0.8	7.4	3.8	0.2	4.0	
1/2	512	512	-	-	-	0.6	0.3	-	0.9	6.5	2.5	0.3	2.8	
1/3	172	172	-	-	-	0.1	0.1	-	0.1	2.8	2.2	0.1	2.3	
2/2+2/1	527	527	-	-	-	4.9	1.0	-	5.9	40.2	6.3	1.0	7.3	
2/3	267	267	-	-	-	2.5	0.8	-	3.3	44.7	6.4	0.8	7.2	
3/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	12.3	2.2	0.0	14.5	-	-	-	-	
1/2+1/1	679	679	-	-	-	5.1	0.9	-	6.0	31.7	7.5	0.9	8.3	
1/3	340	340	-	-	-	2.6	0.6	-	3.2	33.6	7.5	0.6	8.1	
2/1	308	308	-	-	-	1.1	0.2	-	1.3	15.2	3.4	0.2	3.6	
2/2	406	406	-	-	-	1.7	0.3	-	2.0	17.6	5.0	0.3	5.3	
2/3	392	392	-	-	-	1.5	0.2	-	1.7	15.8	3.6	0.2	3.9	

Detailed Input Data And Results

2/4	47	47	-	-	-	0.3	0.0	-	0.3	23.7	0.7	0.0	0.8	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	7.9	2.9	0.0	10.8	-	-	-	-	
1/1	116	116	-	-	-	1.1	0.3	-	1.4	43.6	2.7	0.3	3.0	
1/2+1/3	489	489	-	-	-	5.1	1.2	-	6.3	46.4	6.1	1.2	7.3	
2/1	370	370	-	-	-	0.1	0.2	-	0.3	3.0	3.0	0.2	3.3	
2/2	731	731	-	-	-	1.5	0.7	-	2.3	11.1	14.6	0.7	15.3	
2/3	387	387	-	-	-	0.0	0.3	-	0.3	2.5	6.0	0.3	6.2	
3/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	545	545	-	-	-	0.0	0.2	-	0.2	1.6	0.3	0.2	0.5	
4/2	139	139	-	-	-	0.0	0.0	-	0.1	1.7	0.2	0.0	0.2	
5/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	139	139	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	14.2	3.7	0.0	17.9	-	-	-	-	
1/1	322	322	-	-	-	0.4	0.2	-	0.6	6.5	4.0	0.2	4.2	
1/2	457	457	-	-	-	2.1	0.4	-	2.5	19.6	6.0	0.4	6.4	
1/3	174	174	-	-	-	0.0	0.1	-	0.1	2.1	0.0	0.1	0.1	
2/2+2/1	703	703	-	-	-	6.8	1.8	-	8.6	44.2	8.9	1.8	10.7	
2/3+2/4	534	534	-	-	-	4.9	0.7	-	5.6	38.1	6.4	0.7	7.1	
3/1	486	486	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2	
3/2	654	654	-	-	-	0.0	0.3	-	0.3	1.6	1.7	0.3	2.0	
4/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

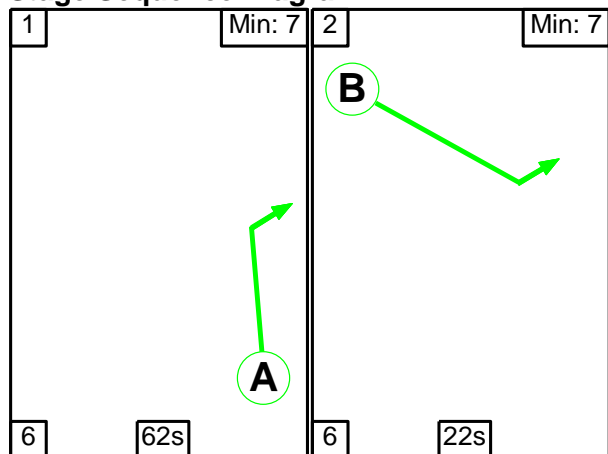
C1	PRC for Signalled Lanes (%)	84.2	Total Delay for Signalled Lanes (pcuHr)	4.83	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	36.9	Total Delay for Signalled Lanes (pcuHr)	11.09	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	40.6	Total Delay for Signalled Lanes (pcuHr)	14.46	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	24.7	Total Delay for Signalled Lanes (pcuHr)	10.53	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	189.0	Total Delay for Signalled Lanes (pcuHr)	0.31	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	9.9	Total Delay for Signalled Lanes (pcuHr)	17.46	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	145.8	Total Delay for Signalled Lanes (pcuHr)	0.48	Cycle Time (s)	96
	PRC Over All Lanes (%)	9.9	Total Delay Over All Lanes(pcuHr)	59.16		

Detailed Input Data And Results

Scenario 9: '2036 Base AM Peak' (FG9: '2036 Base AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



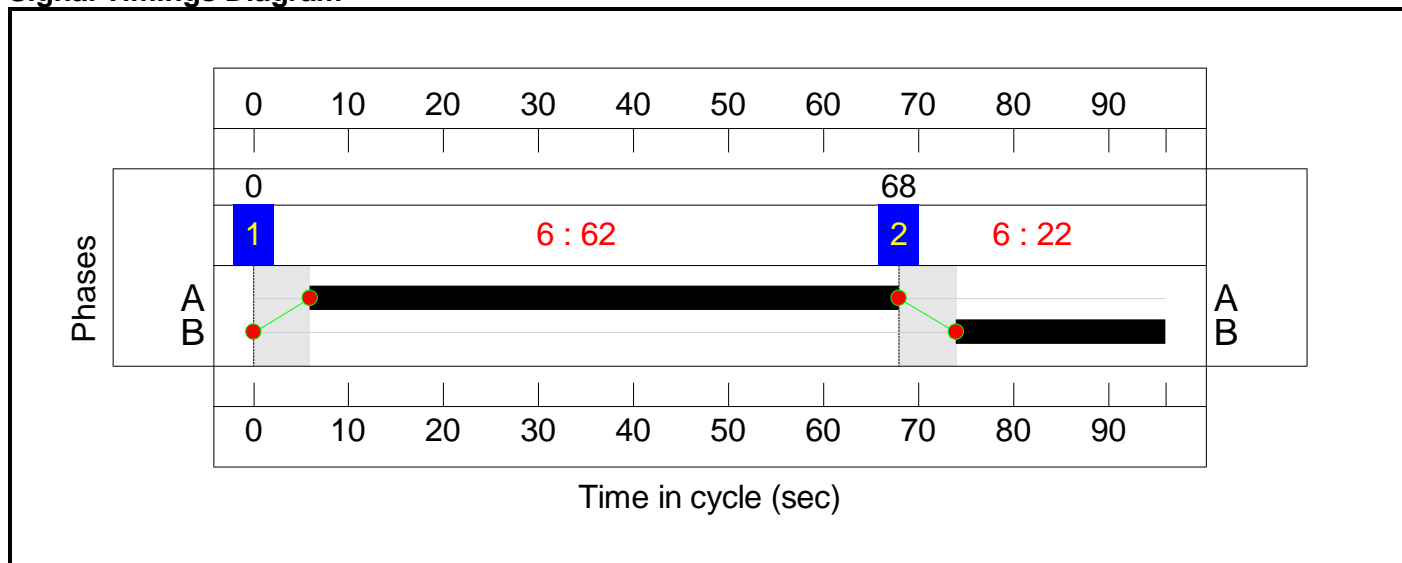
Stage Timings

Stage	1	2
Duration	62	22
Change Point	0	68

Phase Timings

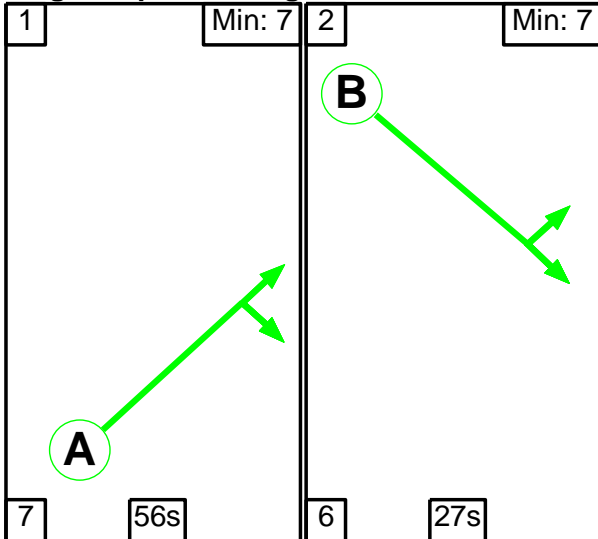
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	62	6	68
B	A292 Hythe Road EB Left	Traffic	22	74	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



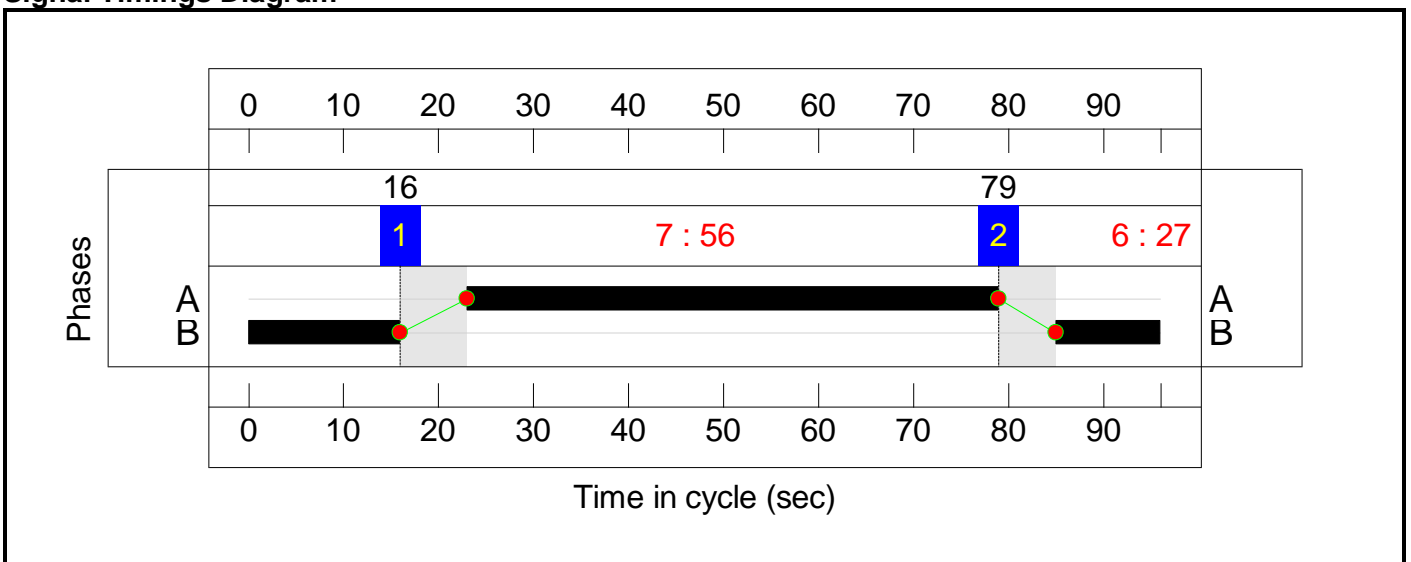
Stage Timings

Stage	1	2
Duration	56	27
Change Point	16	79

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	56	23	79
B	M20 EB Off-Slip Left Ahead	Traffic	27	85	16

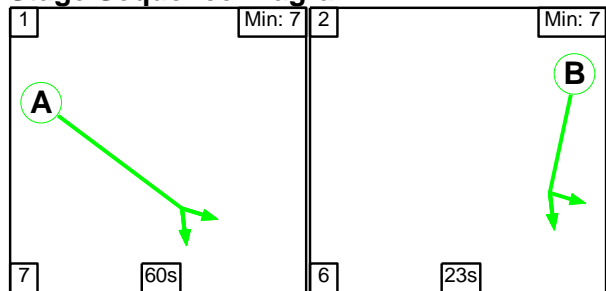
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



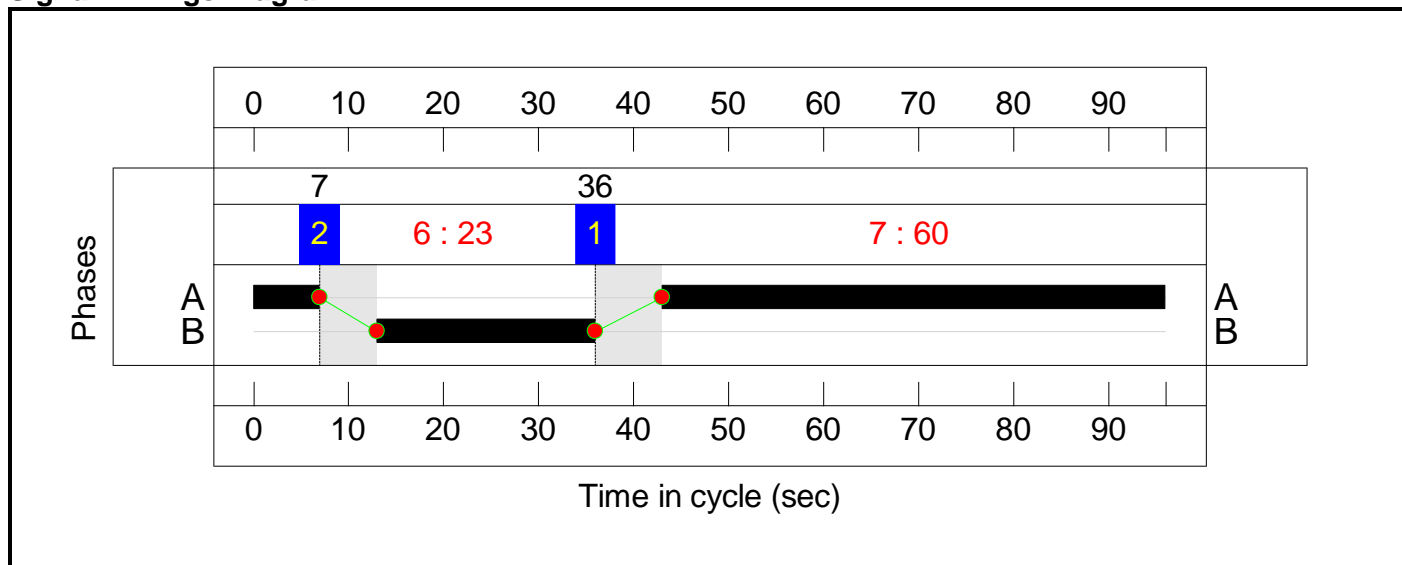
Stage Timings

Stage	1	2
Duration	60	23
Change Point	36	7

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	60	43	7
B	A2070 Kennington Road Ahead Left	Traffic	23	13	36

Signal Timings Diagram

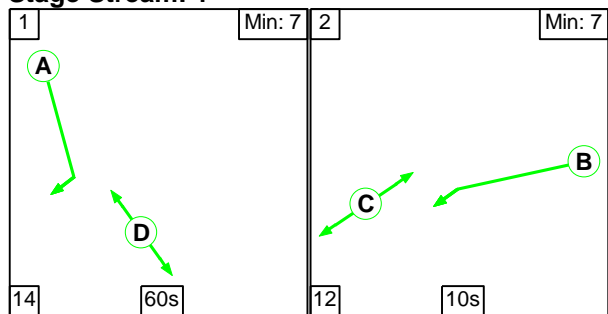


Detailed Input Data And Results

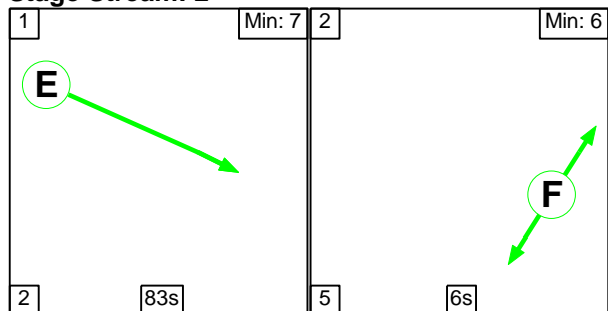
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	60	10
Change Point	76	54

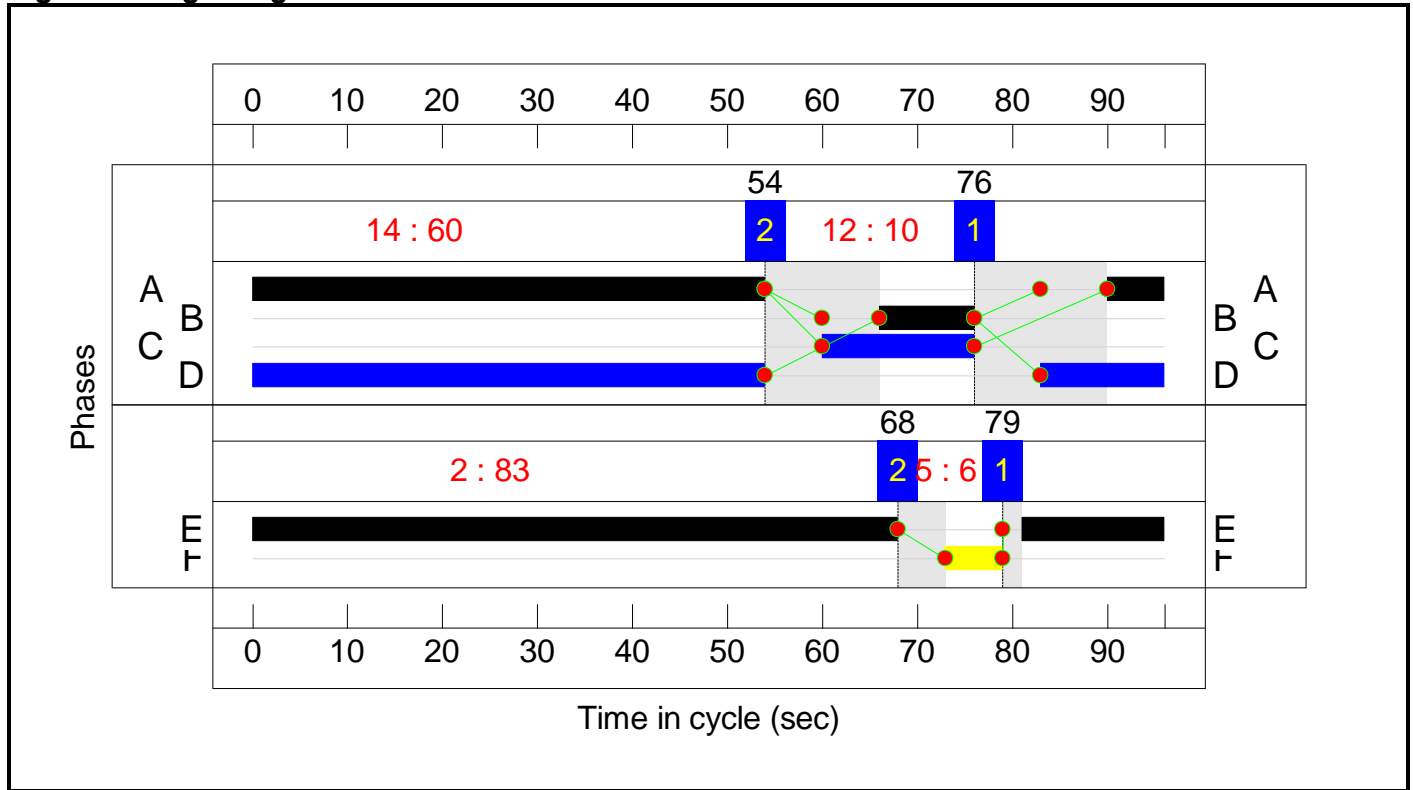
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	79	68

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	60	90	54
B	A20 Hythe Road WB Ahead	Traffic	1	10	66	76
C	Pedestrians across circulatory	Pedestrian	1	16	60	76
D	Pedestrians across A20 approach	Pedestrian	1	67	83	54
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	81	68
F	Pedestrians across exit to A20	Pedestrian	2	6	73	79

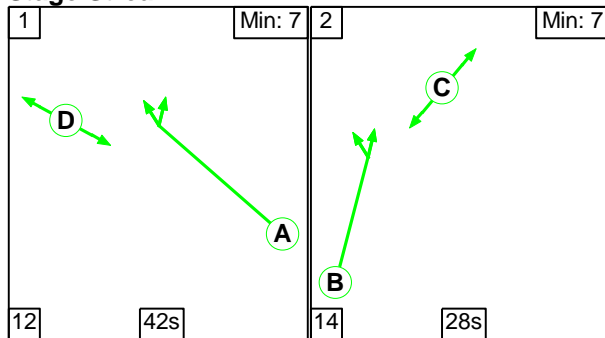
Signal Timings Diagram



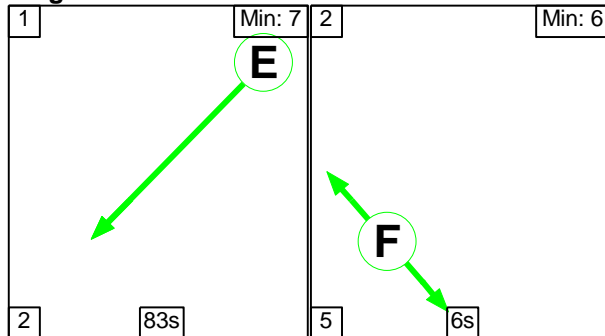
Controller : C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	28
Change Point	57	15

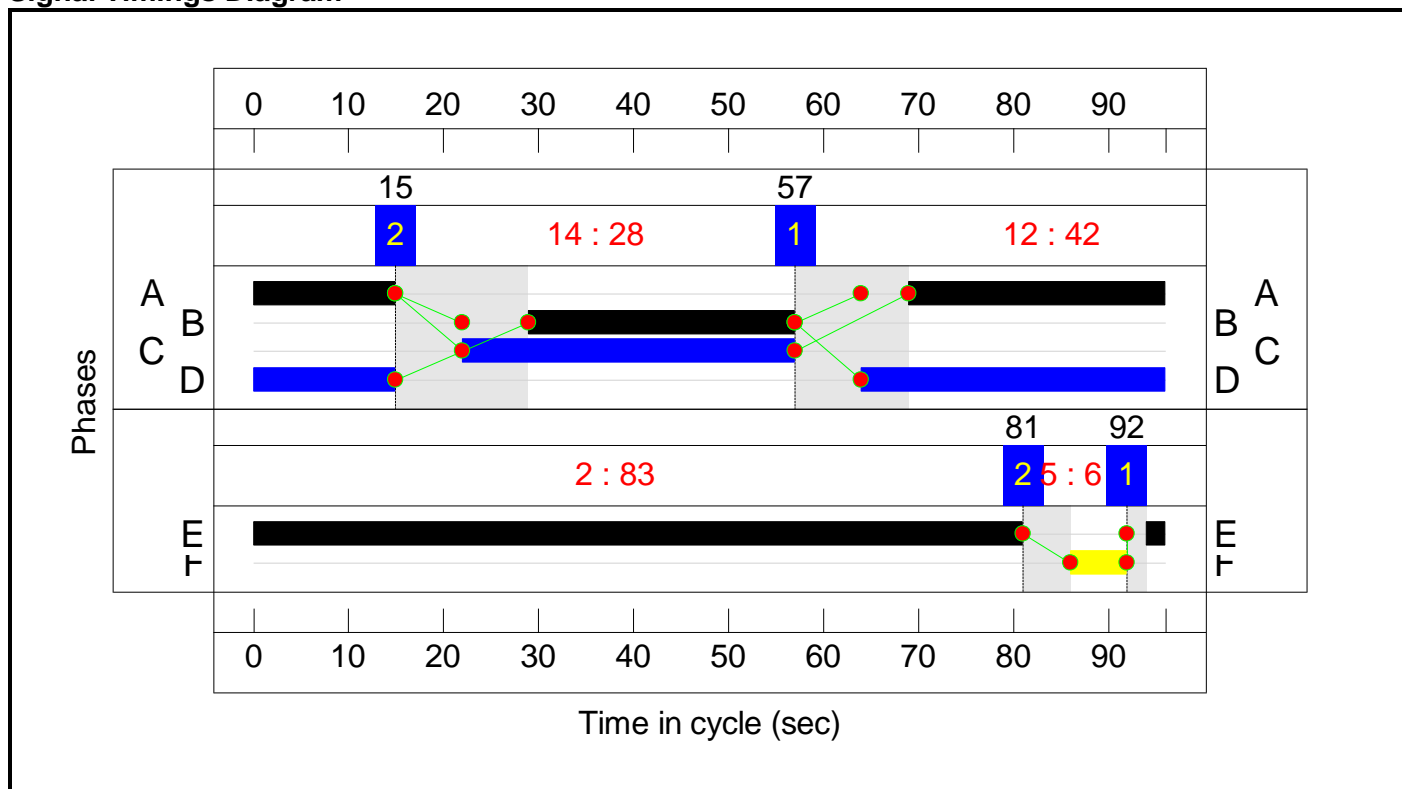
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	92	81

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	42	69	15
B	A2070 NB Ahead Ahead2	Traffic	1	28	29	57
C	Pedestrians across Circulatory	Pedestrian	1	35	22	57
D	Pedestrians across A2070 Approach	Pedestrian	1	47	64	15
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	94	81
F	Pedestrians across exit to A2070	Pedestrian	2	6	86	92

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	68
J1:1/2	M20 J10 SW Circ Right	U	A	6	68
J1:2/1	A292 Hythe Road EB Left	U	B	74	0
J1:2/2	A292 Hythe Road EB Left	U	B	74	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	23	79
J2:1/2	M20 J10 W Circ Ahead Right	U	A	23	79
J2:1/3	M20 J10 W Circ Right	U	A	23	79
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	85	16
J2:2/2	M20 EB Off-Slip Ahead	U	B	85	16
J2:2/3	M20 EB Off-Slip Ahead	U	B	85	16

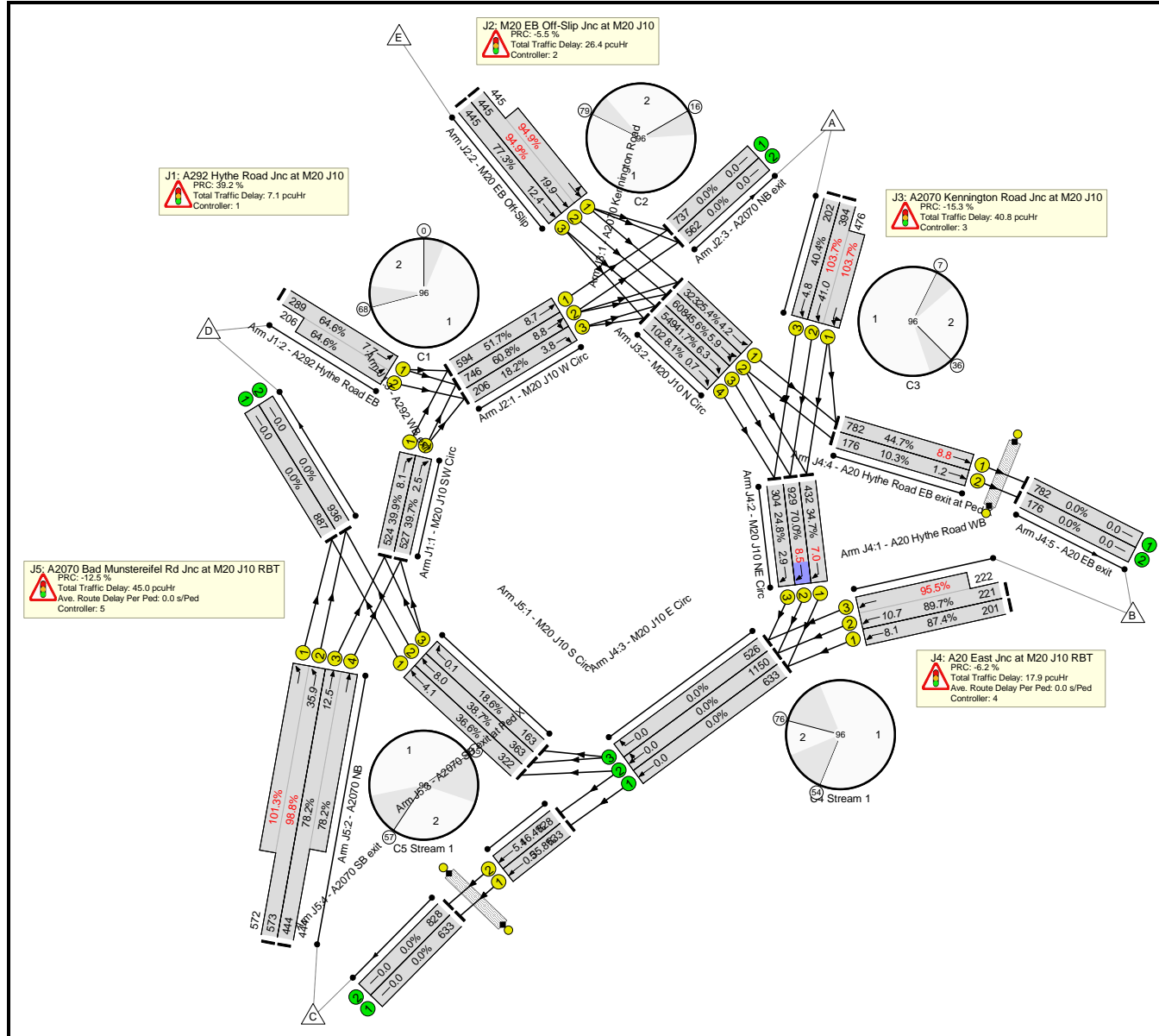
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	13	36
J3:1/2	A2070 Kennington Road Ahead	U	B	13	36
J3:1/3	A2070 Kennington Road Ahead	U	B	13	36
J3:2/1	M20 J10 N Circ Ahead	U	A	43	7
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	43	7
J3:2/3	M20 J10 N Circ Ahead	U	A	43	7
J3:2/4	M20 J10 N Circ Ahead	U	A	43	7

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	66	76
J4:1/2	A20 Hythe Road WB Ahead	U	B	66	76
J4:1/3	A20 Hythe Road WB Ahead	U	B	66	76
J4:2/1	M20 J10 NE Circ Right	U	A	90	54
J4:2/2	M20 J10 NE Circ Right	U	A	90	54
J4:2/3	M20 J10 NE Circ Right	U	A	90	54
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	81	68
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	81	68

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	69	15
J5:1/2	M20 J10 S Circ Ahead	U	A	69	15
J5:1/3	M20 J10 S Circ Right	U	A	69	15
J5:2/1	A2070 NB Ahead	U	B	29	57
J5:2/2	A2070 NB Ahead	U	B	29	57
J5:2/3	A2070 NB Ahead	U	B	29	57
J5:2/4	A2070 NB Ahead	U	B	29	57
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	94	81
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	94	81

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.7%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.6%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	62	-	-	524	2001	1313	39.9%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	62	-	-	527	2022	1327	39.7%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	22	-	-	495	1984:1991	447+319	64.6 : 64.6%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	936	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	94.9%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	56	-	-	594	1936	1150	51.7%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	56	-	-	746	2066	1227	60.8%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	56	-	-	206	1906	1132	18.2%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	27	-	-	890	2103:1908	469+469	94.9 : 94.9%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	27	-	-	445	1974	576	77.3%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.7%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	23	-	-	870	2189:2046	380+459	103.7 : 103.7%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	23	-	-	202	2001	500	40.4%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	323	2001	1271	25.4%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	60	-	-	608	2100	1334	45.6%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	549	2073	1317	41.7%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	102	1971	1252	8.1%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	95.5%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	10	-	-	201	2008	230	87.4%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	10	-	-	443	2149:2028	246+232	89.7 : 95.5%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	432	1962	1247	34.7%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	943	2089	1327	70.0%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	304	1930	1226	24.8%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1164	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	526	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	799	2000	1750	44.7%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	176	1949	1705	10.3%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	799	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	176	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	101.3%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	42	-	-	322	1966	881	36.6%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	42	-	-	363	2094	938	38.7%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	42	-	-	163	1960	878	18.6%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	28	-	-	1145	2017:1870	580+565	98.8 : 101.3%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	28	-	-	888	2017:1880	568+568	78.2 : 78.2%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	633	2020	1767	35.8%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	842	2041	1786	46.4%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	842	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	65.9	71.1	0.0	137.1	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	5.5	1.6	0.0	7.1	-	-	-	-	
1/1	524	524	-	-	-	0.6	0.3	-	0.9	6.1	7.8	0.3	8.1	
1/2	527	527	-	-	-	0.6	0.3	-	0.9	6.1	2.2	0.3	2.5	
2/1+2/2	495	495	-	-	-	4.4	0.9	-	5.3	38.5	6.8	0.9	7.7	
3/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	936	936	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	16.1	10.3	0.0	26.4	-	-	-	-	
1/1	594	594	-	-	-	0.9	0.5	-	1.4	8.7	8.2	0.5	8.7	
1/2	746	746	-	-	-	2.2	0.8	-	3.0	14.5	8.1	0.8	8.8	
1/3	206	206	-	-	-	1.4	0.1	-	1.5	27.0	3.7	0.1	3.8	
2/2+2/1	890	890	-	-	-	7.7	7.2	-	14.9	60.2	12.7	7.2	19.9	
2/3	445	445	-	-	-	3.8	1.7	-	5.5	44.5	10.8	1.7	12.4	
3/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	14.9	25.9	0.0	40.8	-	-	-	-	
1/2+1/1	870	839	-	-	-	9.4	24.6	-	34.0	140.6	16.4	24.6	41.0	
1/3	202	202	-	-	-	1.7	0.3	-	2.0	36.1	4.5	0.3	4.8	
2/1	323	323	-	-	-	0.7	0.2	-	0.9	10.0	4.0	0.2	4.2	
2/2	608	608	-	-	-	1.2	0.4	-	1.7	9.8	5.5	0.4	5.9	
2/3	549	549	-	-	-	1.6	0.4	-	1.9	12.7	5.9	0.4	6.3	

Detailed Input Data And Results

2/4	102	102	-	-	-	0.2	0.0	-	0.3	9.4	0.7	0.0	0.7	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	8.1	9.8	0.0	17.9	-	-	-	-	
1/1	201	201	-	-	-	2.3	2.9	-	5.2	93.5	5.2	2.9	8.1	
1/2+1/3	443	443	-	-	-	5.2	4.9	-	10.1	81.8	5.9	4.9	10.7	
2/1	432	432	-	-	-	0.0	0.3	-	0.3	2.4	6.7	0.3	7.0	
2/2	929	929	-	-	-	0.5	1.2	-	1.7	6.4	7.3	1.2	8.5	
2/3	304	304	-	-	-	0.0	0.2	-	0.2	2.0	2.8	0.2	2.9	
3/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1150	1150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	782	782	-	-	-	0.0	0.4	-	0.4	1.9	8.4	0.4	8.8	
4/2	176	176	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2	
5/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	176	176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	21.4	23.6	0.0	45.0	-	-	-	-	
1/1	322	322	-	-	-	0.2	0.3	-	0.5	5.2	3.9	0.3	4.1	
1/2	363	363	-	-	-	2.9	0.3	-	3.2	32.2	7.6	0.3	8.0	
1/3	163	163	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1	
2/2+2/1	1145	1138	-	-	-	10.8	20.4	-	31.2	98.2	15.4	20.4	35.9	
2/3+2/4	888	888	-	-	-	7.5	1.8	-	9.2	37.5	10.7	1.8	12.5	
3/1	633	633	-	-	-	0.0	0.3	-	0.3	1.7	0.2	0.3	0.5	
3/2	828	828	-	-	-	0.0	0.4	-	0.4	1.9	4.6	0.4	5.1	
4/1	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

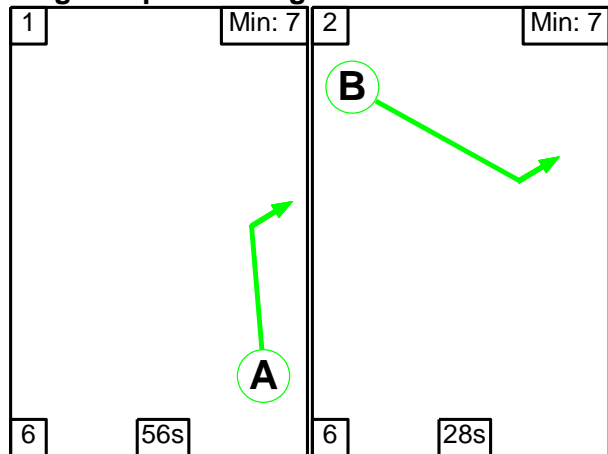
C1	PRC for Signalled Lanes (%)	39.2	Total Delay for Signalled Lanes (pcuHr)	7.07	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	-5.5	Total Delay for Signalled Lanes (pcuHr)	26.36	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	-15.3	Total Delay for Signalled Lanes (pcuHr)	40.76	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	-6.2	Total Delay for Signalled Lanes (pcuHr)	17.39	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	101.5	Total Delay for Signalled Lanes (pcuHr)	0.48	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	-12.5	Total Delay for Signalled Lanes (pcuHr)	44.29	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	94.2	Total Delay for Signalled Lanes (pcuHr)	0.73	Cycle Time (s)	96
	PRC Over All Lanes (%)	-15.3	Total Delay Over All Lanes(pcuHr)	137.08		

Detailed Input Data And Results

Scenario 10: '2036 Base PM Peak' (FG10: '2036 Base PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



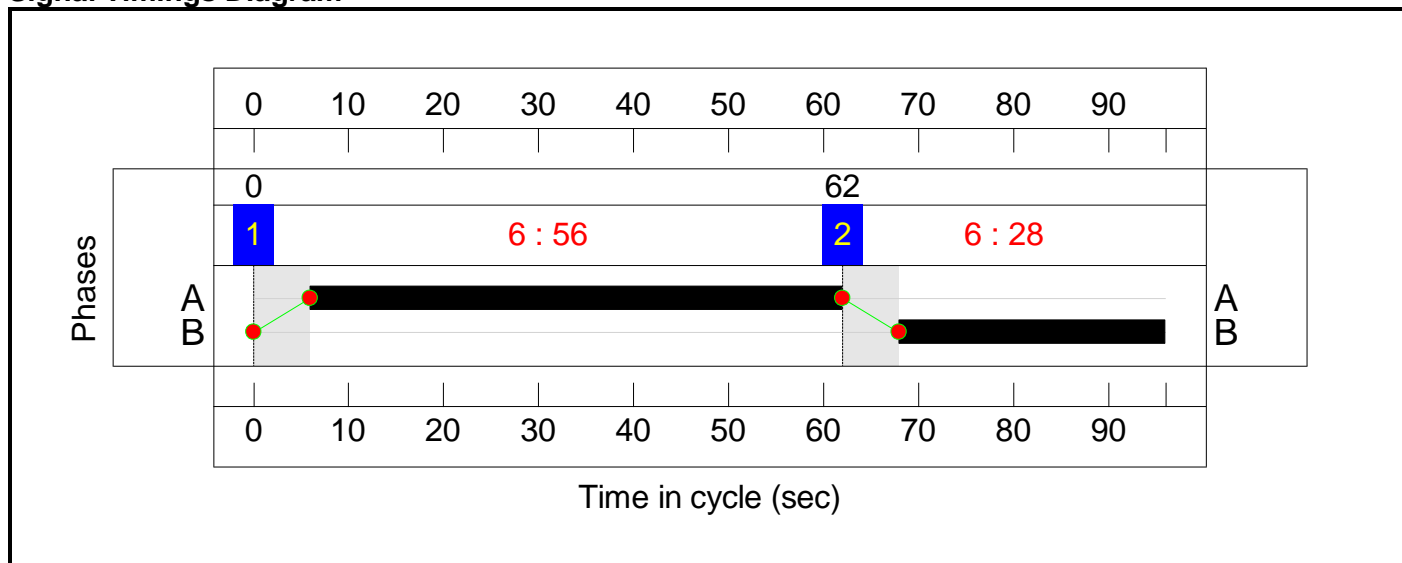
Stage Timings

Stage	1	2
Duration	56	28
Change Point	0	62

Phase Timings

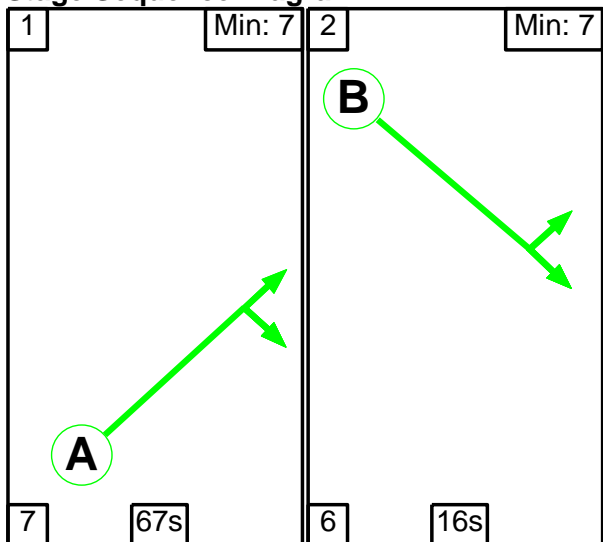
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	56	6	62
B	A292 Hythe Road EB Left	Traffic	28	68	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



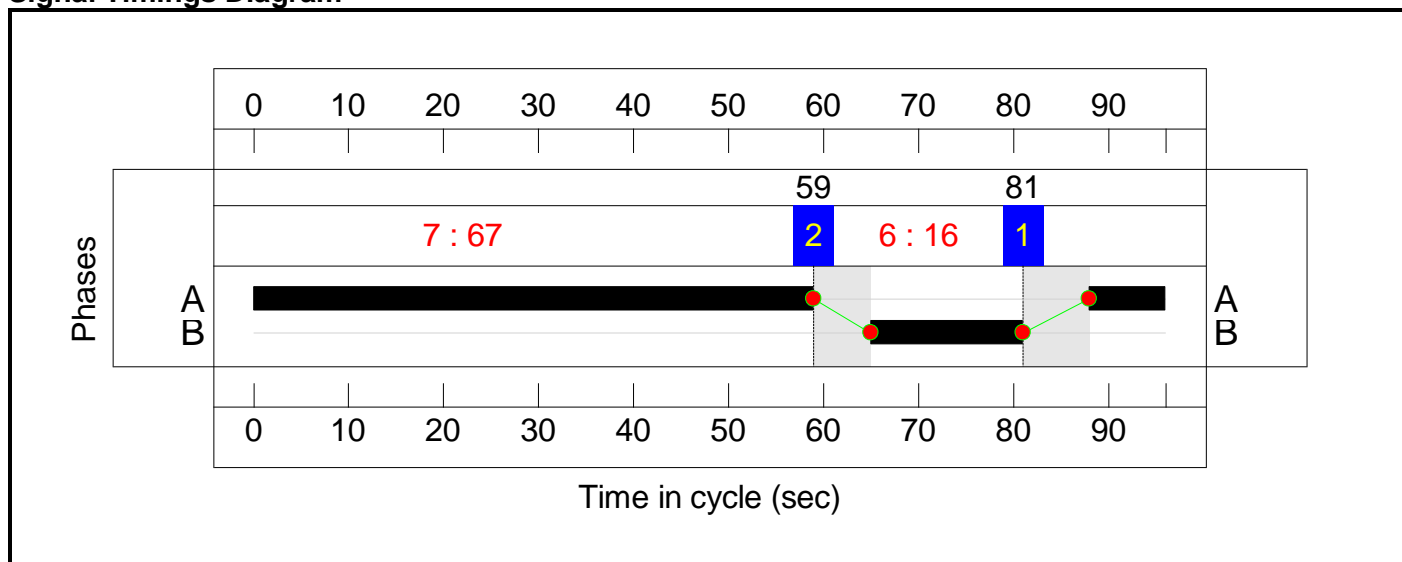
Stage Timings

Stage	1	2
Duration	67	16
Change Point	81	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	67	88	59
B	M20 EB Off-Slip Left Ahead	Traffic	16	65	81

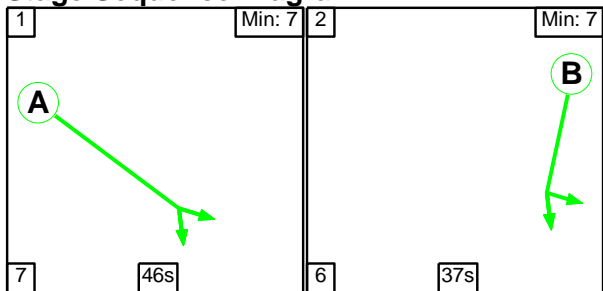
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



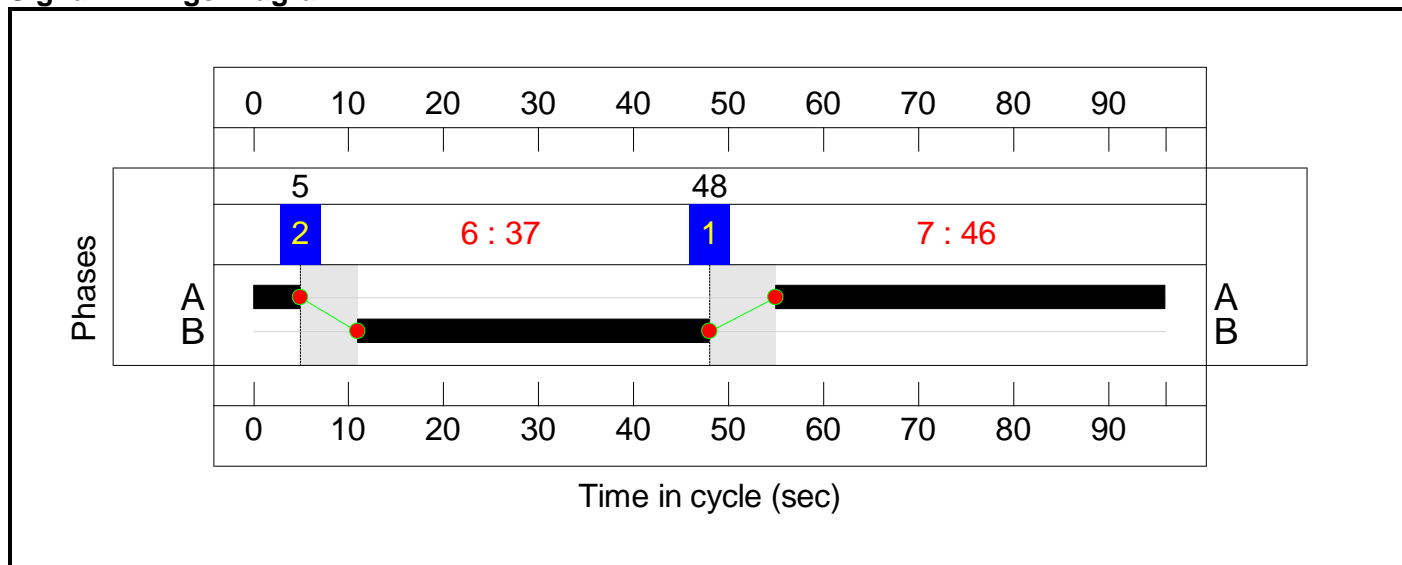
Stage Timings

Stage	1	2
Duration	46	37
Change Point	48	5

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	46	55	5
B	A2070 Kennington Road Ahead Left	Traffic	37	11	48

Signal Timings Diagram

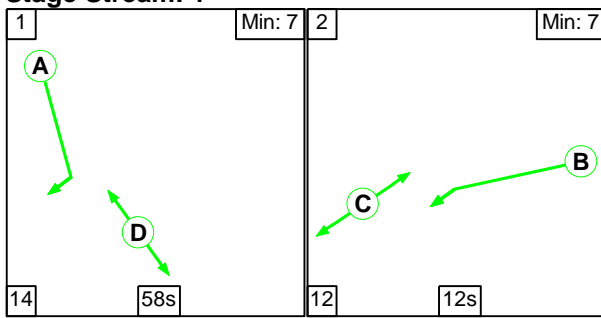


Detailed Input Data And Results

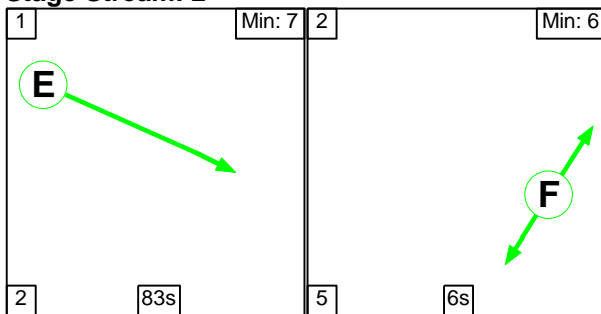
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	58	12
Change Point	50	26

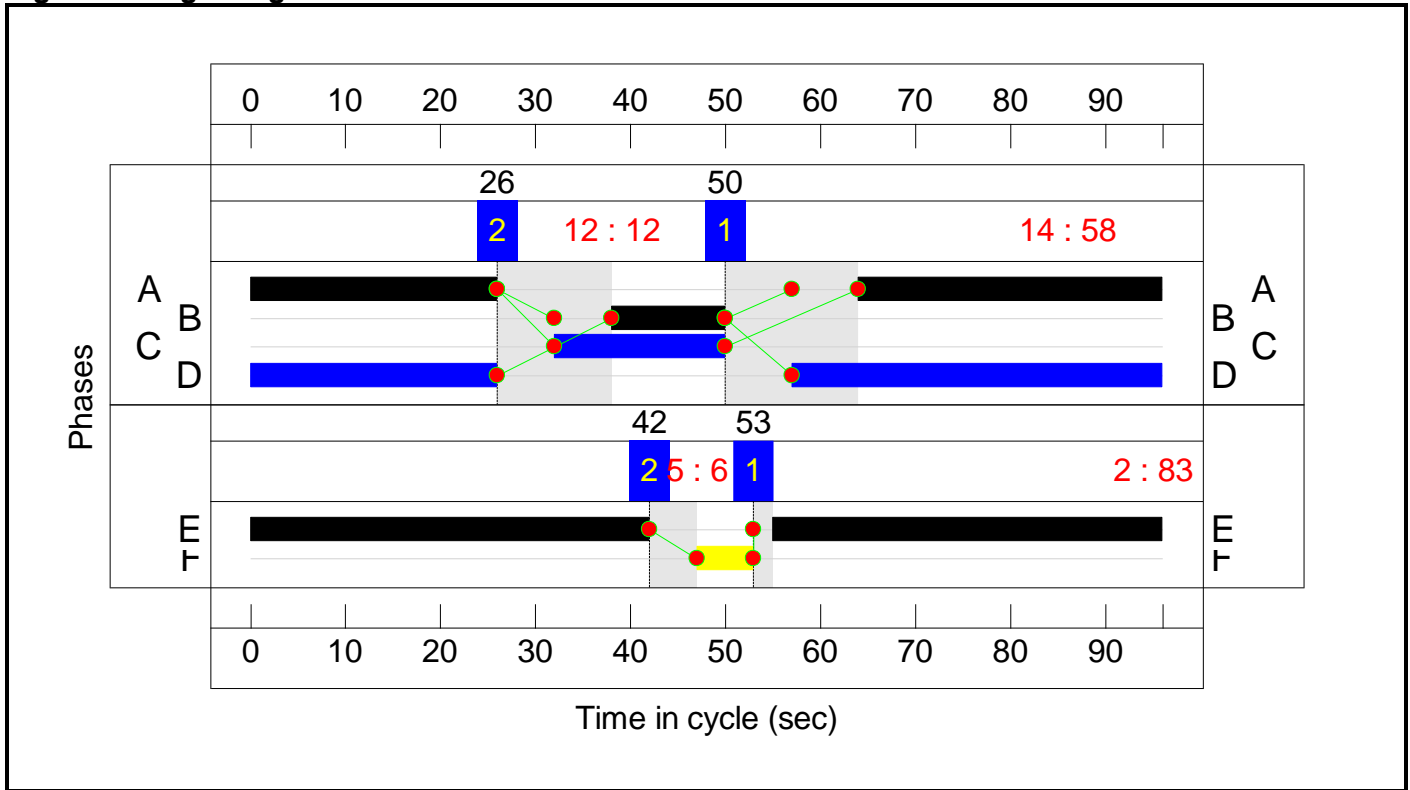
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	53	42

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	58	64	26
B	A20 Hythe Road WB Ahead	Traffic	1	12	38	50
C	Pedestrians across circulatory	Pedestrian	1	18	32	50
D	Pedestrians across A20 approach	Pedestrian	1	65	57	26
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	55	42
F	Pedestrians across exit to A20	Pedestrian	2	6	47	53

Signal Timings Diagram



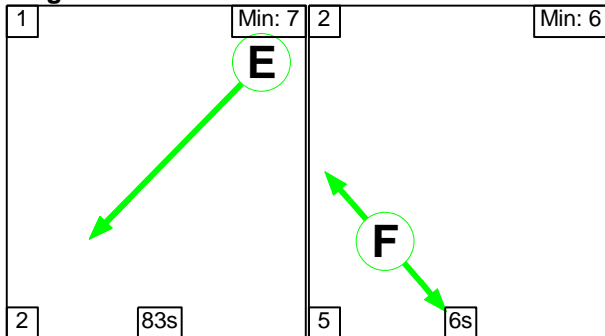
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	47	23
Change Point	30	89

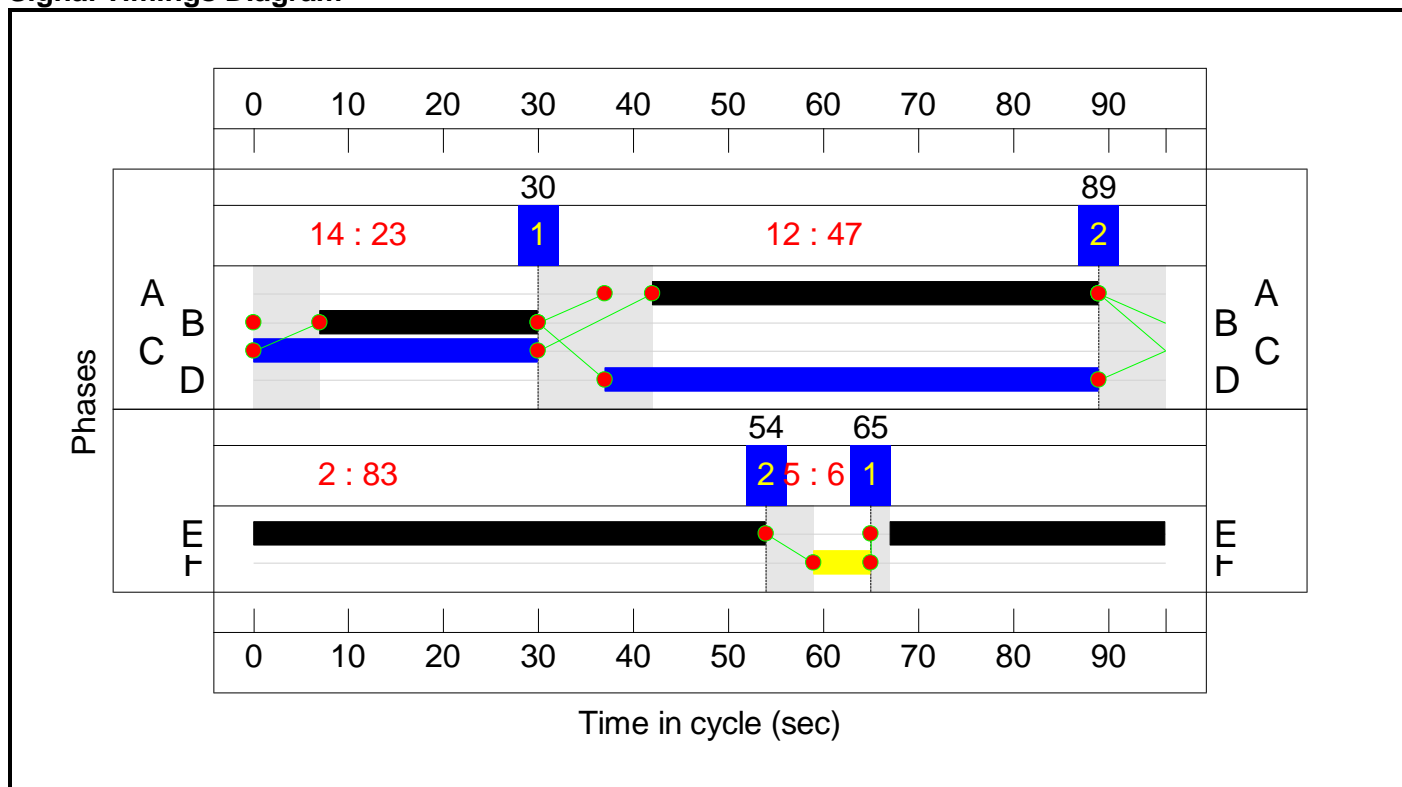
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	65	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	47	42	89
B	A2070 NB Ahead Ahead2	Traffic	1	23	7	30
C	Pedestrians across Circulatory	Pedestrian	1	30	0	30
D	Pedestrians across A2070 Approach	Pedestrian	1	52	37	89
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	67	54
F	Pedestrians across exit to A2070	Pedestrian	2	6	59	65

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	62
J1:1/2	M20 J10 SW Circ Right	U	A	6	62
J1:2/1	A292 Hythe Road EB Left	U	B	68	0
J1:2/2	A292 Hythe Road EB Left	U	B	68	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	88	59
J2:1/2	M20 J10 W Circ Ahead Right	U	A	88	59
J2:1/3	M20 J10 W Circ Right	U	A	88	59
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	65	81
J2:2/2	M20 EB Off-Slip Ahead	U	B	65	81
J2:2/3	M20 EB Off-Slip Ahead	U	B	65	81

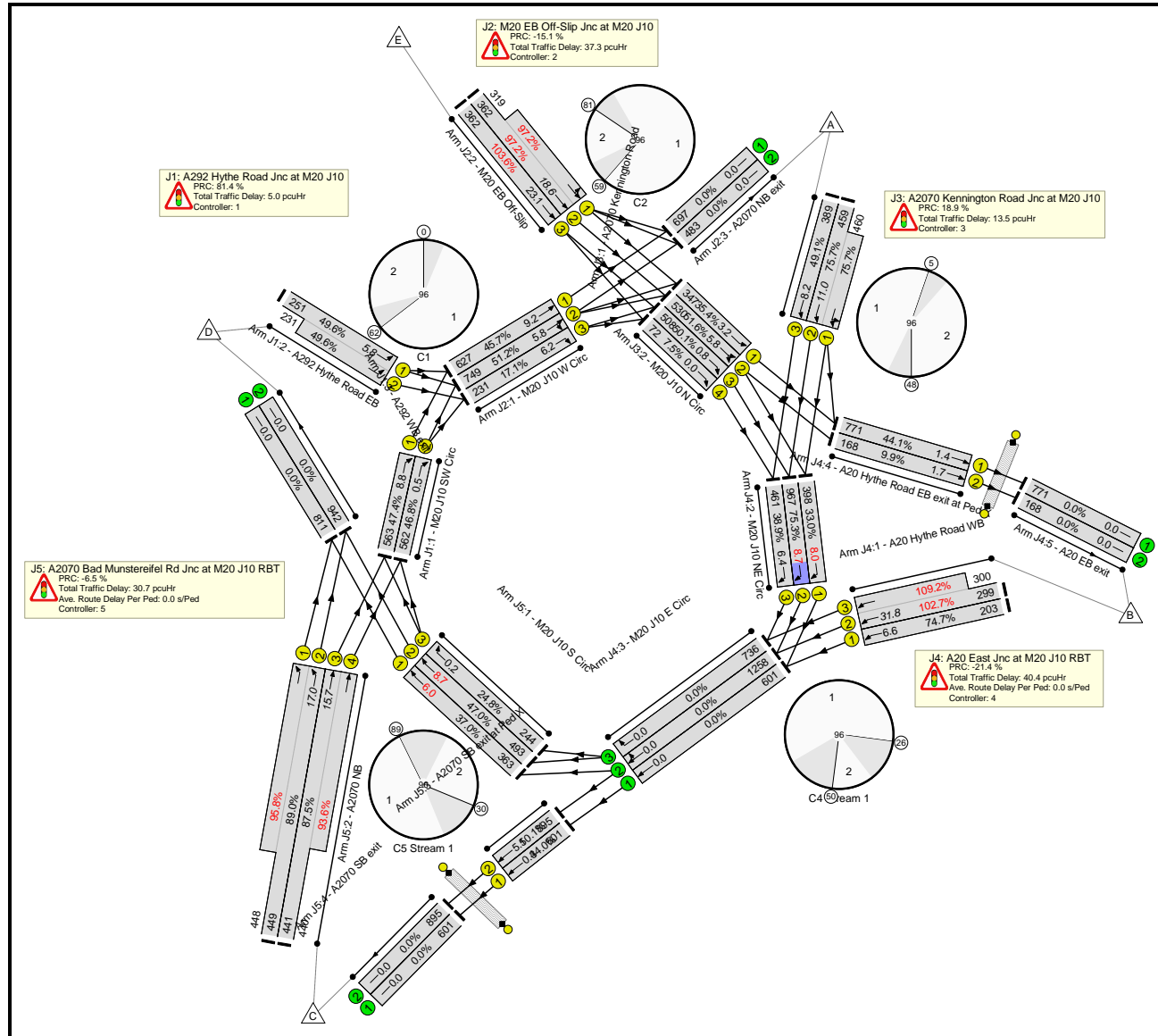
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	11	48
J3:1/2	A2070 Kennington Road Ahead	U	B	11	48
J3:1/3	A2070 Kennington Road Ahead	U	B	11	48
J3:2/1	M20 J10 N Circ Ahead	U	A	55	5
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	55	5
J3:2/3	M20 J10 N Circ Ahead	U	A	55	5
J3:2/4	M20 J10 N Circ Ahead	U	A	55	5

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	38	50
J4:1/2	A20 Hythe Road WB Ahead	U	B	38	50
J4:1/3	A20 Hythe Road WB Ahead	U	B	38	50
J4:2/1	M20 J10 NE Circ Right	U	A	64	26
J4:2/2	M20 J10 NE Circ Right	U	A	64	26
J4:2/3	M20 J10 NE Circ Right	U	A	64	26
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	55	42
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	55	42

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	42	89
J5:1/2	M20 J10 S Circ Ahead	U	A	42	89
J5:1/3	M20 J10 S Circ Right	U	A	42	89
J5:2/1	A2070 NB Ahead	U	B	7	30
J5:2/2	A2070 NB Ahead	U	B	7	30
J5:2/3	A2070 NB Ahead	U	B	7	30
J5:2/4	A2070 NB Ahead	U	B	7	30
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	67	54
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	67	54

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	109.2%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	49.6%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	56	-	-	574	2001	1188	47.4%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	56	-	-	573	2022	1201	46.8%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	28	-	-	482	1984:1991	506+465	49.6 : 49.6%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	822	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	947	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.6%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	67	-	-	638	1936	1371	45.7%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	67	-	-	760	2066	1463	51.2%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	67	-	-	231	1906	1350	17.1%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	16	-	-	681	2103:1909	372+328	97.2 : 97.2%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	16	-	-	362	1974	350	103.6%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	75.7%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	37	-	-	919	2189:2050	607+608	75.7 : 75.7%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	37	-	-	389	2001	792	49.1%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	46	-	-	347	2001	980	35.4%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	46	-	-	530	2099	1028	51.6%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	46	-	-	518	2073	1015	50.1%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	46	-	-	75	1971	965	7.5%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	109.2%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	12	-	-	203	2008	272	74.7%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	12	-	-	599	2149:2028	291+275	102.7 : 109.2%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	58	-	-	398	1962	1206	33.0%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	58	-	-	977	2089	1284	75.3%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	58	-	-	464	1930	1186	38.9%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1276	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	764	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	771	2000	1750	44.1%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	168	1949	1705	9.9%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	771	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	168	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	95.8%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	47	-	-	374	1966	983	37.0%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	47	-	-	498	2094	1047	47.0%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	47	-	-	266	1960	980	24.8%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	23	-	-	897	2017:1870	504+467	89.0 : 95.8%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	23	-	-	881	2017:1880	504+470	87.5 : 93.6%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	601	2020	1767	34.0%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	902	2041	1786	50.1%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	902	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	60.4	66.3	0.0	126.7	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	3.6	1.4	0.0	5.0	-	-	-	-	
1/1	563	563	-	-	-	0.0	0.4	-	0.5	2.9	8.4	0.4	8.8	
1/2	562	562	-	-	-	0.0	0.4	-	0.4	2.9	0.0	0.4	0.5	
2/1+2/2	482	482	-	-	-	3.6	0.5	-	4.1	30.3	5.3	0.5	5.8	
3/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	14.1	23.2	0.0	37.3	-	-	-	-	
1/1	627	627	-	-	-	0.4	0.4	-	0.8	4.5	8.8	0.4	9.2	
1/2	749	749	-	-	-	0.9	0.5	-	1.4	6.8	5.3	0.5	5.8	
1/3	231	231	-	-	-	1.0	0.1	-	1.1	17.3	6.1	0.1	6.2	
2/2+2/1	681	681	-	-	-	7.4	9.0	-	16.4	87.0	9.6	9.0	18.6	
2/3	362	350	-	-	-	4.4	13.1	-	17.5	174.0	10.0	13.1	23.1	
3/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	10.1	3.4	0.0	13.5	-	-	-	-	
1/2+1/1	919	919	-	-	-	5.7	1.5	-	7.3	28.4	9.5	1.5	11.0	
1/3	389	389	-	-	-	2.4	0.5	-	2.8	26.2	7.7	0.5	8.2	
2/1	347	347	-	-	-	0.9	0.3	-	1.2	12.6	2.9	0.3	3.2	
2/2	530	530	-	-	-	0.9	0.5	-	1.5	10.0	5.3	0.5	5.8	
2/3	508	508	-	-	-	0.2	0.5	-	0.7	4.6	0.3	0.5	0.8	

Detailed Input Data And Results

2/4	72	72	-	-	-	0.0	0.0	-	0.0	2.0	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	13.3	27.1	0.0	40.4	-	-	-	-	
1/1	203	203	-	-	-	2.3	1.4	-	3.7	65.0	5.2	1.4	6.6	
1/2+1/3	599	566	-	-	-	8.3	23.2	-	31.4	188.8	8.7	23.2	31.8	
2/1	398	398	-	-	-	0.1	0.2	-	0.4	3.5	7.7	0.2	8.0	
2/2	967	967	-	-	-	1.6	1.5	-	3.1	11.4	7.2	1.5	8.7	
2/3	461	461	-	-	-	1.0	0.3	-	1.3	10.1	6.1	0.3	6.4	
3/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1258	1258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	771	771	-	-	-	0.1	0.4	-	0.5	2.3	1.0	0.4	1.4	
4/2	168	168	-	-	-	0.0	0.1	-	0.1	1.2	1.7	0.1	1.7	
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	19.4	11.2	0.0	30.7	-	-	-	-	
1/1	363	363	-	-	-	0.2	0.3	-	0.5	4.6	5.7	0.3	6.0	
1/2	493	493	-	-	-	1.9	0.4	-	2.4	17.4	8.3	0.4	8.7	
1/3	244	244	-	-	-	0.0	0.2	-	0.2	2.4	0.0	0.2	0.2	
2/2+2/1	897	897	-	-	-	8.8	5.3	-	14.0	56.2	11.7	5.3	17.0	
2/3+2/4	881	881	-	-	-	8.5	4.3	-	12.9	52.6	11.4	4.3	15.7	
3/1	601	601	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.4	
3/2	895	895	-	-	-	0.0	0.5	-	0.5	2.0	4.6	0.5	5.1	
4/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

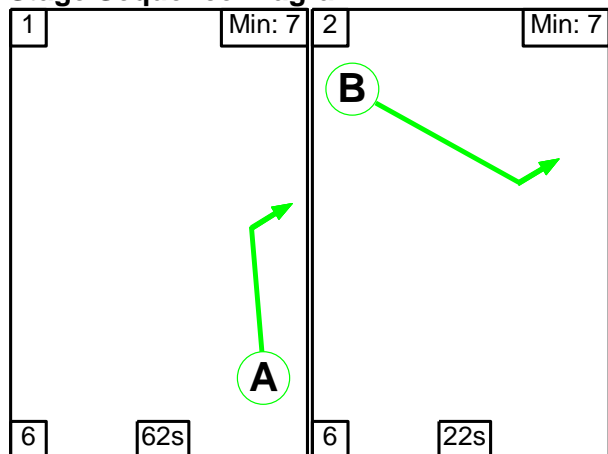
C1	PRC for Signalled Lanes (%)	81.4	Total Delay for Signalled Lanes (pcuHr)	4.96	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	-15.1	Total Delay for Signalled Lanes (pcuHr)	37.26	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	18.9	Total Delay for Signalled Lanes (pcuHr)	13.46	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	-21.4	Total Delay for Signalled Lanes (pcuHr)	39.83	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	104.3	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	-6.5	Total Delay for Signalled Lanes (pcuHr)	29.89	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	79.6	Total Delay for Signalled Lanes (pcuHr)	0.78	Cycle Time (s)	96
	PRC Over All Lanes (%)	-21.4	Total Delay Over All Lanes(pcuHr)	126.71		

Detailed Input Data And Results

Scenario 11: '2036 Base+Sev AM Peak' (FG11: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



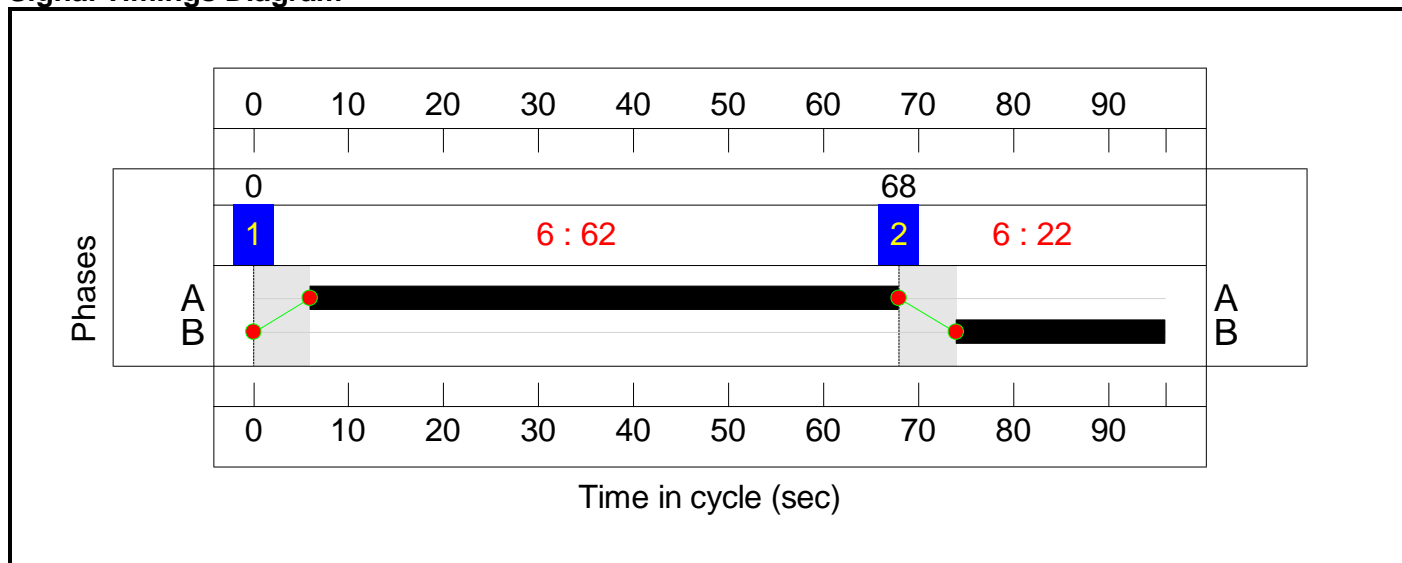
Stage Timings

Stage	1	2
Duration	62	22
Change Point	0	68

Phase Timings

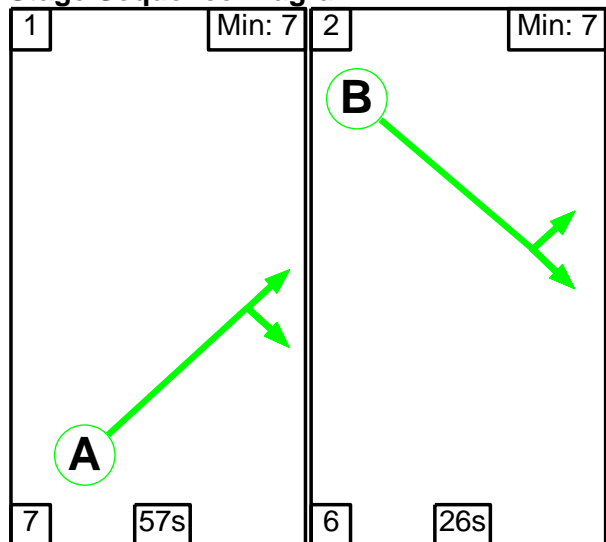
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	62	6	68
B	A292 Hythe Road EB Left	Traffic	22	74	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



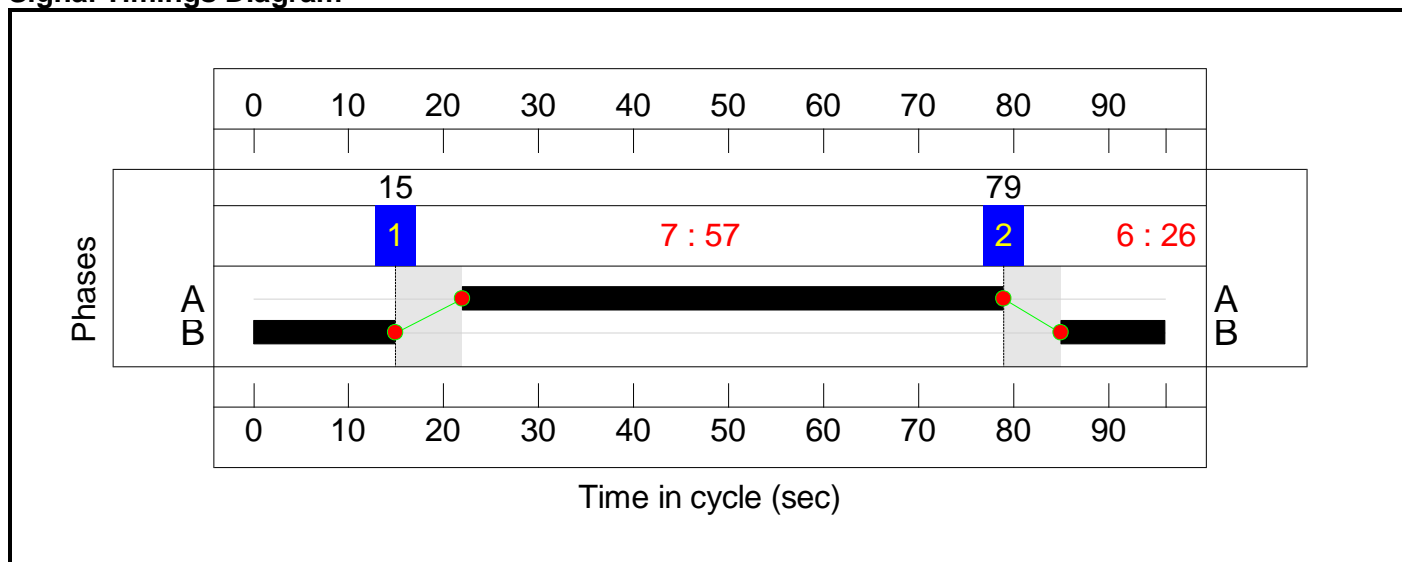
Stage Timings

Stage	1	2
Duration	57	26
Change Point	15	79

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	57	22	79
B	M20 EB Off-Slip Left Ahead	Traffic	26	85	15

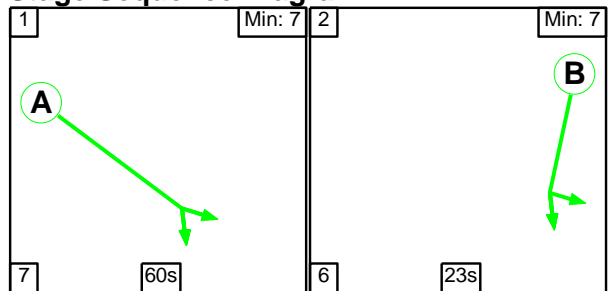
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



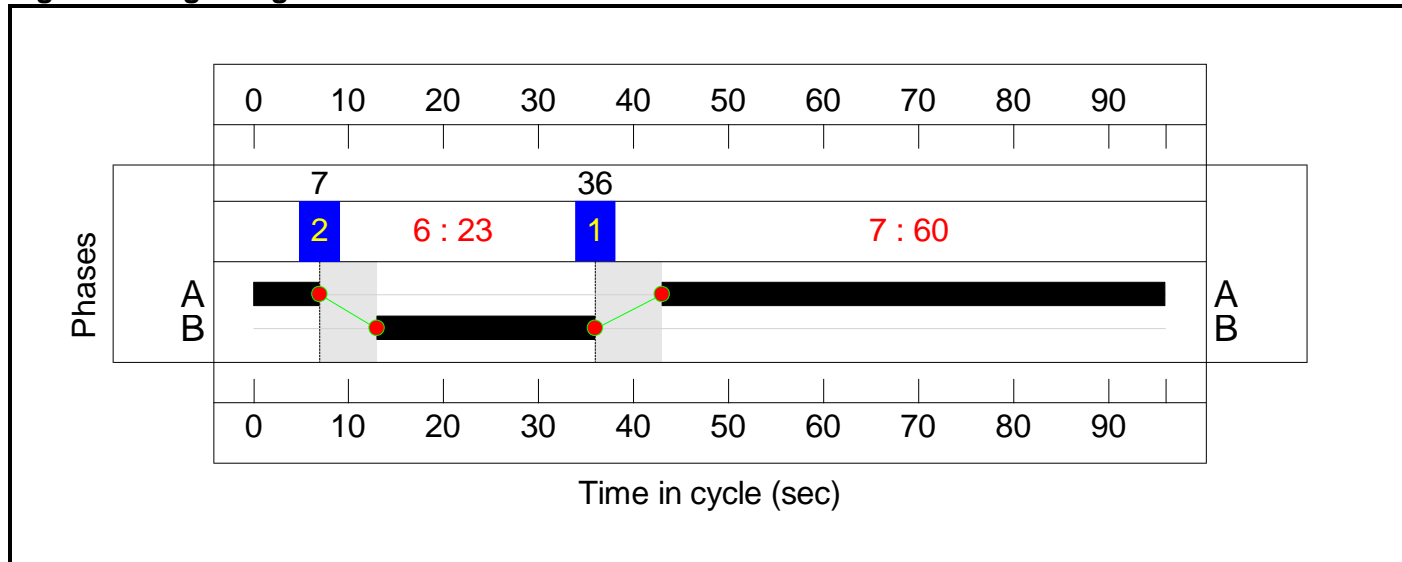
Stage Timings

Stage	1	2
Duration	60	23
Change Point	36	7

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	60	43	7
B	A2070 Kennington Road Ahead Left	Traffic	23	13	36

Signal Timings Diagram

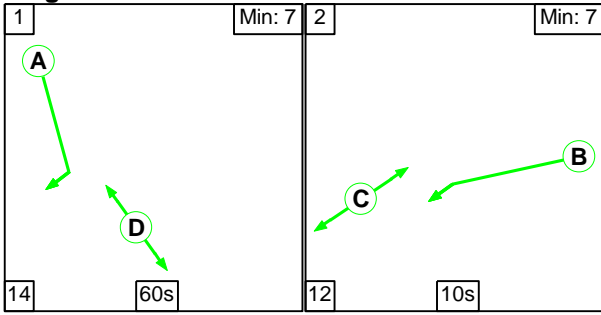


Detailed Input Data And Results

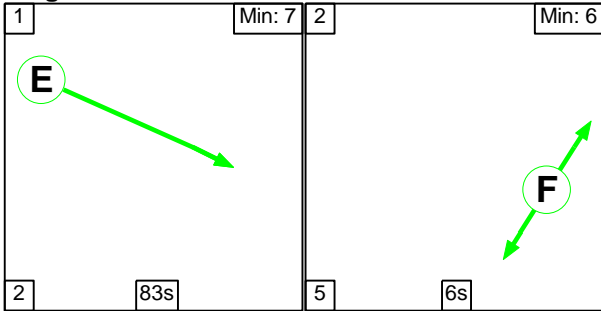
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	60	10
Change Point	76	54

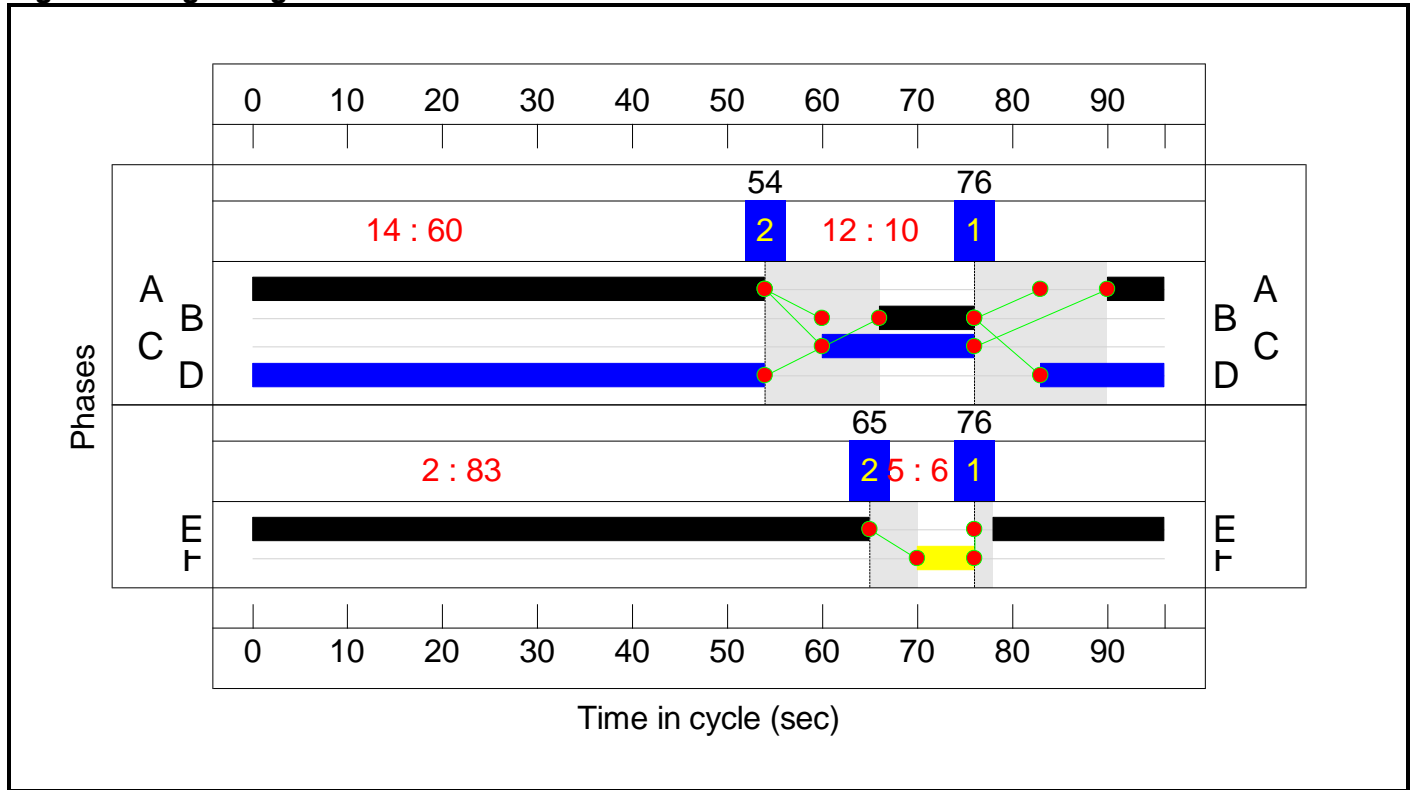
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	76	65

Phase Timings

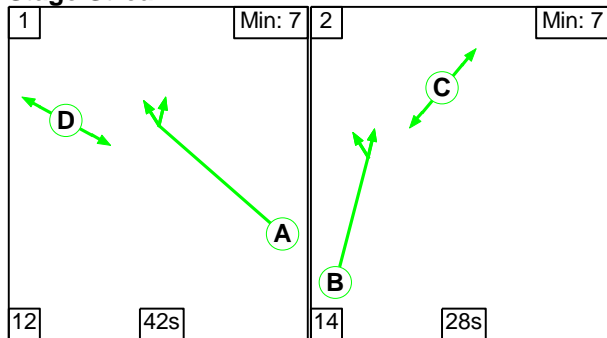
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	60	90	54
B	A20 Hythe Road WB Ahead	Traffic	1	10	66	76
C	Pedestrians across circulatory	Pedestrian	1	16	60	76
D	Pedestrians across A20 approach	Pedestrian	1	67	83	54
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	78	65
F	Pedestrians across exit to A20	Pedestrian	2	6	70	76

Signal Timings Diagram

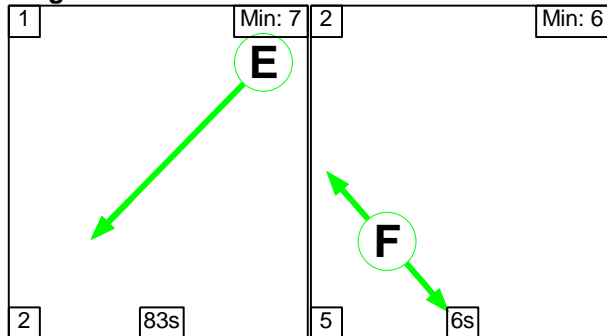


**Controller :C5
Stage Sequence Diagram**

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	28
Change Point	57	15

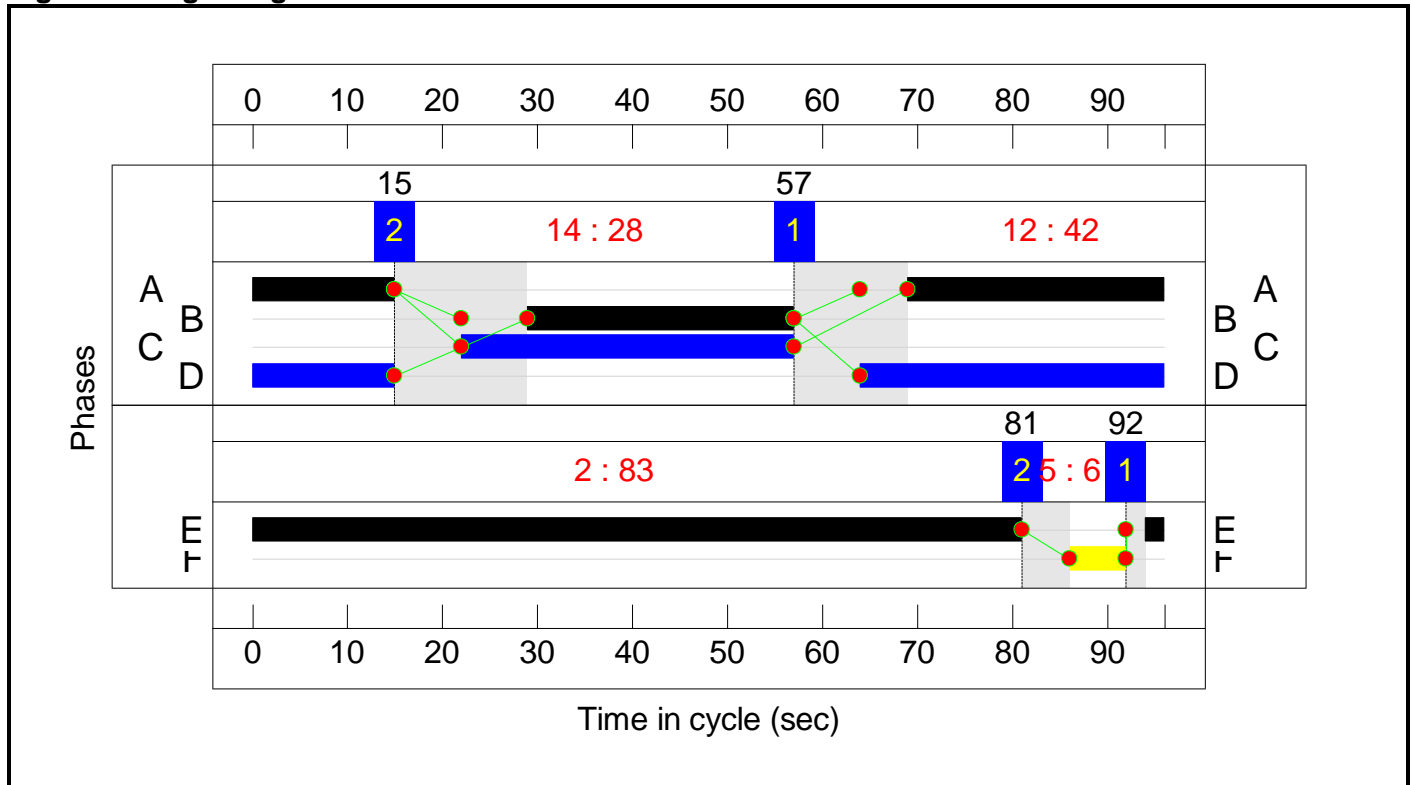
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	92	81

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	42	69	15
B	A2070 NB Ahead Ahead2	Traffic	1	28	29	57
C	Pedestrians across Circulatory	Pedestrian	1	35	22	57
D	Pedestrians across A2070 Approach	Pedestrian	1	47	64	15
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	94	81
F	Pedestrians across exit to A2070	Pedestrian	2	6	86	92

Signal Timings Diagram



Detailed Input Data And Results

Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	68
J1:1/2	M20 J10 SW Circ Right	U	A	6	68
J1:2/1	A292 Hythe Road EB Left	U	B	74	0
J1:2/2	A292 Hythe Road EB Left	U	B	74	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	22	79
J2:1/2	M20 J10 W Circ Ahead Right	U	A	22	79
J2:1/3	M20 J10 W Circ Right	U	A	22	79
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	85	15
J2:2/2	M20 EB Off-Slip Ahead	U	B	85	15
J2:2/3	M20 EB Off-Slip Ahead	U	B	85	15

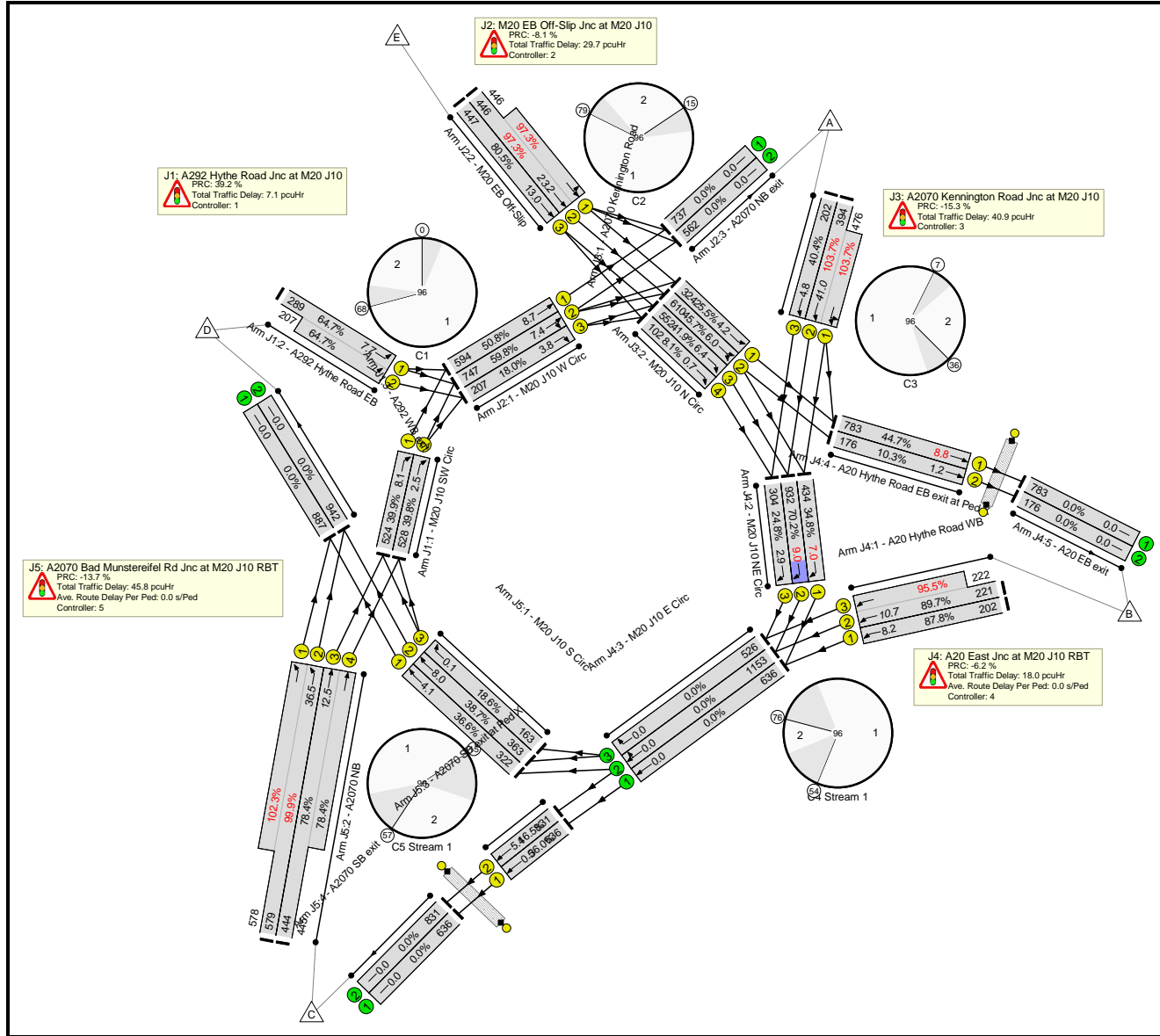
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	13	36
J3:1/2	A2070 Kennington Road Ahead	U	B	13	36
J3:1/3	A2070 Kennington Road Ahead	U	B	13	36
J3:2/1	M20 J10 N Circ Ahead	U	A	43	7
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	43	7
J3:2/3	M20 J10 N Circ Ahead	U	A	43	7
J3:2/4	M20 J10 N Circ Ahead	U	A	43	7

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	66	76
J4:1/2	A20 Hythe Road WB Ahead	U	B	66	76
J4:1/3	A20 Hythe Road WB Ahead	U	B	66	76
J4:2/1	M20 J10 NE Circ Right	U	A	90	54
J4:2/2	M20 J10 NE Circ Right	U	A	90	54
J4:2/3	M20 J10 NE Circ Right	U	A	90	54
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	78	65
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	78	65

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	69	15
J5:1/2	M20 J10 S Circ Ahead	U	A	69	15
J5:1/3	M20 J10 S Circ Right	U	A	69	15
J5:2/1	A2070 NB Ahead	U	B	29	57
J5:2/2	A2070 NB Ahead	U	B	29	57
J5:2/3	A2070 NB Ahead	U	B	29	57
J5:2/4	A2070 NB Ahead	U	B	29	57
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	94	81
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	94	81

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.7%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.7%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	62	-	-	524	2001	1313	39.9%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	62	-	-	528	2022	1327	39.8%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	22	-	-	496	1984:1991	447+320	64.7 : 64.7%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	97.3%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	57	-	-	594	1936	1170	50.8%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	57	-	-	747	2066	1248	59.8%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	57	-	-	207	1906	1152	18.0%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	26	-	-	892	2103:1908	458+458	97.3 : 97.3%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	26	-	-	447	1974	555	80.5%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.7%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	23	-	-	870	2189:2046	380+459	103.7 : 103.7%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	23	-	-	202	2001	500	40.4%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	324	2001	1271	25.5%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	60	-	-	610	2100	1334	45.7%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	552	2073	1317	41.9%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	102	1971	1252	8.1%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	95.5%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	10	-	-	202	2008	230	87.8%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	10	-	-	443	2149:2028	246+232	89.7 : 95.5%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	434	1962	1247	34.8%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	946	2089	1327	70.2%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	304	1930	1226	24.8%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1167	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	526	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	800	2000	1750	44.7%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	176	1949	1705	10.3%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	800	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	176	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	102.3%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	42	-	-	322	1966	881	36.6%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	42	-	-	363	2094	938	38.7%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	42	-	-	163	1960	878	18.6%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	28	-	-	1157	2017:1870	580+565	99.9 : 102.3%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	28	-	-	889	2017:1880	567+568	78.4 : 78.4%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	636	2020	1767	36.0%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	845	2041	1786	46.5%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	845	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	66.8	74.7	0.0	141.5	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	5.5	1.6	0.0	7.1	-	-	-	-	
1/1	524	524	-	-	-	0.6	0.3	-	0.9	6.1	7.8	0.3	8.1	
1/2	528	528	-	-	-	0.6	0.3	-	0.9	6.1	2.2	0.3	2.5	
2/1+2/2	496	496	-	-	-	4.4	0.9	-	5.3	38.5	6.8	0.9	7.7	
3/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	16.4	13.3	0.0	29.7	-	-	-	-	
1/1	594	594	-	-	-	0.9	0.5	-	1.4	8.4	8.2	0.5	8.7	
1/2	747	747	-	-	-	2.1	0.7	-	2.9	13.9	6.7	0.7	7.4	
1/3	207	207	-	-	-	1.4	0.1	-	1.5	26.4	3.7	0.1	3.8	
2/2+2/1	892	892	-	-	-	7.9	10.0	-	17.9	72.4	13.2	10.0	23.2	
2/3	447	447	-	-	-	4.0	2.0	-	6.0	48.1	11.1	2.0	13.0	
3/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	15.0	25.9	0.0	40.9	-	-	-	-	
1/2+1/1	870	839	-	-	-	9.4	24.6	-	34.0	140.6	16.4	24.6	41.0	
1/3	202	202	-	-	-	1.7	0.3	-	2.0	36.1	4.5	0.3	4.8	
2/1	324	324	-	-	-	0.8	0.2	-	0.9	10.2	4.0	0.2	4.2	
2/2	610	610	-	-	-	1.3	0.4	-	1.7	10.0	5.6	0.4	6.0	
2/3	552	552	-	-	-	1.6	0.4	-	2.0	13.1	6.0	0.4	6.4	

Detailed Input Data And Results

2/4	102	102	-	-	-	0.2	0.0	-	0.3	9.6	0.7	0.0	0.7	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	8.1	9.9	0.0	18.0	-	-	-	-	
1/1	202	202	-	-	-	2.3	3.0	-	5.3	94.8	5.3	3.0	8.2	
1/2+1/3	443	443	-	-	-	5.2	4.9	-	10.1	81.8	5.9	4.9	10.7	
2/1	434	434	-	-	-	0.0	0.3	-	0.3	2.4	6.7	0.3	7.0	
2/2	932	932	-	-	-	0.5	1.2	-	1.7	6.6	7.8	1.2	9.0	
2/3	304	304	-	-	-	0.0	0.2	-	0.2	2.0	2.8	0.2	2.9	
3/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	783	783	-	-	-	0.0	0.4	-	0.4	2.0	8.4	0.4	8.8	
4/2	176	176	-	-	-	0.0	0.1	-	0.1	1.3	1.1	0.1	1.2	
5/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	176	176	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	21.8	24.0	0.0	45.8	-	-	-	-	
1/1	322	322	-	-	-	0.2	0.3	-	0.5	5.2	3.9	0.3	4.1	
1/2	363	363	-	-	-	2.9	0.3	-	3.2	32.2	7.7	0.3	8.0	
1/3	163	163	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1	
2/2+2/1	1157	1144	-	-	-	11.2	20.8	-	32.0	99.4	15.8	20.8	36.5	
2/3+2/4	889	889	-	-	-	7.5	1.8	-	9.3	37.5	10.8	1.8	12.5	
3/1	636	636	-	-	-	0.0	0.3	-	0.3	1.7	0.2	0.3	0.5	
3/2	831	831	-	-	-	0.0	0.4	-	0.4	1.9	4.6	0.4	5.1	
4/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

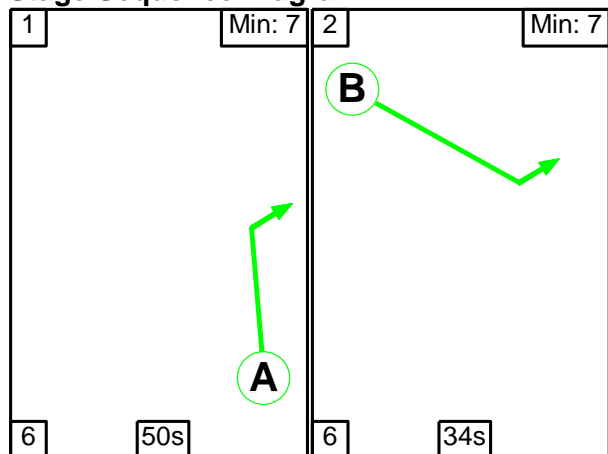
C1	PRC for Signalled Lanes (%)	39.2	Total Delay for Signalled Lanes (pcuHr)	7.08	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	-8.1	Total Delay for Signalled Lanes (pcuHr)	29.69	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	-15.3	Total Delay for Signalled Lanes (pcuHr)	40.91	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	-6.2	Total Delay for Signalled Lanes (pcuHr)	17.54	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	101.2	Total Delay for Signalled Lanes (pcuHr)	0.49	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	-13.7	Total Delay for Signalled Lanes (pcuHr)	45.05	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	93.5	Total Delay for Signalled Lanes (pcuHr)	0.74	Cycle Time (s)	96
	PRC Over All Lanes (%)	-15.3	Total Delay Over All Lanes(pcuHr)	141.51		

Detailed Input Data And Results

Scenario 12: '2036 Base+Sev PM Peak' (FG12: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



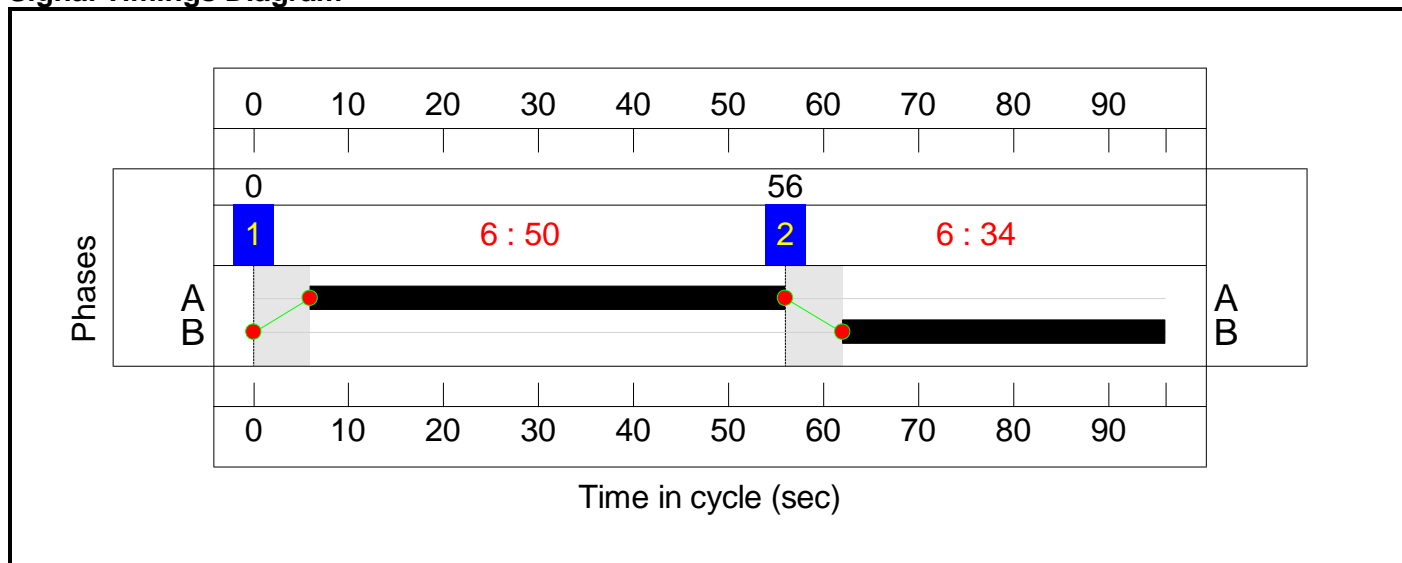
Stage Timings

Stage	1	2
Duration	50	34
Change Point	0	56

Phase Timings

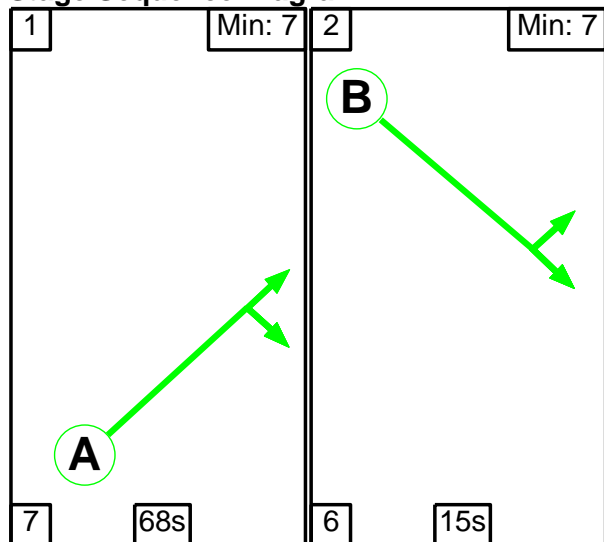
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	50	6	56
B	A292 Hythe Road EB Left	Traffic	34	62	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



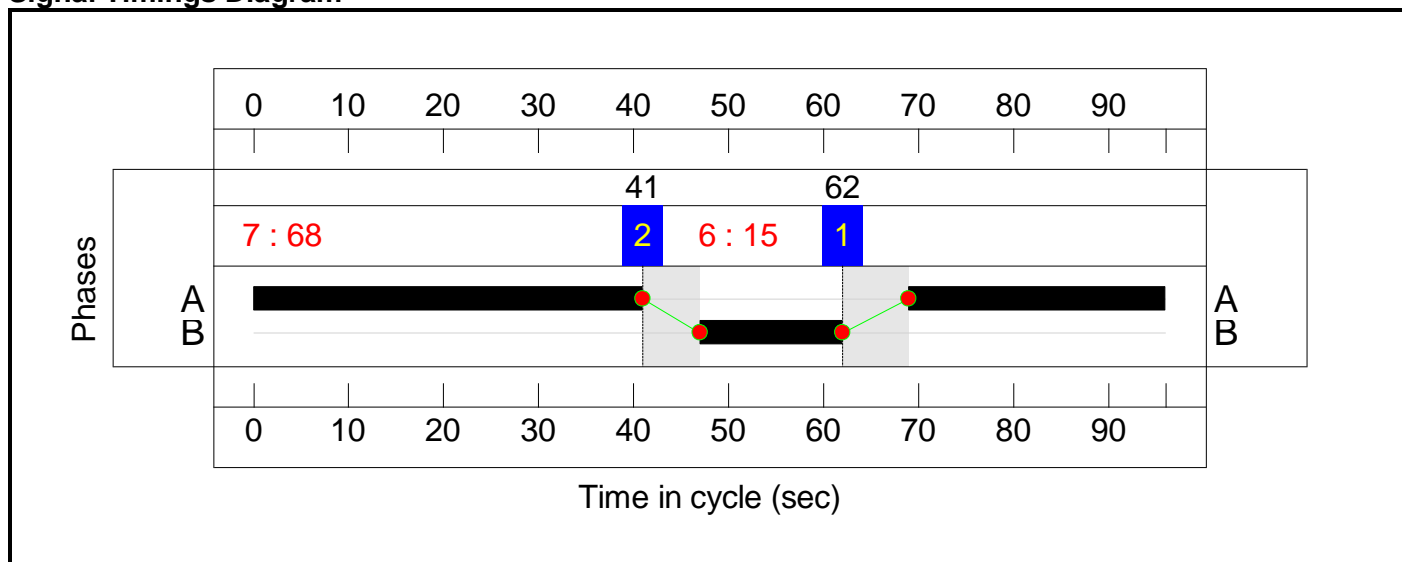
Stage Timings

Stage	1	2
Duration	68	15
Change Point	62	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	68	69	41
B	M20 EB Off-Slip Left Ahead	Traffic	15	47	62

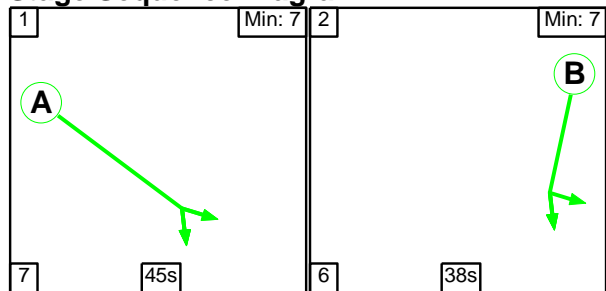
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



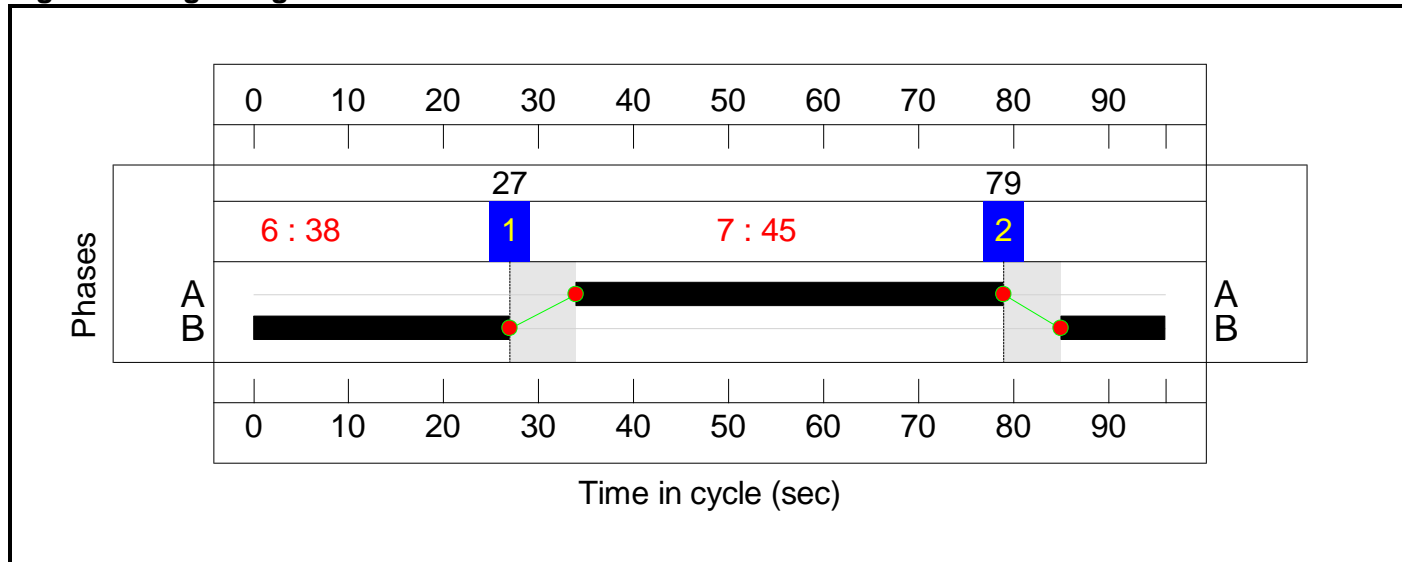
Stage Timings

Stage	1	2
Duration	45	38
Change Point	27	79

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	45	34	79
B	A2070 Kennington Road Ahead Left	Traffic	38	85	27

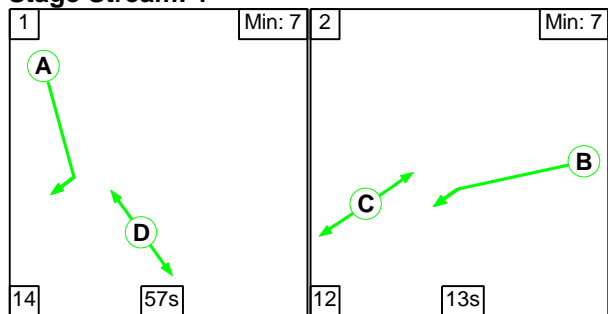
Signal Timings Diagram



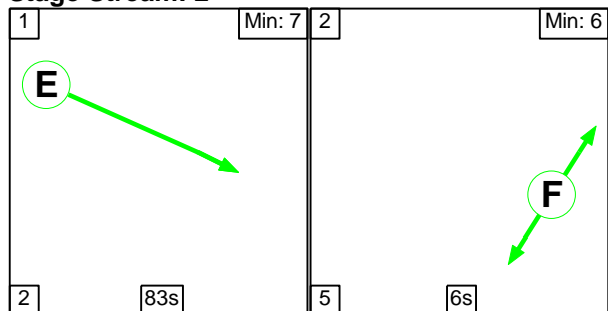
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	13
Change Point	31	6

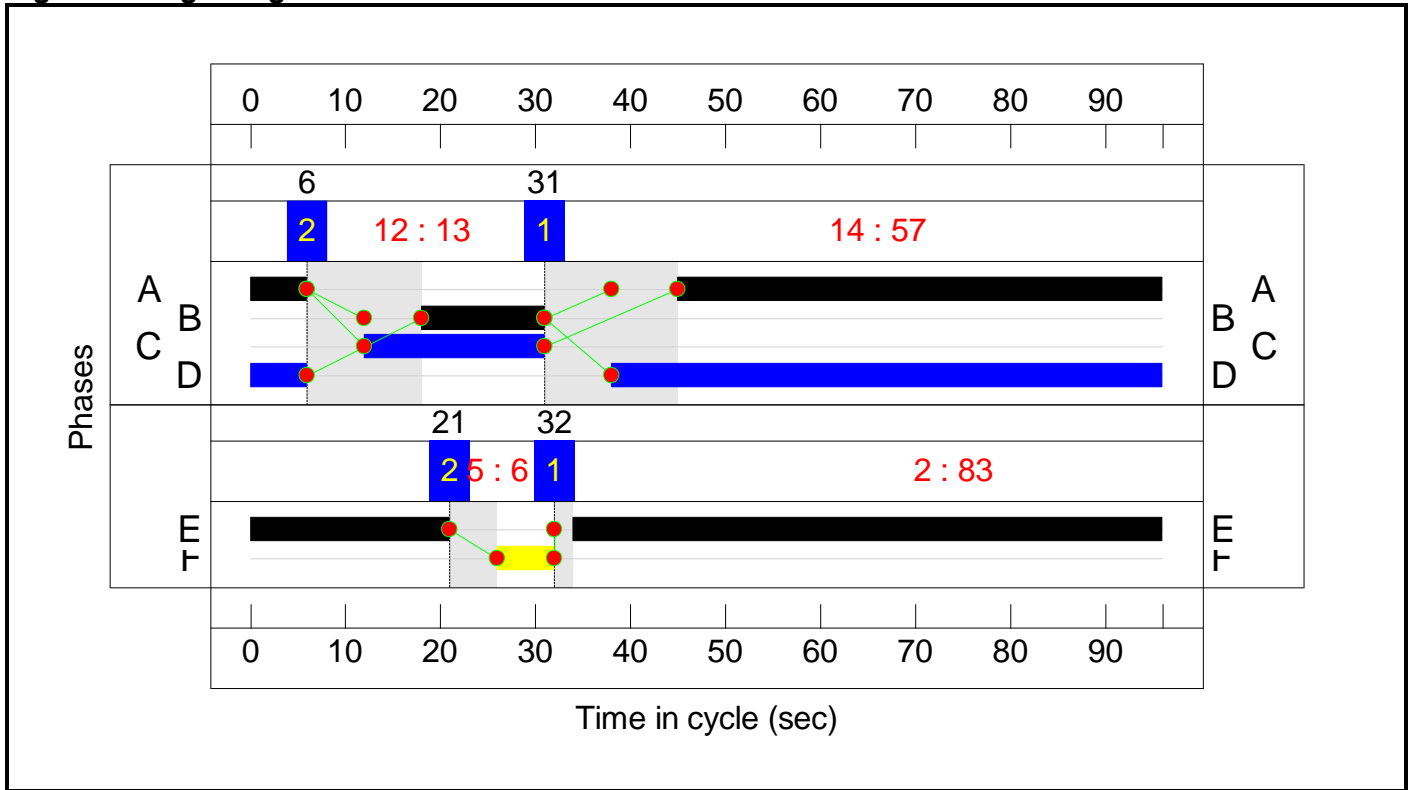
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	32	21

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	57	45	6
B	A20 Hythe Road WB Ahead	Traffic	1	13	18	31
C	Pedestrians across circulatory	Pedestrian	1	19	12	31
D	Pedestrians across A20 approach	Pedestrian	1	64	38	6
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	34	21
F	Pedestrians across exit to A20	Pedestrian	2	6	26	32

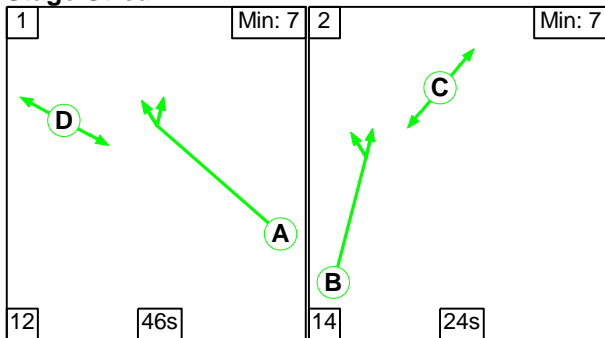
Signal Timings Diagram



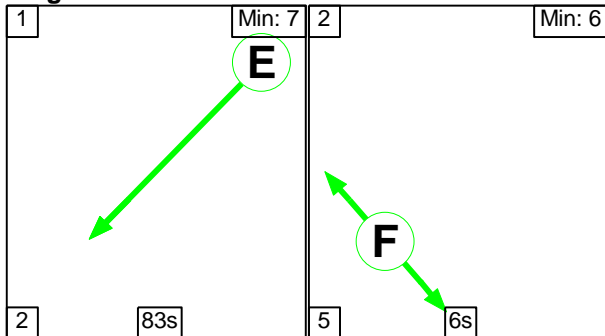
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	24
Change Point	71	33

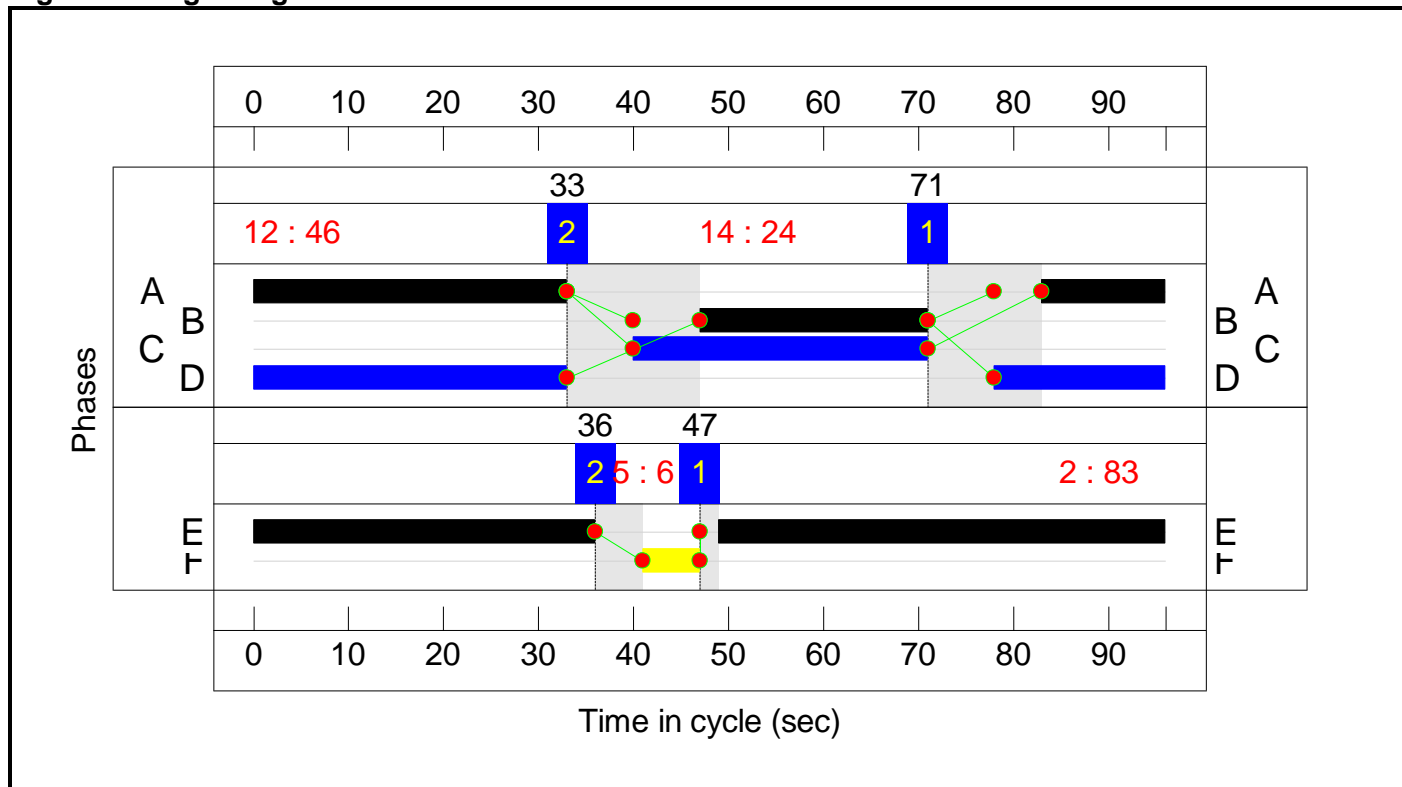
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	47	36

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	46	83	33
B	A2070 NB Ahead Ahead2	Traffic	1	24	47	71
C	Pedestrians across Circulatory	Pedestrian	1	31	40	71
D	Pedestrians across A2070 Approach	Pedestrian	1	51	78	33
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	49	36
F	Pedestrians across exit to A2070	Pedestrian	2	6	41	47

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	56
J1:1/2	M20 J10 SW Circ Right	U	A	6	56
J1:2/1	A292 Hythe Road EB Left	U	B	62	0
J1:2/2	A292 Hythe Road EB Left	U	B	62	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	69	41
J2:1/2	M20 J10 W Circ Ahead Right	U	A	69	41
J2:1/3	M20 J10 W Circ Right	U	A	69	41
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	47	62
J2:2/2	M20 EB Off-Slip Ahead	U	B	47	62
J2:2/3	M20 EB Off-Slip Ahead	U	B	47	62

Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	85	27
J3:1/2	A2070 Kennington Road Ahead	U	B	85	27
J3:1/3	A2070 Kennington Road Ahead	U	B	85	27
J3:2/1	M20 J10 N Circ Ahead	U	A	34	79
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	34	79
J3:2/3	M20 J10 N Circ Ahead	U	A	34	79
J3:2/4	M20 J10 N Circ Ahead	U	A	34	79

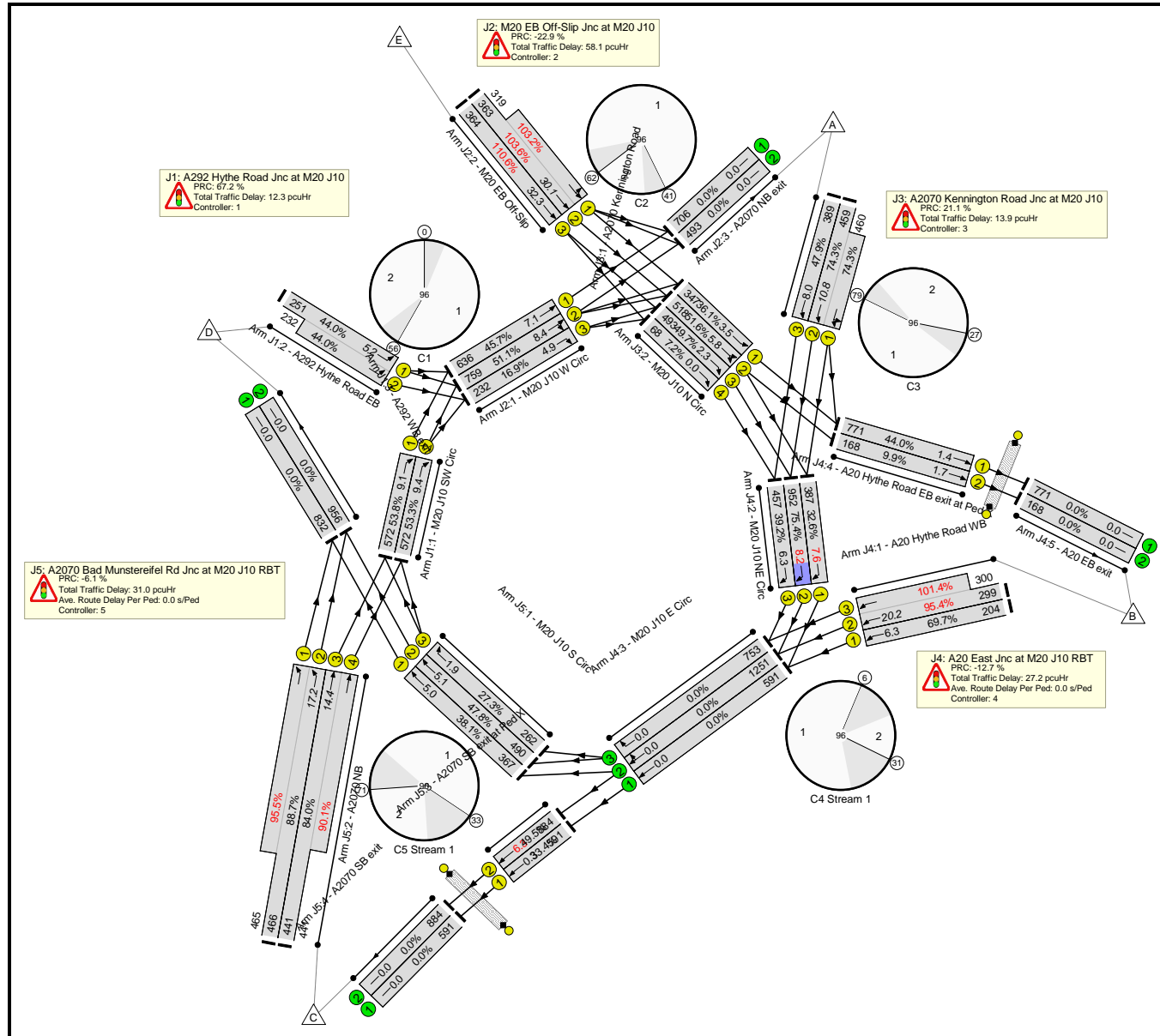
Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	18	31
J4:1/2	A20 Hythe Road WB Ahead	U	B	18	31
J4:1/3	A20 Hythe Road WB Ahead	U	B	18	31
J4:2/1	M20 J10 NE Circ Right	U	A	45	6
J4:2/2	M20 J10 NE Circ Right	U	A	45	6
J4:2/3	M20 J10 NE Circ Right	U	A	45	6
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	34	21
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	34	21

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	83	33
J5:1/2	M20 J10 S Circ Ahead	U	A	83	33
J5:1/3	M20 J10 S Circ Right	U	A	83	33
J5:2/1	A2070 NB Ahead	U	B	47	71
J5:2/2	A2070 NB Ahead	U	B	47	71
J5:2/3	A2070 NB Ahead	U	B	47	71
J5:2/4	A2070 NB Ahead	U	B	47	71
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	49	36
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	49	36

Detailed Input Data And Results

Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	110.6%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	53.8%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	50	-	-	574	2001	1063	53.8%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	50	-	-	574	2022	1074	53.3%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	34	-	-	483	1984:1991	570+527	44.0 : 44.0%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	839	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	110.6%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	68	-	-	638	1936	1392	45.7%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	68	-	-	761	2066	1485	51.1%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	68	-	-	232	1906	1370	16.9%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	15	-	-	682	2103:1909	350+309	103.6 : 103.2%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	15	-	-	364	1974	329	110.6%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	74.3%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	38	-	-	919	2189:2050	618+619	74.3 : 74.3%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	38	-	-	389	2001	813	47.9%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	45	-	-	347	2001	959	36.1%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	45	-	-	531	2099	1006	51.6%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	45	-	-	521	2073	993	49.7%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	45	-	-	75	1971	944	7.2%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	101.4%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	13	-	-	204	2008	293	69.7%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	13	-	-	599	2149:2028	313+296	95.4 : 101.4%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	57	-	-	399	1962	1185	32.6%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	57	-	-	980	2089	1262	75.4%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	57	-	-	464	1930	1166	39.2%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	603	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1279	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	764	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	771	2000	1750	44.0%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	168	1949	1705	9.9%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	771	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	168	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	95.5%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	46	-	-	374	1966	963	38.1%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	46	-	-	498	2094	1025	47.8%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	46	-	-	266	1960	960	27.3%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	24	-	-	931	2017:1870	525+487	88.7 : 95.5%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	24	-	-	882	2017:1880	525+490	84.0 : 90.1%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	603	2020	1767	33.4%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	905	2041	1786	49.5%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	603	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	905	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	69.5	73.0	0.0	142.4	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	10.7	1.5	0.0	12.3	-	-	-	-	
1/1	572	572	-	-	-	3.8	0.6	-	4.4	27.9	8.5	0.6	9.1	
1/2	572	572	-	-	-	3.9	0.6	-	4.5	28.3	8.8	0.6	9.4	
2/1+2/2	483	483	-	-	-	3.0	0.4	-	3.4	25.0	4.8	0.4	5.2	
3/1	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	15.6	42.5	0.0	58.1	-	-	-	-	
1/1	636	636	-	-	-	0.8	0.4	-	1.3	7.2	6.6	0.4	7.1	
1/2	759	759	-	-	-	1.0	0.5	-	1.6	7.4	7.9	0.5	8.4	
1/3	232	232	-	-	-	0.2	0.1	-	0.3	4.9	4.8	0.1	4.9	
2/2+2/1	682	669	-	-	-	8.1	19.8	-	27.8	146.9	10.4	19.8	30.1	
2/3	364	329	-	-	-	5.4	21.7	-	27.1	267.6	10.6	21.7	32.3	
3/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	10.6	3.2	0.0	13.9	-	-	-	-	
1/2+1/1	919	919	-	-	-	5.5	1.4	-	7.0	27.2	9.3	1.4	10.8	
1/3	389	389	-	-	-	2.3	0.5	-	2.7	25.2	7.6	0.5	8.0	
2/1	347	347	-	-	-	1.0	0.3	-	1.3	13.6	3.2	0.3	3.5	
2/2	518	518	-	-	-	1.0	0.5	-	1.6	10.8	5.3	0.5	5.8	
2/3	493	493	-	-	-	0.8	0.5	-	1.3	9.4	1.8	0.5	2.3	

Detailed Input Data And Results

2/4	68	68	-	-	-	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	11.5	15.7	0.0	27.2	-	-	-	-	
1/1	204	204	-	-	-	2.2	1.1	-	3.3	58.8	5.2	1.1	6.3	
1/2+1/3	599	595	-	-	-	7.0	12.1	-	19.1	114.7	8.1	12.1	20.2	
2/1	387	387	-	-	-	0.1	0.2	-	0.4	3.3	7.3	0.2	7.6	
2/2	952	952	-	-	-	1.3	1.5	-	2.8	10.7	6.6	1.5	8.2	
2/3	457	457	-	-	-	0.8	0.3	-	1.1	8.8	6.0	0.3	6.3	
3/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	771	771	-	-	-	0.1	0.4	-	0.5	2.3	1.0	0.4	1.4	
4/2	168	168	-	-	-	0.0	0.1	-	0.1	1.2	1.7	0.1	1.7	
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	21.0	10.0	0.0	31.0	-	-	-	-	
1/1	367	367	-	-	-	1.5	0.3	-	1.8	17.3	4.7	0.3	5.0	
1/2	490	490	-	-	-	1.4	0.5	-	1.9	13.9	4.6	0.5	5.1	
1/3	262	262	-	-	-	0.9	0.2	-	1.0	14.4	1.7	0.2	1.9	
2/2+2/1	931	931	-	-	-	8.9	5.1	-	14.0	54.2	12.1	5.1	17.2	
2/3+2/4	882	882	-	-	-	8.3	3.2	-	11.5	46.9	11.3	3.2	14.4	
3/1	591	591	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.3	
3/2	884	884	-	-	-	0.0	0.5	-	0.5	2.0	5.8	0.5	6.3	
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

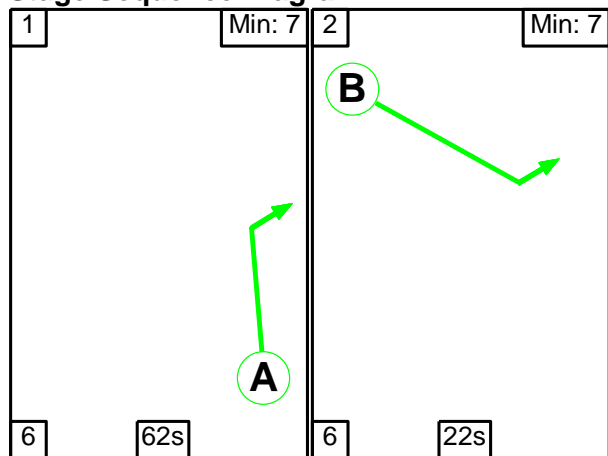
C1	PRC for Signalled Lanes (%)	67.2	Total Delay for Signalled Lanes (pcuHr)	12.29	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr)	58.05	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr)	13.86	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	-12.7	Total Delay for Signalled Lanes (pcuHr)	26.71	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	104.4	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	-6.1	Total Delay for Signalled Lanes (pcuHr)	30.23	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	81.7	Total Delay for Signalled Lanes (pcuHr)	0.75	Cycle Time (s)	96
	PRC Over All Lanes (%)	-22.9	Total Delay Over All Lanes(pcuHr)	142.42		

Detailed Input Data And Results

Scenario 13: '2036 Base+Sev 4 AM Peak' (FG13: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



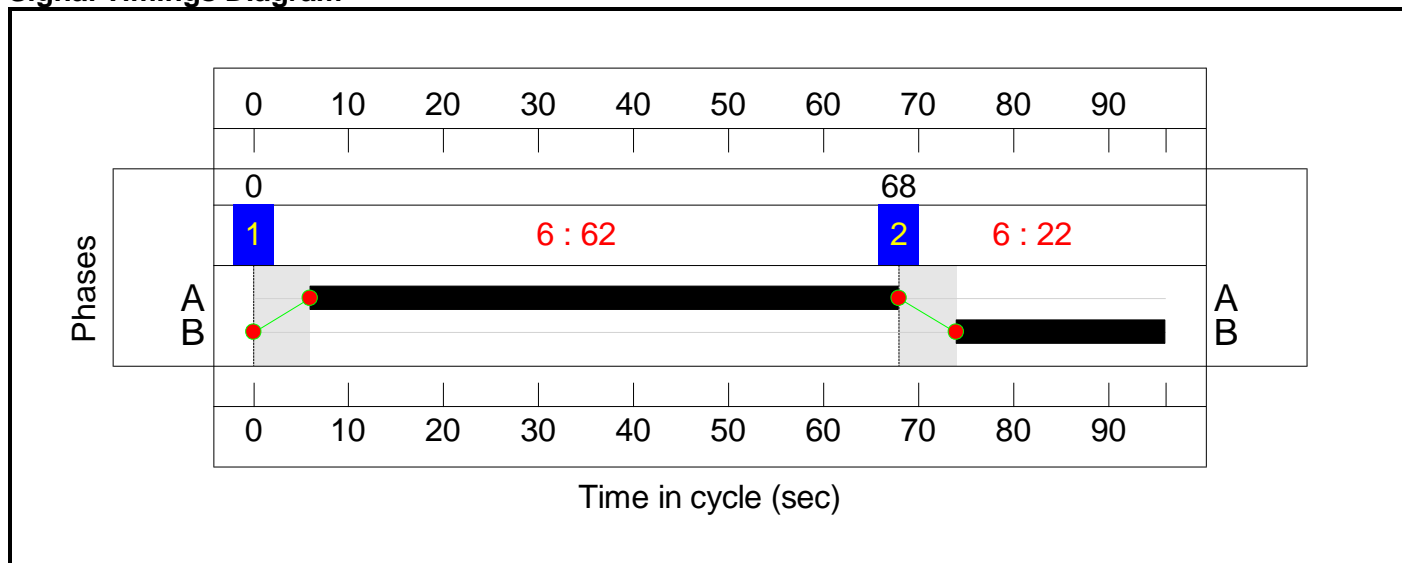
Stage Timings

Stage	1	2
Duration	62	22
Change Point	0	68

Phase Timings

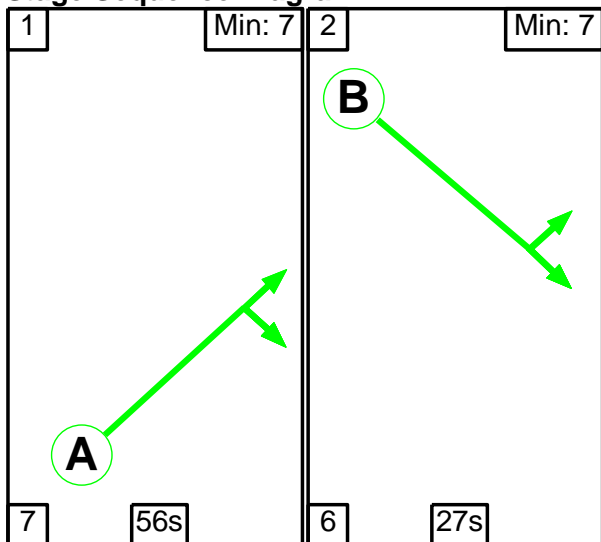
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	62	6	68
B	A292 Hythe Road EB Left	Traffic	22	74	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



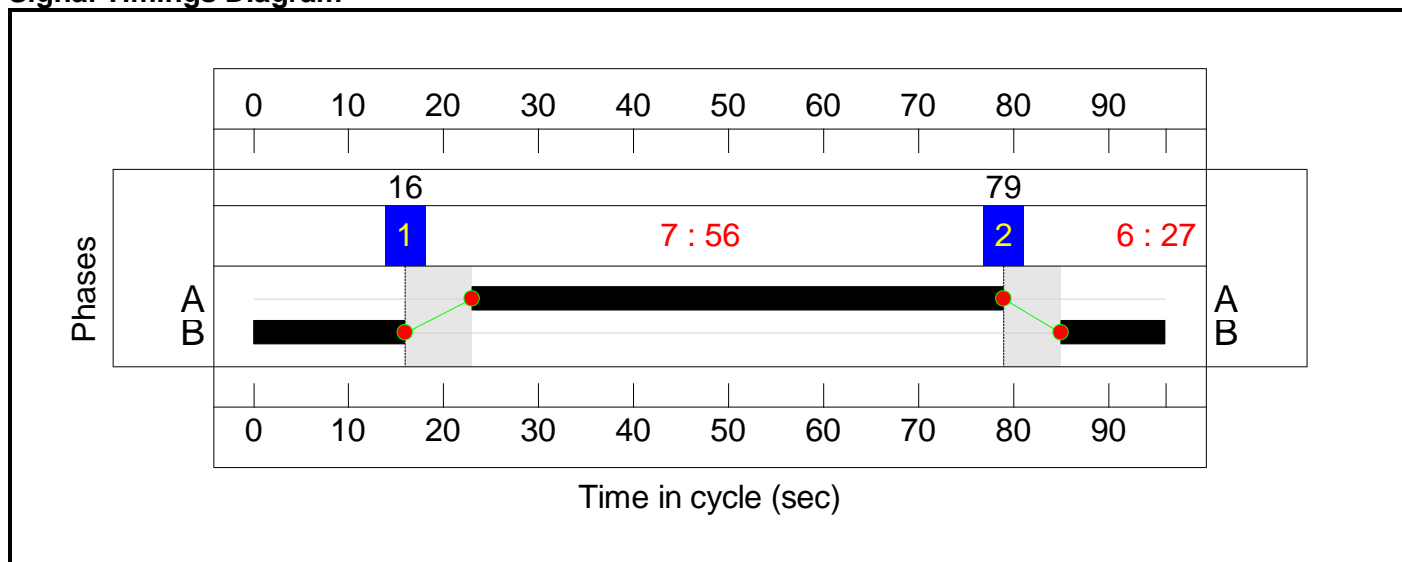
Stage Timings

Stage	1	2
Duration	56	27
Change Point	16	79

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	56	23	79
B	M20 EB Off-Slip Left Ahead	Traffic	27	85	16

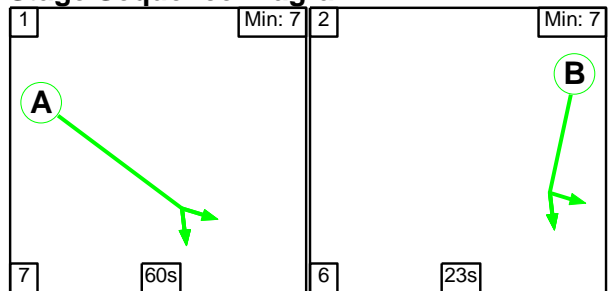
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



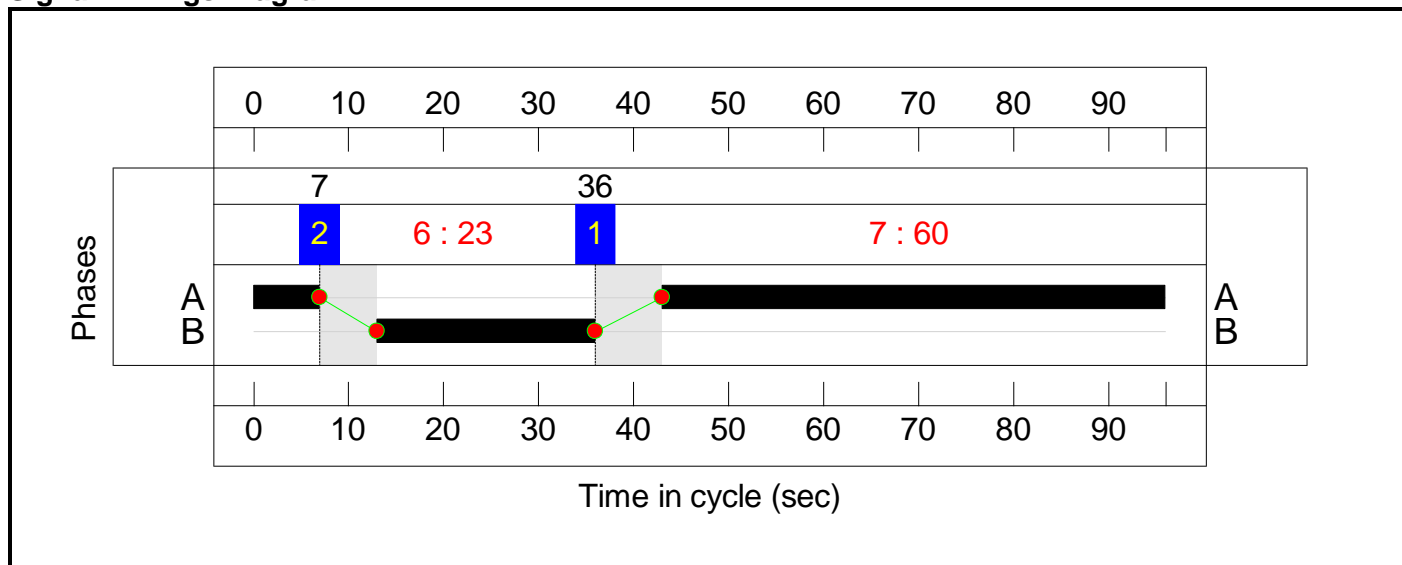
Stage Timings

Stage	1	2
Duration	60	23
Change Point	36	7

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	60	43	7
B	A2070 Kennington Road Ahead Left	Traffic	23	13	36

Signal Timings Diagram

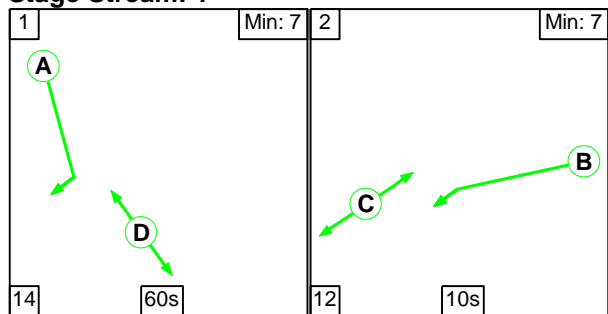


Detailed Input Data And Results

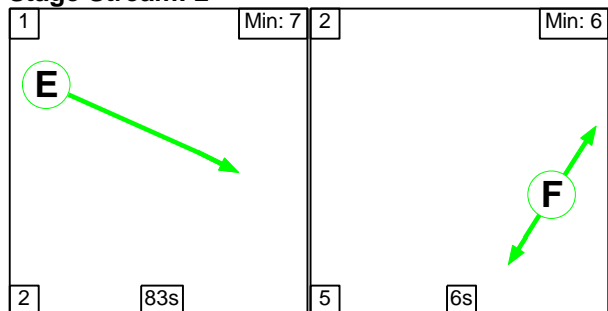
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	60	10
Change Point	76	54

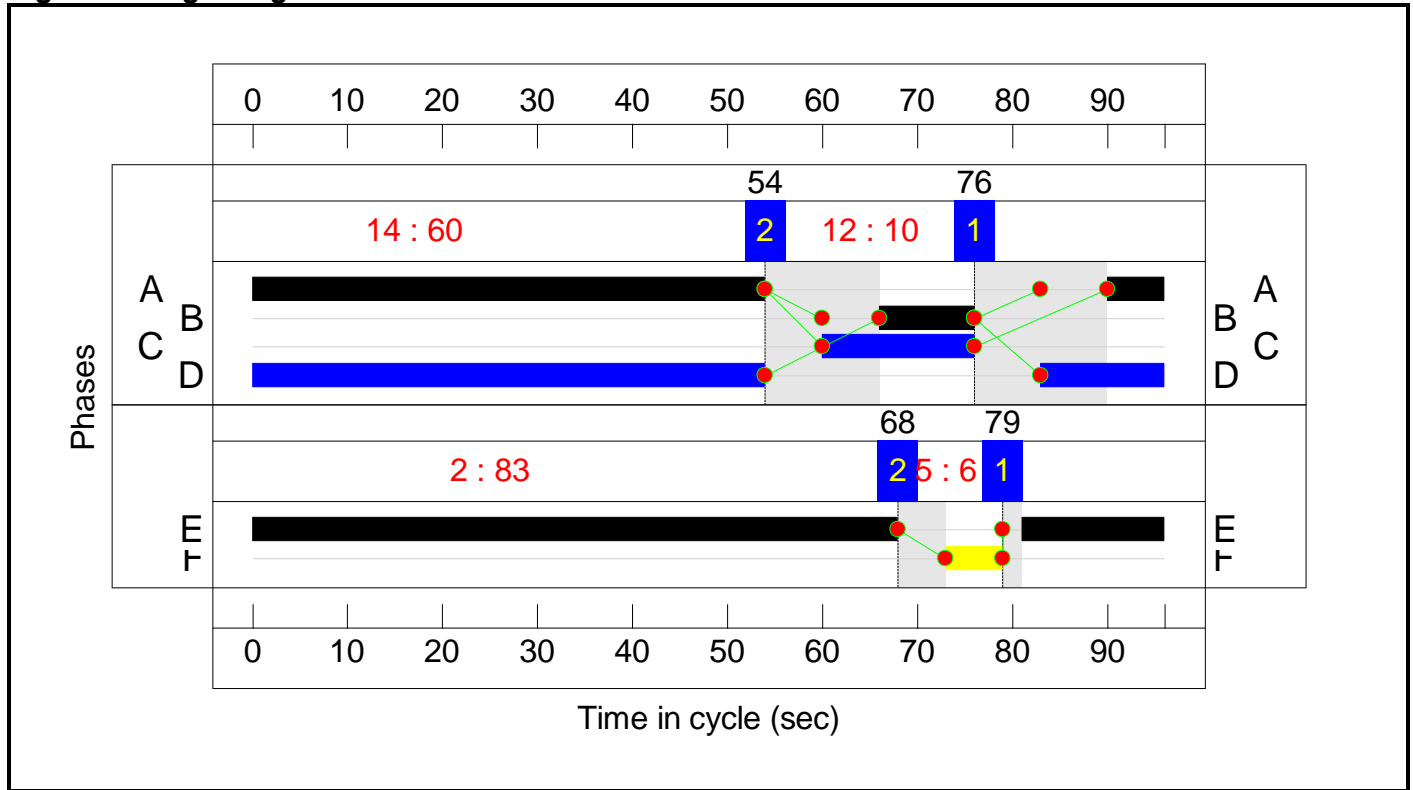
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	79	68

Phase Timings

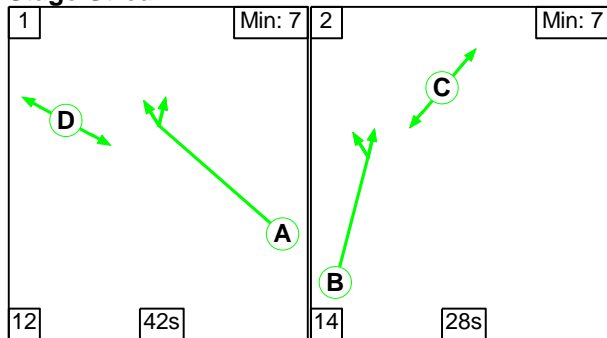
Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	60	90	54
B	A20 Hythe Road WB Ahead	Traffic	1	10	66	76
C	Pedestrians across circulatory	Pedestrian	1	16	60	76
D	Pedestrians across A20 approach	Pedestrian	1	67	83	54
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	81	68
F	Pedestrians across exit to A20	Pedestrian	2	6	73	79

Signal Timings Diagram

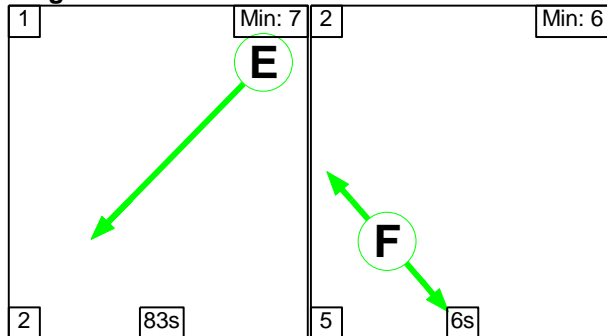


**Controller :C5
Stage Sequence Diagram**

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	42	28
Change Point	57	15

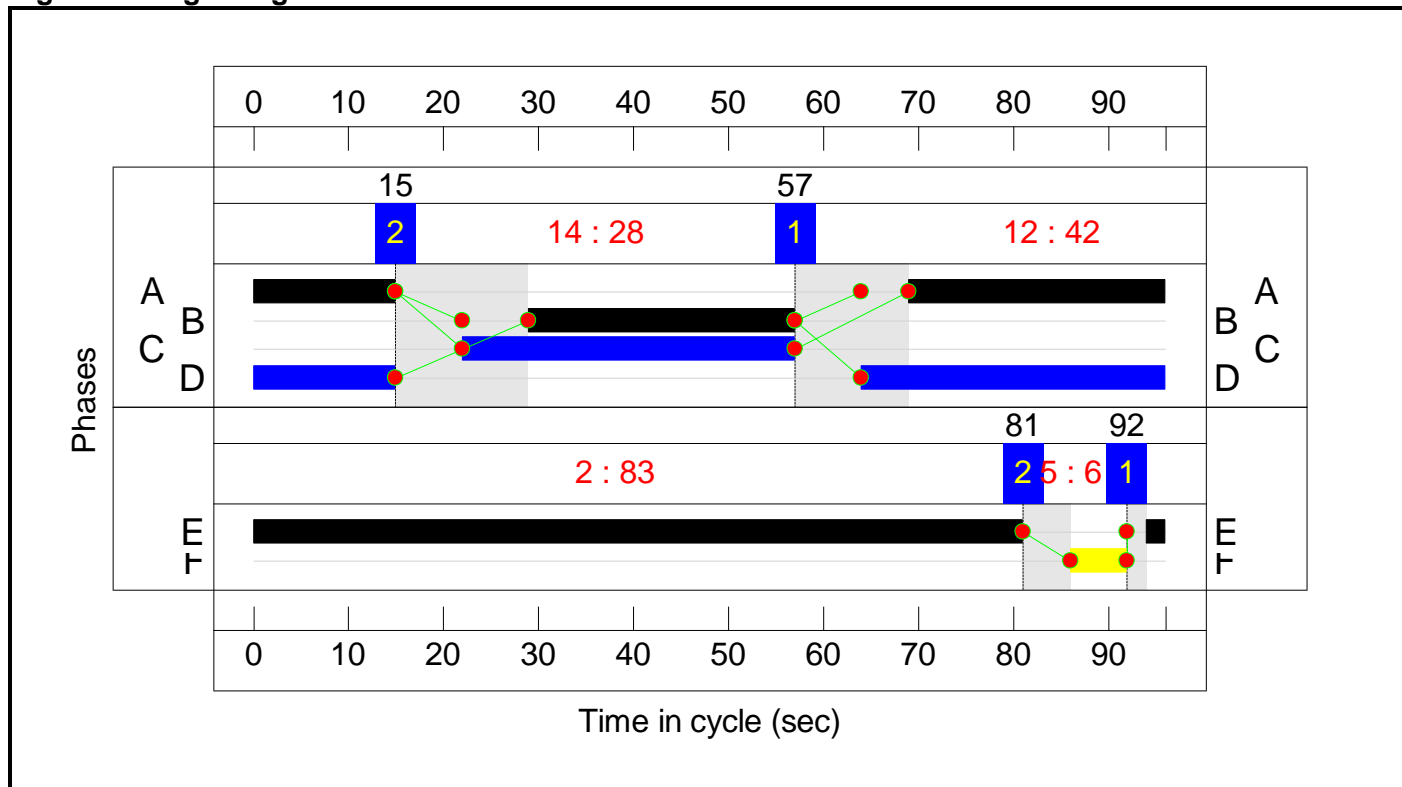
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	92	81

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	42	69	15
B	A2070 NB Ahead Ahead2	Traffic	1	28	29	57
C	Pedestrians across Circulatory	Pedestrian	1	35	22	57
D	Pedestrians across A2070 Approach	Pedestrian	1	47	64	15
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	94	81
F	Pedestrians across exit to A2070	Pedestrian	2	6	86	92

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	68
J1:1/2	M20 J10 SW Circ Right	U	A	6	68
J1:2/1	A292 Hythe Road EB Left	U	B	74	0
J1:2/2	A292 Hythe Road EB Left	U	B	74	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	23	79
J2:1/2	M20 J10 W Circ Ahead Right	U	A	23	79
J2:1/3	M20 J10 W Circ Right	U	A	23	79
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	85	16
J2:2/2	M20 EB Off-Slip Ahead	U	B	85	16
J2:2/3	M20 EB Off-Slip Ahead	U	B	85	16

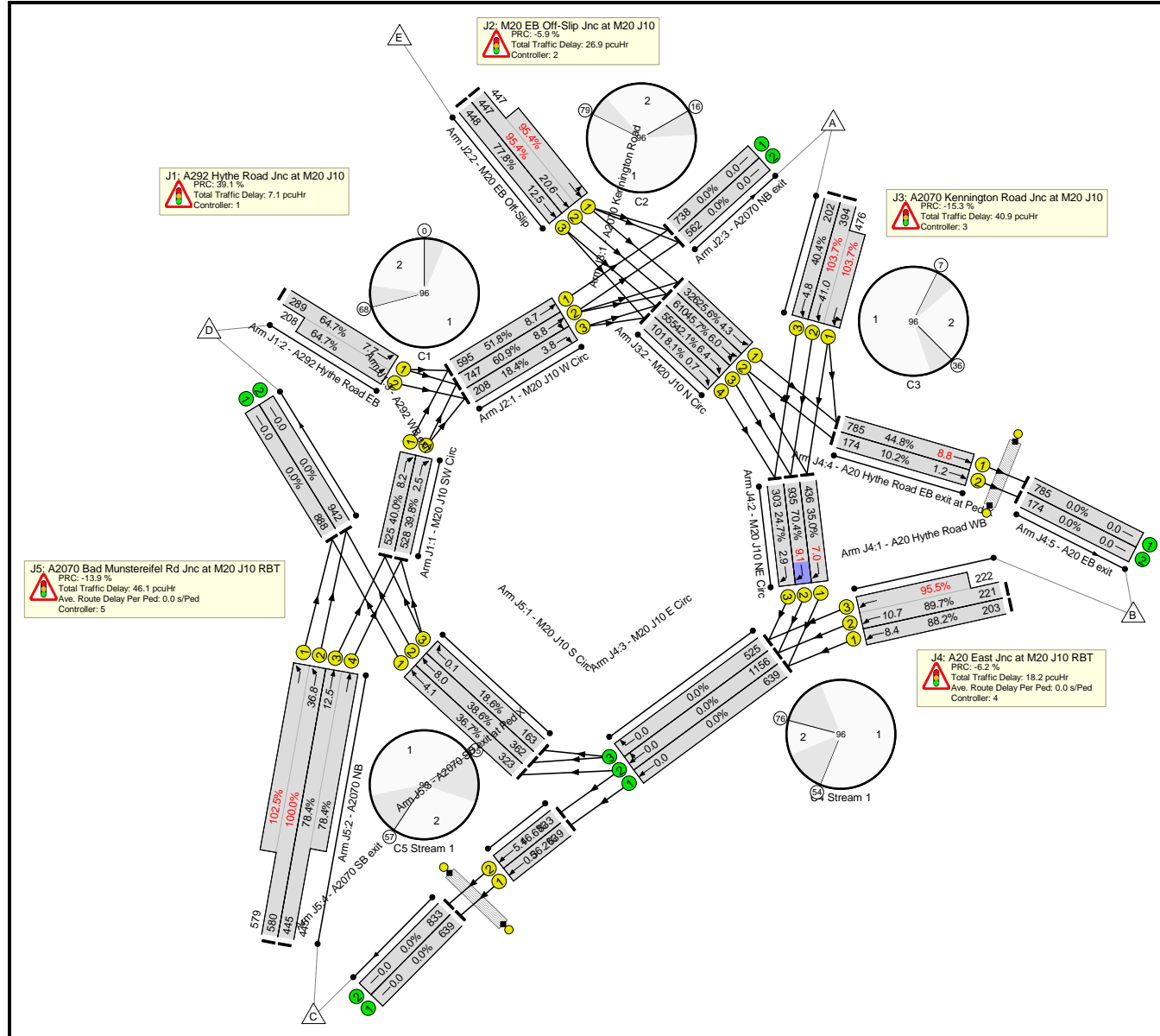
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	13	36
J3:1/2	A2070 Kennington Road Ahead	U	B	13	36
J3:1/3	A2070 Kennington Road Ahead	U	B	13	36
J3:2/1	M20 J10 N Circ Ahead	U	A	43	7
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	43	7
J3:2/3	M20 J10 N Circ Ahead	U	A	43	7
J3:2/4	M20 J10 N Circ Ahead	U	A	43	7

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	66	76
J4:1/2	A20 Hythe Road WB Ahead	U	B	66	76
J4:1/3	A20 Hythe Road WB Ahead	U	B	66	76
J4:2/1	M20 J10 NE Circ Right	U	A	90	54
J4:2/2	M20 J10 NE Circ Right	U	A	90	54
J4:2/3	M20 J10 NE Circ Right	U	A	90	54
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	81	68
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	81	68

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	69	15
J5:1/2	M20 J10 S Circ Ahead	U	A	69	15
J5:1/3	M20 J10 S Circ Right	U	A	69	15
J5:2/1	A2070 NB Ahead	U	B	29	57
J5:2/2	A2070 NB Ahead	U	B	29	57
J5:2/3	A2070 NB Ahead	U	B	29	57
J5:2/4	A2070 NB Ahead	U	B	29	57
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	94	81
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	94	81

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.7%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	64.7%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	62	-	-	525	2001	1313	40.0%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	62	-	-	528	2022	1327	39.8%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	22	-	-	497	1984:1991	447+322	64.7 : 64.7%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	902	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	942	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	95.4%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	56	-	-	595	1936	1150	51.8%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	56	-	-	747	2066	1227	60.9%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	56	-	-	208	1906	1132	18.4%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	27	-	-	894	2103:1908	469+469	95.4 : 95.4%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	27	-	-	448	1974	576	77.8%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	738	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	562	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	103.7%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	23	-	-	870	2189:2046	380+459	103.7 : 103.7%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	23	-	-	202	2001	500	40.4%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	326	2001	1271	25.6%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	60	-	-	610	2100	1334	45.7%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	555	2073	1317	42.1%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	60	-	-	101	1971	1252	8.1%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	95.5%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	10	-	-	203	2008	230	88.2%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	10	-	-	443	2149:2028	246+232	89.7 : 95.5%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	436	1962	1247	35.0%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	949	2089	1327	70.4%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	60	-	-	303	1930	1226	24.7%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1170	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	802	2000	1750	44.8%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	174	1949	1705	10.2%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	802	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	174	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	102.5%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	42	-	-	323	1966	881	36.7%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	42	-	-	362	2094	938	38.6%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	42	-	-	163	1960	878	18.6%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	28	-	-	1159	2017:1870	580+565	100.0 : 102.5%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	28	-	-	890	2017:1880	568+568	78.4 : 78.4%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	639	2020	1767	36.2%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	847	2041	1786	46.6%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	847	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	66.7	72.4	0.0	139.1	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	5.5	1.6	0.0	7.1	-	-	-	-	
1/1	525	525	-	-	-	0.6	0.3	-	0.9	6.1	7.8	0.3	8.2	
1/2	528	528	-	-	-	0.6	0.3	-	0.9	6.1	2.2	0.3	2.5	
2/1+2/2	497	497	-	-	-	4.4	0.9	-	5.3	38.5	6.8	0.9	7.7	
3/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	942	942	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	16.2	10.7	0.0	26.9	-	-	-	-	
1/1	595	595	-	-	-	0.9	0.5	-	1.4	8.7	8.2	0.5	8.7	
1/2	747	747	-	-	-	2.2	0.8	-	3.0	14.5	8.1	0.8	8.8	
1/3	208	208	-	-	-	1.5	0.1	-	1.6	27.1	3.7	0.1	3.8	
2/2+2/1	894	894	-	-	-	7.7	7.6	-	15.3	61.8	13.0	7.6	20.6	
2/3	448	448	-	-	-	3.9	1.7	-	5.6	44.9	10.8	1.7	12.5	
3/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	15.0	25.9	0.0	40.9	-	-	-	-	
1/2+1/1	870	839	-	-	-	9.4	24.6	-	34.0	140.6	16.4	24.6	41.0	
1/3	202	202	-	-	-	1.7	0.3	-	2.0	36.1	4.5	0.3	4.8	
2/1	326	326	-	-	-	0.7	0.2	-	0.9	10.1	4.1	0.2	4.3	
2/2	610	610	-	-	-	1.3	0.4	-	1.7	9.9	5.6	0.4	6.0	
2/3	555	555	-	-	-	1.6	0.4	-	2.0	12.9	6.0	0.4	6.4	

Detailed Input Data And Results

2/4	101	101	-	-	-	0.2	0.0	-	0.3	9.6	0.7	0.0	0.7	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	8.2	10.0	0.0	18.2	-	-	-	-	
1/1	203	203	-	-	-	2.4	3.1	-	5.4	96.1	5.3	3.1	8.4	
1/2+1/3	443	443	-	-	-	5.2	4.9	-	10.1	81.8	5.9	4.9	10.7	
2/1	436	436	-	-	-	0.0	0.3	-	0.3	2.4	6.8	0.3	7.0	
2/2	935	935	-	-	-	0.6	1.2	-	1.8	6.8	7.9	1.2	9.1	
2/3	303	303	-	-	-	0.0	0.2	-	0.2	2.0	2.8	0.2	2.9	
3/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1156	1156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	785	785	-	-	-	0.0	0.4	-	0.4	1.9	8.4	0.4	8.8	
4/2	174	174	-	-	-	0.0	0.1	-	0.1	1.2	1.1	0.1	1.2	
5/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	174	174	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	21.9	24.2	0.0	46.1	-	-	-	-	
1/1	323	323	-	-	-	0.2	0.3	-	0.5	5.3	3.9	0.3	4.1	
1/2	362	362	-	-	-	2.9	0.3	-	3.2	32.3	7.6	0.3	8.0	
1/3	163	163	-	-	-	0.0	0.1	-	0.1	2.5	0.0	0.1	0.1	
2/2+2/1	1159	1145	-	-	-	11.3	21.0	-	32.2	100.0	15.8	21.0	36.8	
2/3+2/4	890	890	-	-	-	7.5	1.8	-	9.3	37.5	10.8	1.8	12.5	
3/1	639	639	-	-	-	0.0	0.3	-	0.3	1.7	0.2	0.3	0.5	
3/2	833	833	-	-	-	0.0	0.4	-	0.4	1.9	4.6	0.4	5.1	
4/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

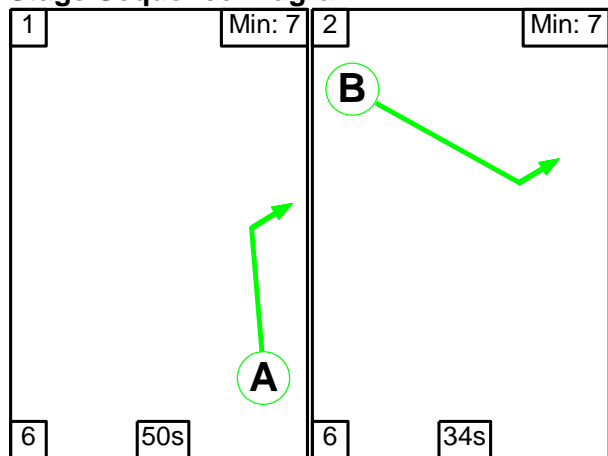
C1	PRC for Signalled Lanes (%)	39.1	Total Delay for Signalled Lanes (pcuHr)	7.09	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	-5.9	Total Delay for Signalled Lanes (pcuHr)	26.93	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	-15.3	Total Delay for Signalled Lanes (pcuHr)	40.85	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	-6.2	Total Delay for Signalled Lanes (pcuHr)	17.69	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	100.7	Total Delay for Signalled Lanes (pcuHr)	0.48	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	-13.9	Total Delay for Signalled Lanes (pcuHr)	45.32	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	93.0	Total Delay for Signalled Lanes (pcuHr)	0.74	Cycle Time (s)	96
	PRC Over All Lanes (%)	-15.3	Total Delay Over All Lanes(pcuHr)	139.11		

Detailed Input Data And Results

Scenario 14: '2036 Base+Sev 4 PM Peak' (FG14: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



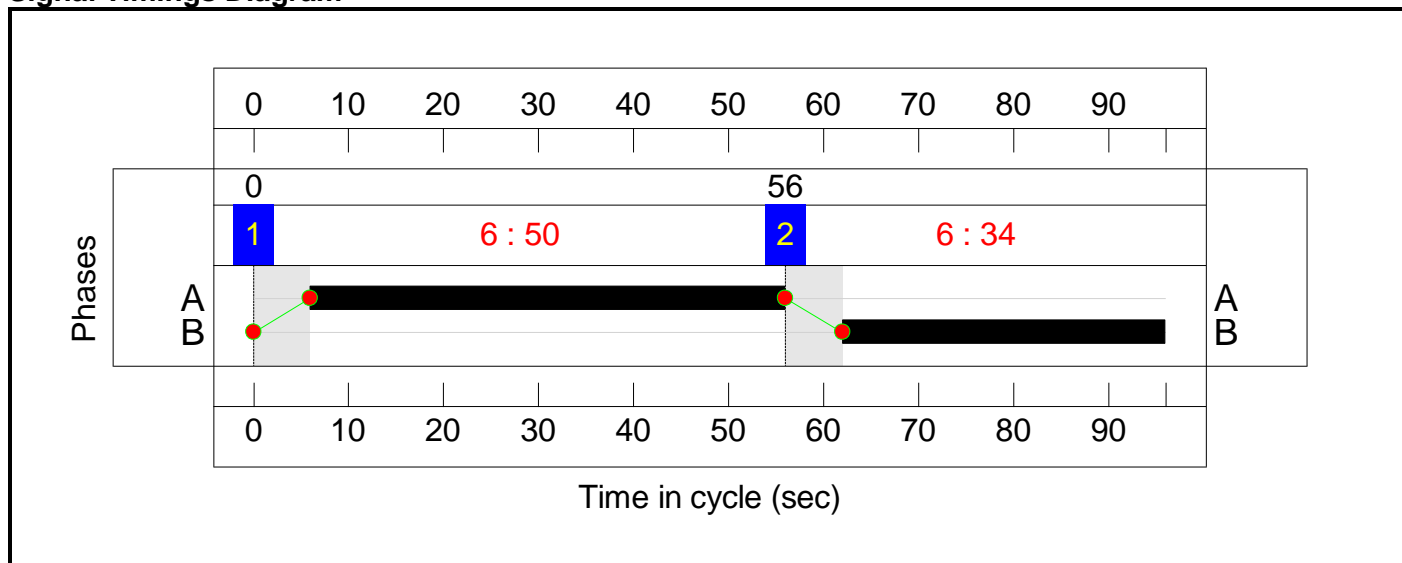
Stage Timings

Stage	1	2
Duration	50	34
Change Point	0	56

Phase Timings

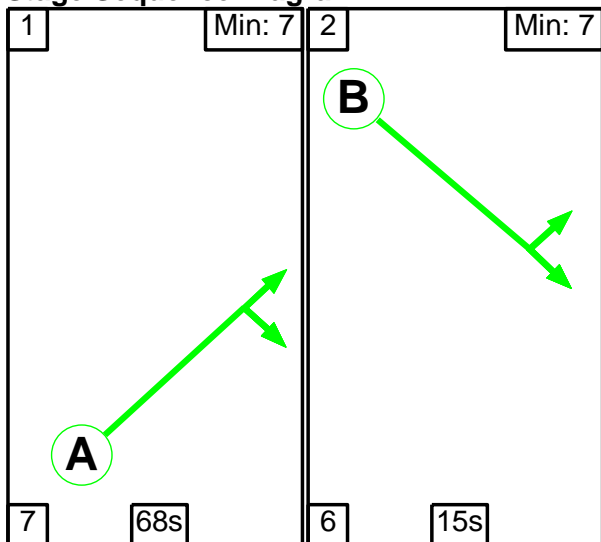
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 SW Circ Right	Traffic	50	6	56
B	A292 Hythe Road EB Left	Traffic	34	62	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



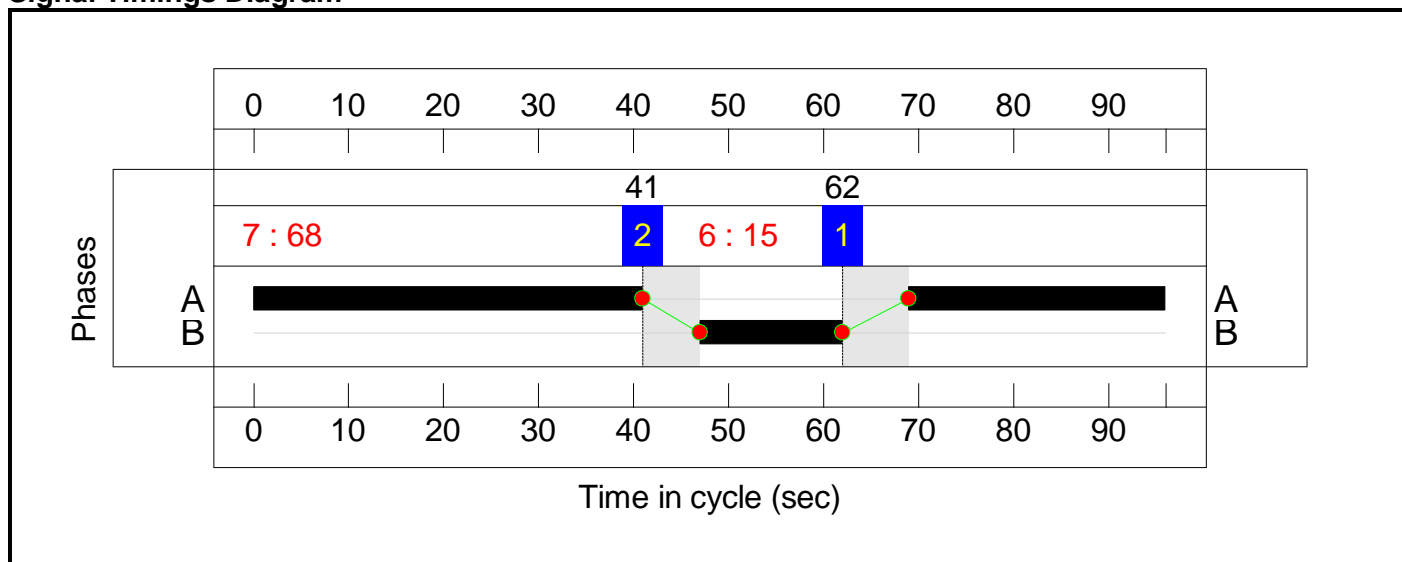
Stage Timings

Stage	1	2
Duration	68	15
Change Point	62	41

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 W Circ Ahead Right	Traffic	68	69	41
B	M20 EB Off-Slip Left Ahead	Traffic	15	47	62

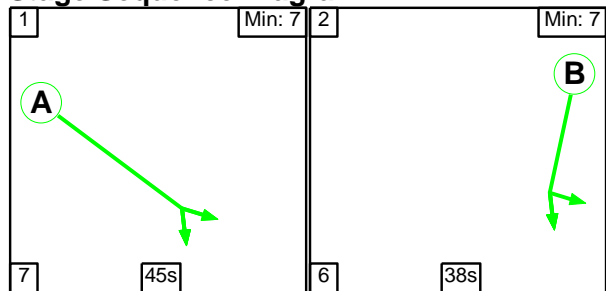
Signal Timings Diagram



Detailed Input Data And Results

Controller :C3

Stage Sequence Diagram



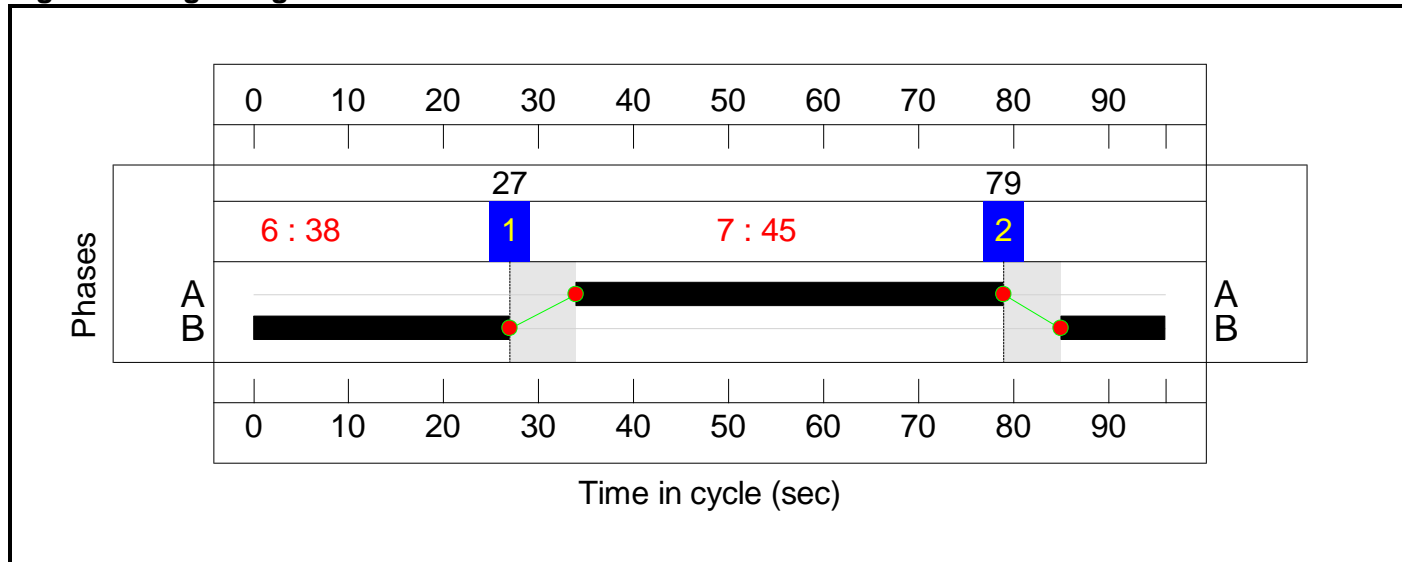
Stage Timings

Stage	1	2
Duration	45	38
Change Point	27	79

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	M20 J10 N Circ Ahead Ahead2	Traffic	45	34	79
B	A2070 Kennington Road Ahead Left	Traffic	38	85	27

Signal Timings Diagram

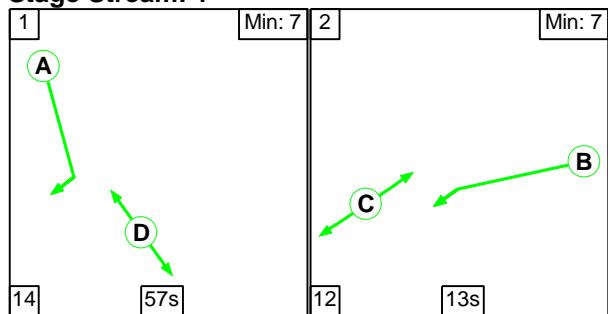


Detailed Input Data And Results

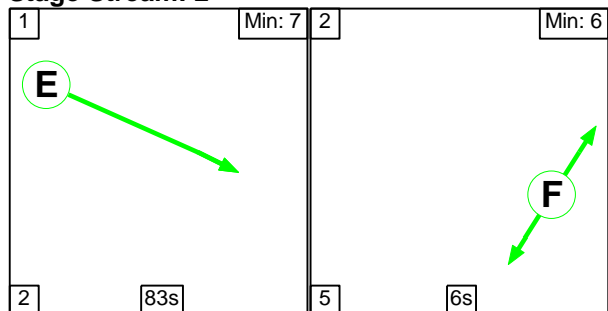
Controller :C4

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	57	13
Change Point	31	6

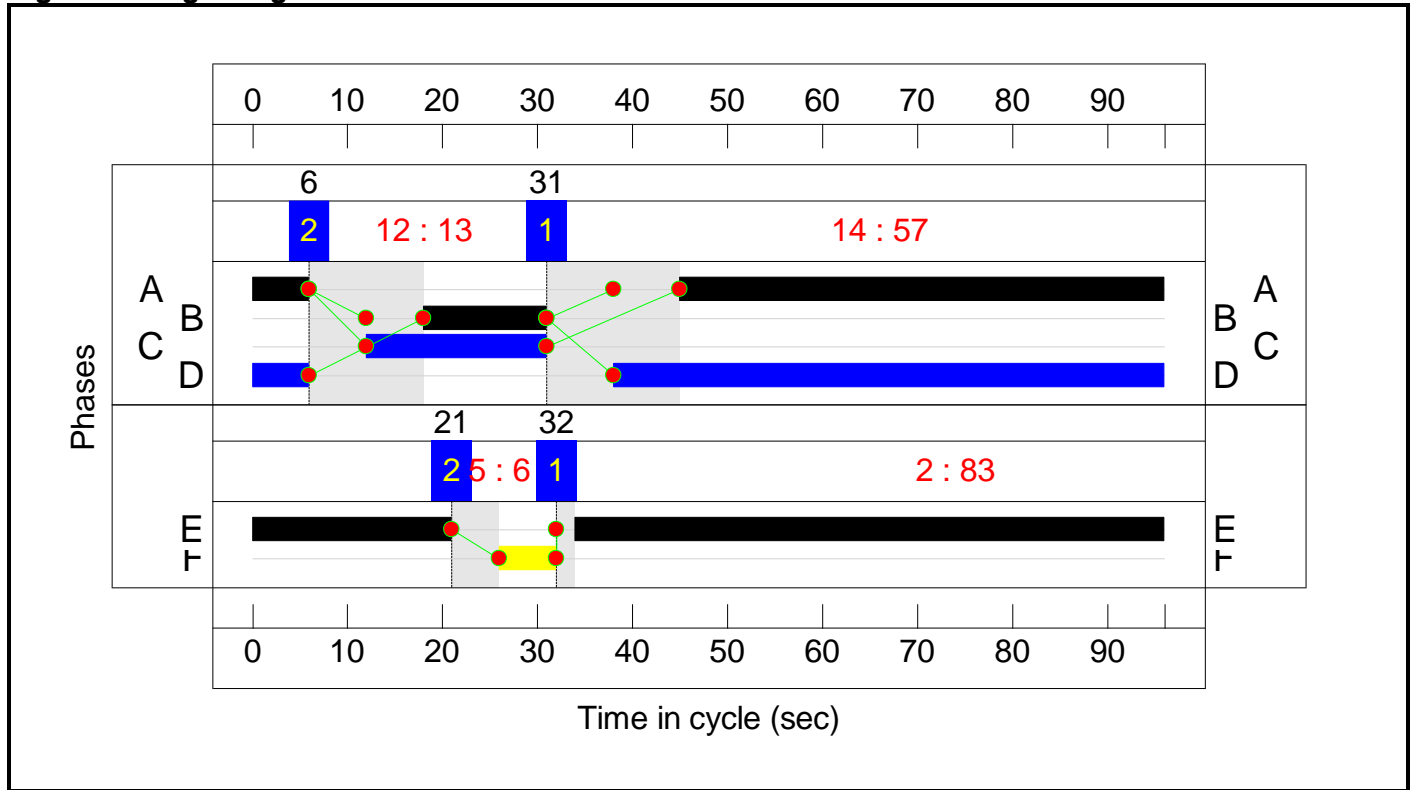
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	32	21

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 NE Circ Right	Traffic	1	57	45	6
B	A20 Hythe Road WB Ahead	Traffic	1	13	18	31
C	Pedestrians across circulatory	Pedestrian	1	19	12	31
D	Pedestrians across A20 approach	Pedestrian	1	64	38	6
E	A20 Hythe Road EB exit at Ped X Ahead	Traffic	2	83	34	21
F	Pedestrians across exit to A20	Pedestrian	2	6	26	32

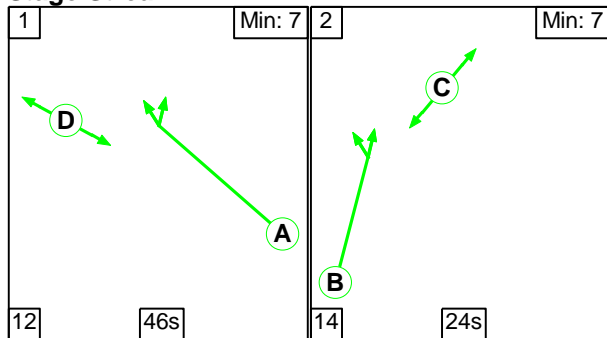
Signal Timings Diagram



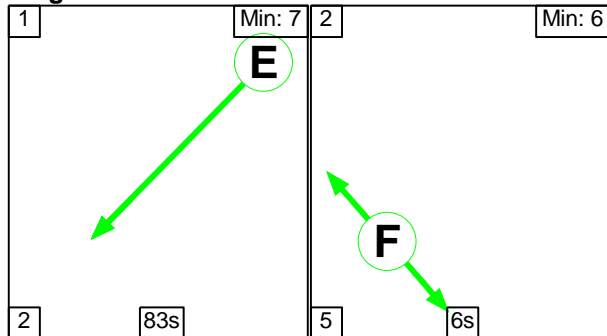
Controller :C5

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	46	24
Change Point	71	33

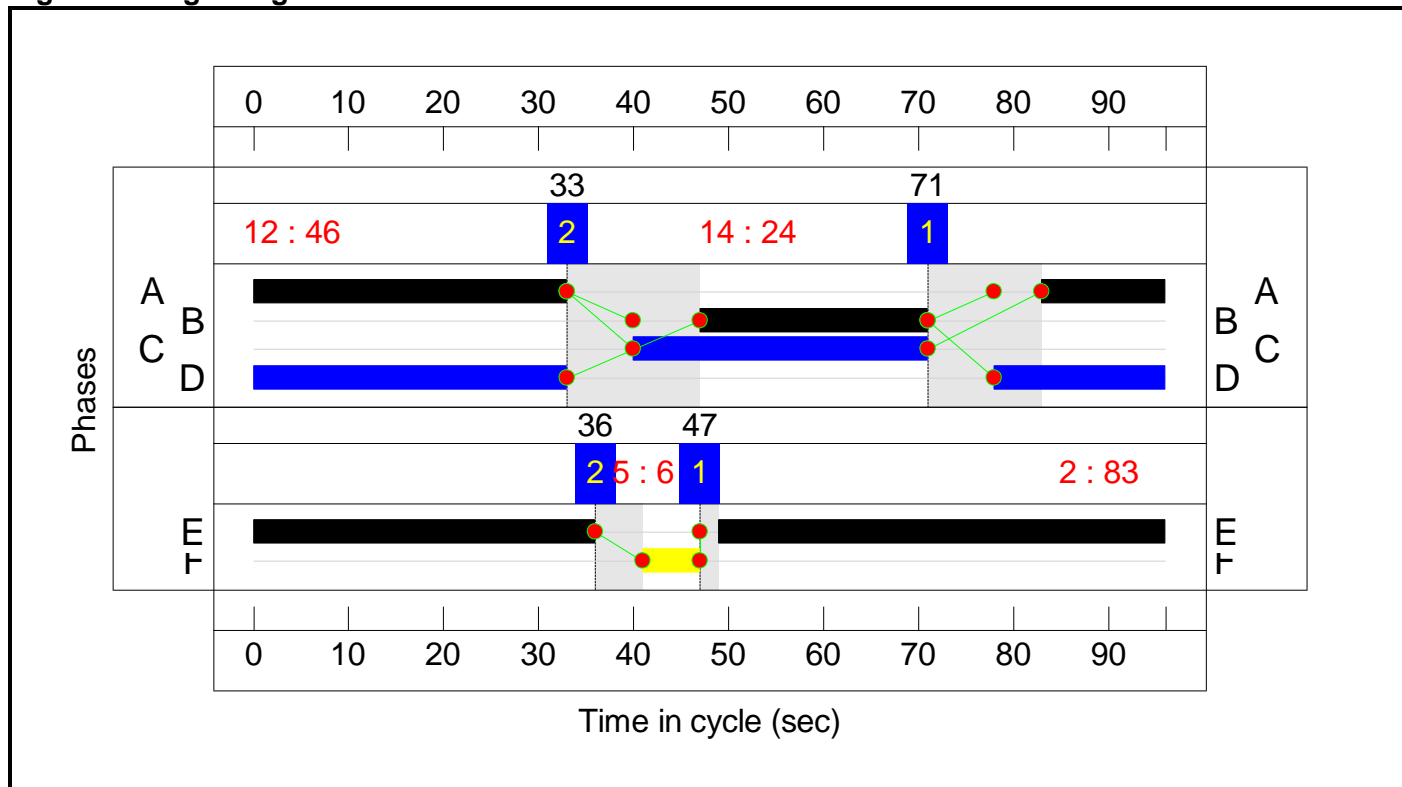
Stage Stream: 2

Stage	1	2
Duration	83	6
Change Point	47	36

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M20 J10 S Circ Right Ahead	Traffic	1	46	83	33
B	A2070 NB Ahead Ahead2	Traffic	1	24	47	71
C	Pedestrians across Circulatory	Pedestrian	1	31	40	71
D	Pedestrians across A2070 Approach	Pedestrian	1	51	78	33
E	A2070 SB exit at Ped X Ahead	Traffic	2	83	49	36
F	Pedestrians across exit to A2070	Pedestrian	2	6	41	47

Signal Timings Diagram



Lane Green Times

Junction: J1: A292 Hythe Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 J10 SW Circ Right	U	A	6	56
J1:1/2	M20 J10 SW Circ Right	U	A	6	56
J1:2/1	A292 Hythe Road EB Left	U	B	62	0
J1:2/2	A292 Hythe Road EB Left	U	B	62	0

Junction: J2: M20 EB Off-Slip Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J2:1/1	M20 J10 W Circ Ahead	U	A	69	41
J2:1/2	M20 J10 W Circ Ahead Right	U	A	69	41
J2:1/3	M20 J10 W Circ Right	U	A	69	41
J2:2/1	M20 EB Off-Slip Left Ahead	U	B	47	62
J2:2/2	M20 EB Off-Slip Ahead	U	B	47	62
J2:2/3	M20 EB Off-Slip Ahead	U	B	47	62

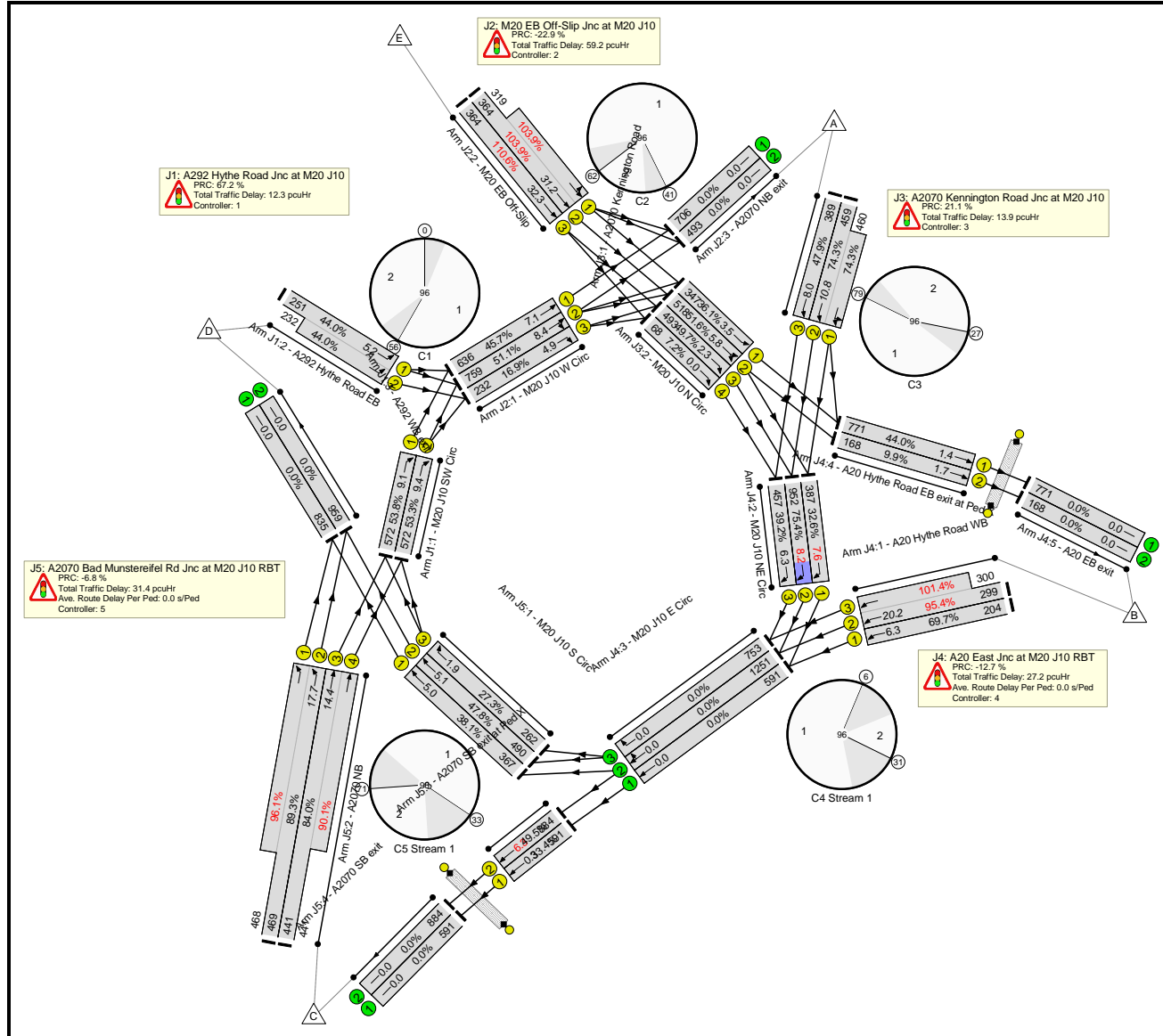
Junction: J3: A2070 Kennington Road Jnc at M20 J10					
Lane	Description	Type	Phases	Start Green	End Green
J3:1/1	A2070 Kennington Road Ahead Left	U	B	85	27
J3:1/2	A2070 Kennington Road Ahead	U	B	85	27
J3:1/3	A2070 Kennington Road Ahead	U	B	85	27
J3:2/1	M20 J10 N Circ Ahead	U	A	34	79
J3:2/2	M20 J10 N Circ Ahead Ahead2	U	A	34	79
J3:2/3	M20 J10 N Circ Ahead	U	A	34	79
J3:2/4	M20 J10 N Circ Ahead	U	A	34	79

Junction: J4: A20 East Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	A20 Hythe Road WB Ahead	U	B	18	31
J4:1/2	A20 Hythe Road WB Ahead	U	B	18	31
J4:1/3	A20 Hythe Road WB Ahead	U	B	18	31
J4:2/1	M20 J10 NE Circ Right	U	A	45	6
J4:2/2	M20 J10 NE Circ Right	U	A	45	6
J4:2/3	M20 J10 NE Circ Right	U	A	45	6
J4:4/1	A20 Hythe Road EB exit at Ped X Ahead	U	E	34	21
J4:4/2	A20 Hythe Road EB exit at Ped X Ahead	U	E	34	21

Detailed Input Data And Results

Junction: J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT					
Lane	Description	Type	Phases	Start Green	End Green
J5:1/1	M20 J10 S Circ Ahead	U	A	83	33
J5:1/2	M20 J10 S Circ Ahead	U	A	83	33
J5:1/3	M20 J10 S Circ Right	U	A	83	33
J5:2/1	A2070 NB Ahead	U	B	47	71
J5:2/2	A2070 NB Ahead	U	B	47	71
J5:2/3	A2070 NB Ahead	U	B	47	71
J5:2/4	A2070 NB Ahead	U	B	47	71
J5:3/1	A2070 SB exit at Ped X Ahead	U	E	49	36
J5:3/2	A2070 SB exit at Ped X Ahead	U	E	49	36

Detailed Input Data And Results Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J6) M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	110.6%
J1: A292 Hythe Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	53.8%
1/1	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	50	-	-	574	2001	1063	53.8%
1/2	M20 J10 SW Circ Right	U	N/A	N/A	C1:A		1	50	-	-	574	2022	1074	53.3%
2/1+2/2	A292 Hythe Road EB Left	U	N/A	N/A	C1:B		1	34	-	-	483	1984:1991	570+527	44.0 : 44.0%
3/1	A292 WB exit	U	N/A	N/A	-		-	-	-	-	842	Inf	Inf	0.0%
3/2	A292 WB exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	110.6%
1/1	M20 J10 W Circ Ahead	U	N/A	N/A	C2:A		1	68	-	-	638	1936	1392	45.7%
1/2	M20 J10 W Circ Ahead Right	U	N/A	N/A	C2:A		1	68	-	-	761	2066	1485	51.1%
1/3	M20 J10 W Circ Right	U	N/A	N/A	C2:A		1	68	-	-	232	1906	1370	16.9%
2/2+2/1	M20 EB Off-Slip Left Ahead	U	N/A	N/A	C2:B		1	15	-	-	683	2103:1909	350+307	103.9 : 103.9%
2/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C2:B		1	15	-	-	364	1974	329	110.6%
3/1	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%
3/2	A2070 NB exit	U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
J3: A2070 Kennington Road Jnc at M20 J10	-	-	N/A	-	-		-	-	-	-	-	-	-	74.3%

Detailed Input Data And Results

1/2+1/1	A2070 Kennington Road Ahead Left	U	N/A	N/A	C3:B		1	38	-	-	919	2189:2050	618+619	74.3 : 74.3%
1/3	A2070 Kennington Road Ahead	U	N/A	N/A	C3:B		1	38	-	-	389	2001	813	47.9%
2/1	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	45	-	-	347	2001	959	36.1%
2/2	M20 J10 N Circ Ahead Ahead2	U	N/A	N/A	C3:A		1	45	-	-	532	2099	1006	51.6%
2/3	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	45	-	-	521	2073	993	49.7%
2/4	M20 J10 N Circ Ahead	U	N/A	N/A	C3:A		1	45	-	-	75	1971	944	7.2%
J4: A20 East Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	101.4%
1/1	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	13	-	-	204	2008	293	69.7%
1/2+1/3	A20 Hythe Road WB Ahead	U	4:1	N/A	C4:B		1	13	-	-	599	2149:2028	313+296	95.4 : 101.4%
2/1	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	57	-	-	400	1962	1185	32.6%
2/2	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	57	-	-	980	2089	1262	75.4%
2/3	M20 J10 NE Circ Right	U	4:1	N/A	C4:A		1	57	-	-	464	1930	1166	39.2%
3/1	M20 J10 E Circ Ahead	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
3/2	M20 J10 E Circ Right Ahead	U	N/A	N/A	-		-	-	-	-	1279	Inf	Inf	0.0%
3/3	M20 J10 E Circ Right	U	N/A	N/A	-		-	-	-	-	764	Inf	Inf	0.0%
4/1	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	771	2000	1750	44.0%

Detailed Input Data And Results

4/2	A20 Hythe Road EB exit at Ped X Ahead	U	4:2	N/A	C4:E		1	83	-	-	168	1949	1705	9.9%
5/1	A20 EB exit	U	N/A	N/A	-		-	-	-	-	771	Inf	Inf	0.0%
5/2	A20 EB exit	U	N/A	N/A	-		-	-	-	-	168	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	4:2	-	C4:F		1	6	-	-	0	-	0	0.0%
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	N/A	-	-		-	-	-	-	-	-	-	96.1%
1/1	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	46	-	-	374	1966	963	38.1%
1/2	M20 J10 S Circ Ahead	U	5:1	N/A	C5:A		1	46	-	-	498	2094	1025	47.8%
1/3	M20 J10 S Circ Right	U	5:1	N/A	C5:A		1	46	-	-	266	1960	960	27.3%
2/2+2/1	A2070 NB Ahead	U	5:1	N/A	C5:B		1	24	-	-	937	2017:1870	525+487	89.3 : 96.1%
2/3+2/4	A2070 NB Ahead	U	5:1	N/A	C5:B		1	24	-	-	882	2017:1880	525+490	84.0 : 90.1%
3/1	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	604	2020	1767	33.4%
3/2	A2070 SB exit at Ped X Ahead	U	5:2	N/A	C5:E		1	83	-	-	905	2041	1786	49.5%
4/1	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
4/2	A2070 SB exit	U	N/A	N/A	-		-	-	-	-	905	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	5:2	-	C5:F		1	6	-	-	0	-	0	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J6) M20 J10	-	-	0	0	0	69.6	74.4	0.0	144.0	-	-	-	-	
J1: A292 Hythe Road Jnc at M20 J10	-	-	0	0	0	10.7	1.5	0.0	12.3	-	-	-	-	
1/1	572	572	-	-	-	3.8	0.6	-	4.4	27.9	8.5	0.6	9.1	
1/2	572	572	-	-	-	3.9	0.6	-	4.5	28.3	8.8	0.6	9.4	
2/1+2/2	483	483	-	-	-	3.0	0.4	-	3.4	25.0	4.8	0.4	5.2	
3/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	959	959	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J2: M20 EB Off-Slip Jnc at M20 J10	-	-	0	0	0	15.6	43.6	0.0	59.2	-	-	-	-	
1/1	636	636	-	-	-	0.8	0.4	-	1.3	7.2	6.6	0.4	7.1	
1/2	759	759	-	-	-	1.0	0.5	-	1.6	7.4	7.9	0.5	8.4	
1/3	232	232	-	-	-	0.2	0.1	-	0.3	4.9	4.8	0.1	4.9	
2/2+2/1	683	669	-	-	-	8.1	20.9	-	29.0	152.8	10.4	20.9	31.2	
2/3	364	329	-	-	-	5.4	21.7	-	27.1	267.6	10.6	21.7	32.3	
3/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A2070 Kennington Road Jnc at M20 J10	-	-	0	0	0	10.6	3.2	0.0	13.9	-	-	-	-	
1/2+1/1	919	919	-	-	-	5.5	1.4	-	7.0	27.2	9.3	1.4	10.8	
1/3	389	389	-	-	-	2.3	0.5	-	2.7	25.2	7.6	0.5	8.0	
2/1	347	347	-	-	-	1.0	0.3	-	1.3	13.6	3.2	0.3	3.5	
2/2	518	518	-	-	-	1.0	0.5	-	1.6	10.8	5.3	0.5	5.8	
2/3	493	493	-	-	-	0.8	0.5	-	1.3	9.4	1.8	0.5	2.3	

Detailed Input Data And Results

2/4	68	68	-	-	-	0.0	0.0	-	0.0	2.1	0.0	0.0	0.0	
J4: A20 East Jnc at M20 J10 RBT	-	-	0	0	0	11.5	15.7	0.0	27.2	-	-	-	-	
1/1	204	204	-	-	-	2.2	1.1	-	3.3	58.8	5.2	1.1	6.3	
1/2+1/3	599	595	-	-	-	7.0	12.1	-	19.1	114.7	8.1	12.1	20.2	
2/1	387	387	-	-	-	0.1	0.2	-	0.4	3.3	7.3	0.2	7.6	
2/2	952	952	-	-	-	1.3	1.5	-	2.8	10.7	6.6	1.5	8.2	
2/3	457	457	-	-	-	0.8	0.3	-	1.1	8.8	6.0	0.3	6.3	
3/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	771	771	-	-	-	0.1	0.4	-	0.5	2.3	1.0	0.4	1.4	
4/2	168	168	-	-	-	0.0	0.1	-	0.1	1.2	1.7	0.1	1.7	
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/2	168	168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	
J5: A2070 Bad Munstereifel Rd Jnc at M20 J10 RBT	-	-	0	0	0	21.1	10.3	0.0	31.4	-	-	-	-	
1/1	367	367	-	-	-	1.5	0.3	-	1.8	17.3	4.7	0.3	5.0	
1/2	490	490	-	-	-	1.4	0.5	-	1.9	13.9	4.6	0.5	5.1	
1/3	262	262	-	-	-	0.9	0.2	-	1.0	14.4	1.7	0.2	1.9	
2/2+2/1	937	937	-	-	-	9.0	5.4	-	14.5	55.5	12.2	5.4	17.7	
2/3+2/4	882	882	-	-	-	8.3	3.2	-	11.5	46.9	11.3	3.2	14.4	
3/1	591	591	-	-	-	0.0	0.3	-	0.3	1.6	0.1	0.3	0.3	
3/2	884	884	-	-	-	0.0	0.5	-	0.5	2.0	5.8	0.5	6.3	
4/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-	

Detailed Input Data And Results

C1	PRC for Signalled Lanes (%)	67.2	Total Delay for Signalled Lanes (pcuHr)	12.29	Cycle Time (s)	96
C2	PRC for Signalled Lanes (%)	-22.9	Total Delay for Signalled Lanes (pcuHr)	59.20	Cycle Time (s)	96
C3	PRC for Signalled Lanes (%)	21.1	Total Delay for Signalled Lanes (pcuHr)	13.86	Cycle Time (s)	96
C4	Stream: 1 PRC for Signalled Lanes (%)	-12.7	Total Delay for Signalled Lanes (pcuHr)	26.71	Cycle Time (s)	96
C4	Stream: 2 PRC for Signalled Lanes (%)	104.4	Total Delay for Signalled Lanes (pcuHr)	0.54	Cycle Time (s)	96
C5	Stream: 1 PRC for Signalled Lanes (%)	-6.8	Total Delay for Signalled Lanes (pcuHr)	30.65	Cycle Time (s)	96
C5	Stream: 2 PRC for Signalled Lanes (%)	81.7	Total Delay for Signalled Lanes (pcuHr)	0.75	Cycle Time (s)	96
	PRC Over All Lanes (%)	-22.9	Total Delay Over All Lanes(pcuHr)	143.99		

V. LinSig Output & Signal Controller Data – Junction 7

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Administration

General Specifications

Customer Name	<input type="text" value="Highways England"/>	Customer Order No.	<input type="text" value="00198-DL"/>
Intersection/ General Description	<input type="text" value="M20 Junction 10a Southern Controller /
Westbound Off-Slip"/>	Controller/ Serial Number	<input type="text"/>
Controller	<input type="radio"/> New <input checked="" type="radio"/> Modification	S.T.S./EM Number	<input type="text" value="TCT339"/> Issue <input type="text" value="2"/>
Area Specifications/ Customer Drawings	<input type="text" value="PO225-1000-068-01"/>	Equipment Installation by	<input type="text"/>
Specification Section	<input type="text"/>	Slot Cutting by	<input type="text"/>
Contract/Tender Ref:	<input type="text"/>	Civil Works by	<input type="text"/>
Quotation No.	<input type="text"/>	Customer's Engineer	<input type="text" value="Tom Siddall (4way Consulting)"/>
Works Order No.	<input type="text" value="TCT2913"/>	Telephone Number	<input type="text" value="07809-724591"/>

Signal Company Use Only

Signal Engineer	<input type="text" value="D.A.Lawrence (TCT)"/>	(IF PROM Label as >) PROM Number	<input type="text" value="0"/>	PROM Variant	<input type="text" value="0"/>
Configuration Check Value					<input type="text" value="D4 40 D4 CD"/>

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK

Cabinet/Rack Variant Cuckoo Options Gemini Unit Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz	Dimming	<input type="text" value="27.5 V"/>	Answer Issue	<input type="text" value="0"/>
Peak Lamp Current	<input type="text" value="4"/> Amps	Low Inrush Transformer	<input type="checkbox"/>	Edit Issue	<input type="text" value="3"/>	
Average Lamp Power	<input type="text" value="96"/> Watts	Date Created	<input type="text" value="08/08/2019"/>			
Total Average Power	<input type="text" value="196"/> Watts					

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

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="2"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="2"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="0"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="3"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
 Serial/Internal UTMC OTU
 Free-standing OTU

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

Non-UK
 Fail to Part Time

 Download To Level 3

12 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

standard46069.8df

Default PROM data file

Correspondence Monitoring to inc.

Reds
 Ambers
 Switched Signs

Flash Rate (ms)

Off
 On

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Phases in Stages

Phases

	A	B
0		
1	■	
2		■

In Stages

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

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	<input type="text" value="1"/>							
Startup Stage	<input type="text" value="1"/>							
Switch Off Stage	<input type="text" value="1"/>							
Standalone Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2
In Stream	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

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	Circulating	0- UK Traffic	0	0 - E		1	1	1
B	Slip Road	0- UK Traffic	0	0 - E		1	1	1

1) App Types: 0=Always Appears, 1=Appears if dem'd prior to interstage, 2= If dem'd, 3= If dem'd before end of window time
 2) Term Types: 0= Term's at end of stage, 1= Term's when Assoc phase gains R.O.W, 2= Term's when Assoc phase loses R.O.W.
 3) The H/W Fail Flash fields are for information only on all but ST900 ELV and ST950 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0

Initialise

Amber Conflict Monitoring

To Phase

From Phase

	A	B
A		Co
B	Co	

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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 Cr	Extensions	Maximums								Pre-timed
				A	B	C	D	E	F	G	H	
A	7	0	0.0	30	35	35	35	30	30	30	30	<input type="checkbox"/>
B	7	0	0.0	30	35	35	35	30	30	30	30	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

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

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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
A		5
B	7	

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Intergreen Handset Limits

HIGH

To Phase

		To Phase	
		A	B
From Phase	A		5
	B	7	

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green		Phase	Min. Green	
	Min.	Max.		Min.	Max.
A	7	20	Q		
B	7	20	R		
C			S		
D			T		
E			U		
F			V		
G			W		
H			X		
I			Y		
J			Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green
 Min. Max.

Vehicle Extension
 Min. Max.

Phase Delay
 Min. Max.

Starting I/G
 Min. Max.

Min Pedestrian Clearance (PBT)
 Min. Max.

Traffic Phase Leaving
 Min. Max.

Traffic Phase Red/Amber
 Min. Max.

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VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P

Demands				
Phase	For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.			
<input type="checkbox"/> A	<input type="text" value="AX4"/>	<input type="text" value="AX5"/>	<input type="text" value="AX6"/>	<input type="text" value="ASL7"/>
<input type="checkbox"/> B	<input type="text" value="BX12"/>	<input type="text" value="BX13"/>	<input type="text" value="BX14"/>	<input type="text" value="BSL15"/>

Extensions			
<input type="text" value="AX4"/>	<input type="text" value="AX5"/>	<input type="text" value="AX6"/>	<input type="text" value="ASL7"/>
<input type="text" value="BX12"/>	<input type="text" value="BX13"/>	<input type="text" value="BX14"/>	<input type="text" value="BSL15"/>

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Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Revertive Phase Demands

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

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Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>					
Time	<input type="text" value="0"/>	<input type="text" value="30"/>	<input type="text" value="30"/>					
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order : TCT2913
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CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="65"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="67"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="30"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

Works Order : TCT2913
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CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	65	2	1	16			
1	67	3	2	17			
2	35	1	2	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
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CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	65	2	1	16			
1	67	3	2	17			
2	35	1	2	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

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CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="65"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="67"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="35"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

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CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="65"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="67"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="35"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	65	2	1	16			
1	67	3	2	17			
2	35	1	2	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="65"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="67"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="35"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Plan Specifics

Influence Set

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="65"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="67"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="35"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

CLF - Demand Dependent Moves

Clear Grid Data

Notes:

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

Phases

	A	B
0		
1		
2		

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Time

Clock Confirm Time (UTC RT output)

Day

Time

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	#F1	F2	DX	D1				TS
Word 2	MO							
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	DF	SD1	LF1	CF	HC1	CC
Word 2	MR	ML	MF				DO	RR
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 : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Phases A to P

Demands		Extensions			
Phase	For Unlatched demands, precede the name with a #. Conditioning MUST be used to specify unlatched demands.				
	A	DX	D1		
B	DX				

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

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				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
 G1/G2 RR

Manual Mode Selected:
 G1/G2 RR

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

G1/G2

Detector Fault:
 DF

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

RR Button Selected:
 G1/G2 RR

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

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

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

	A	B
0		
1		
2		

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

MOVA Stages

MOVA Stages

Stage	Force Bit	Green Confirm Bit	Stage	Force Bit	Green Confirm Bit
0			16		
1	MOVA0F1	MOVA0CON1	17		
2	MOVA0F2	MOVA0CON2	18		
3			19		
4			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/CRB

Manual Mode Selected:

G1/G2 RR/CRB

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

G1/G2 RR/CRB

Normal NOT selected on the Manual Panel:

G1/G2 RR/CRB

RR Button Selected:

G1/G2 RR/CRB

Report as UTC Mode

MOVA Control Timer (x10)

MOVA Deactivate Timer

MOVA Release Timer

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping		Set Selection													
<input type="checkbox"/> Combined		<input type="radio"/> UTC	<input checked="" type="radio"/> MOVA0	<input type="radio"/> MOVA1	<input type="radio"/> MOVA2	<input type="radio"/> MOVA3									
1	AIN1	2	AIN2	3	AIN3	4	AX4	5	AX5	6	AX6	7	ASL7	8	ASL8
9	ASL9	10	BIN10	11	BIN11	12	BX12	13	BX13	14	BX14	15	BSL15	16	BSL16
17	BSL17	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	

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate Max	MAXSETE	19	No Action	
4	Alternate Max	MAXSETF	20	No Action	
5	Alternate Max	MAXSETG	21	No Action	
6	Alternate Max	MAXSETH	22	No Action	
7	Alternate DFM	ALTFMB	23	No Action	
8	Alternate DFM	ALTFMC	24	No Action	
9	Alternate DFM	ALTFMD	25	No Action	
10	Conditioning	MTCF0	26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	08:00:00	Introduce Maxset B	2	1
1	9	09:00:00	Introduce Maxset A	2	0
2	10	16:00:00	Introduce Maxset C	2	2
3	9	18:00:00	Introduce Maxset A	2	0
4	6	16:00:00	Introduce Maxset D	2	3
5	0	08:00:00	Introduce Maxset E	2	4
6	0	16:00:00	Introduce Maxset F	2	5
7	1	08:00:00	Introduce Maxset G	2	6
8	1	16:00:00	Introduce Maxset H	2	7
9	9	08:00:00	Introduce AM CLF Plan 1	1	1
10	9	09:00:00	Introduce Normal CLF Plan 0	1	0
11	10	16:00:00	Introduce PM CLF Plan 2	1	2
12	9	18:00:00	Introduce Normal CLF Plan 0	1	0
13	6	16:00:00	Introduce Firday PM CLF Plan 3	1	3
14	0	08:00:00	Introduce Saturday AM CLF Plan 4	1	4
15	0	16:00:00	Introduce Saturday PM CLF Plan 5	1	5

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 : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	08:00:00	Introduce SundayAM CLF Plan 6	1	6
17	1	16:00:00	Introduce Sunday PM CLF Plan 7	1	7
18	7	08:00:00	Enable MOVA Detectors 20/21	3	10
19	7	18:00:00	Disable MOVA Detectors 20/21	4	10
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter
(Combination of event switches)

3 = Selects an Individual event
switch to be set

4 = Selects an Individual event
switch to be cleared.

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

<input type="radio"/>	<input checked="" type="radio"/> 48
<input type="radio"/>	<input type="radio"/>

Max Red Bulb Wattage

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

First Red Lamp Fault Speed

Minimum	Maximum
---------	---------

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted HPU Connection
 1 1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq	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		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		

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

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

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

External Sensors (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 : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

LMU Sensor Load Types

LMU Sensor Load Types

Page

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	
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 : TCT2913
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 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Hurry Call

Hurry Call

Hurry Call	Stage Caled	Call Input Name	Cancel Input Name	Confirm Output Name	Delay Time	Hold Time	Prevent Time
0	<input type="text" value="2"/>	<input type="text" value="*SCRT0"/>	<input type="text" value="*SCRT1"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="25"/>	<input type="text" value="120"/>
1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Hurry Call Limit Values

	Min.	Max.
Call Delay	<input type="text" value="0"/>	<input type="text" value="255"/>
Call Hold	<input type="text" value="0"/>	<input type="text" value="255"/>
Call Prevent	<input type="text" value="0"/>	<input type="text" value="255"/>

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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	<input type="text" value="0"/>							
1	Circulating	<input type="text" value="1"/>							
2	Slip Road	<input type="text" value="2"/>							
3		<input type="text"/>							
4		<input type="text"/>							
5		<input type="text"/>							
6		<input type="text"/>							
7		<input type="text"/>							

General LEDs

AUX1
 AUX2
 AUX3
 AUX4 (Hurry Call)
 AUX5 (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		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dim Override	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
RR	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manual Signals On

- Immediate Signals On
- As Start-Up

Mode Select Switches Disabled

VA
 Fixed Time
 CLF

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Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

Works Order : TCT2913
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Special Conditioning

```
; SCRATCHPAD USAGE
; =====

; SCRT0 = Hurry call 0 request
; SCRT1 = Hurry call 0 cancel
; SCRT2 = IN3 input active
; SCRT3 = MOVADET20/21
; SCRT4 = MOVADET21

; ADDITIONAL VA DEMANDS/EXTENSIONS
; =====

(ASL8+ASL9)=+LCPHA ; ASL8 and ASL9 demand/extend phase A.
(ASL8_ext+ASL9_ext):+=EXOA
*+=EXCA

(BSL16+BSL17)=+LCPHB ; BSL16 and BSL17 demand/extend phase B.
(BSL16_ext+BSL17_ext):+=EXOB
*+=EXCB

; UTC CONTROL/REPLY BITS
; =====

NOT(FLF55)=LF1 ; Any lamp failure (incl. regs) replies LF1.
NOT(FLFCOM)=CF ; Any fault log entry except 12, 18, 22, 55 replies CF.
NOT(MODE0 EQL<5>)=HCL ; Hurry call mode running replies HCL.
DOORSW=DO ; Door open replies DO.

; *****
; ** To ensure the MO bit conditioning works correctly the **
; ** UTC transmit confirm bit (TC) must be mapped to ESPRX0. **
; ** In the following CFE63=1 can be used to mimic TC bit **
; ** and CFF63=1 can be used to mimic the MO bit. **
; *****

IFT NOT(ESPRX0+CFE63) THN ; If ESPRX0 and CFE63 are inactive
  RUN<0> ; hold delay timer reset.
END ; This is to delay actioning the MO bit when comms is first active.

((ESPRX0+CFE63).NOT(CNDTMA0)).NOT(MO+CFF63)=DISMOVA0 ; MO control bit enables stream 0 MOVA when UTC online.

NOT(MO)=MR ; MO control bit active sets MR reply.
NOT(MODE0 EQL<16>)=ML ; MOVA mode running sets ML reply.
NOT(MOVA0MF)=MF ; MOVA error count higher than 20 sets MF reply.

; QUICK START MINIMUMS
; =====

IFT (MODE0 EQL<8>) THN ; Start-up mode
  RUN<1> ; holds timer reset.
END

CNDTMA1=CLCONT ; Timer active disables CLF mode.

(MODE0 EQL<2>).CNDTMA1:+=UCST1 ; Timer active demands stages 1 and 2.
*+=UCST2

NOT((MODE0 EQL<2>).CNDTMA1)::=.EXOA ; Timer active disables extensions for phases A and B.
```

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Special Conditioning

*=.EXCA
*=.EXOB
*=.EXCB

; BQ1 AND BQ2
; =====

CCTO0=MOVA0DET18 ; BQ1 active after c/c delays sets MOVA det 18.
CCTO1=MOVA0DET19 ; BQ2 active after c/c delays sets MOVA det 19.

; BQ1+BQ2 active after c/c delays in normal VA and IN3 prevent timer not active requests HC0.

(MODE0 EQL<2>).SSNRM.(CCTO0+CCTO1).NOT(CNDTMA4)=SCRT0

; Not in normal or running CLF/UTC/STU/MOVA mode cancels HC0.

(NTNORM+(MODE0 EQL<3>)+(MODE0 EQL<6>)+(MODE0 EQL<8>)+(MODE0 EQL<16>))=SCRT1

; OUTPUTS TO E/B OFF-SLIP CONTROLLER
; =====

STAGE2.CFF1.LMPON=OUT1 ; Stage 2 running, CFF1=1 and lamps on sets OUT1.
STAGE1.CFF2.LMPON=OUT2 ; Stage 1 running, CFF2=1 and lamps on sets OUT2.
(MODE0 EQL<5>).CFF3.LMPON=OUT3 ; Hurry Call active, CFF3=1 and lamps on sets OUT3.

; INPUTS FROM E/B OFF-SLIP CONTROLLER
; =====

IFT NOT(IN1) THN ; IN1 inactive
RUN<2> ; holds override timer reset.
END

IFT NOT(IN2) THN ; IN2 inactive
RUN<3> ; holds override timer reset.
END

IFT (MODE0 EQL<2>).((IN1.CNDTMA2.CFF4)+(IN2.CNDTMA3.CFF5)) THN ; If running VA mode with IN1 or IN2 active
; and relevant override timer active then
FALSE=.EXOB ; inhibit extensions for phase B to allow gap
*=.EXCB ; change to stage 1,
TRUE:=+UCST1 ; demand stage 1 and
*=.PRVST2 ; prevent stage 2 to hold stage 1.
ELS ; CFF4=1 to enable for IN1.
FALSE=PRVST2 ; CFF5=1 to enable for IN2.
END

IFT IN3.NOT(SCRT2) THN ; IN3 just gone active
RUN<4> ; runs Hurry Call prevent timer (used above).
END
IN3=SCRT2 ; Set flag for use above.

; MOVA LINKING FROM E/B OFF-SLIP CONTROLLER
; =====

MTCF0.NOT(MOVA0DET18+MOVA0DET19)=SCRT5 ; MTCF0 true and MOVA dets 18/19 inactive sets flag to enable
; MOVA dets 20/21 below.

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Special Conditioning

```
IFT IN1.NOT(SCRT3) THN          ; IN1 just gone active
  RUN<5>                        ; runs pulse on delay,
  RUN<7>                        ; runs hold on delay and
  RUN<9>                        ; runs hold override.
END

IFT CNDTER5.IN1 THN            ; On delay timer terminated and IN1 still active
  RUN<6>                        ; runs pulse timer.
END

CNDTMA6.SCRT5.NOT(CFF6)=MOVA0DET20 ; Pulse timer active and enable flag true sets MOVA det 20.
                                   ; CFF6=1 to disable.

IFT NOT(IN1).SCRT3.SCRT4 THN   ; IN1 just gone inactive with hold flag on
  RUN<8>                        ; runs off delay timer.
END

NOT(CNDTER8+CNDTER9)=.SCRT4    ; Off delay or override timer terminated resets flag.

IFT CNDTER7.IN1 THN            ; On delay timer terminated and IN1 still active
  TRUE+=SCRT4                  ; sets hold flag.
END

SCRT4.SCRT5.CFF7=MOVA0DET21    ; Hold and enable flags both true sets MOVA det 21.
                                   ; CFF7=1 to enable.

IN1=SCRT3                      ; Set flag for use above.

; MANUAL PANEL
; =====

IFT (MODE0 EQL<16>) THN        ; If running MOVA mode
  TRUE=MIL17                   ; light the HP led.
ELS
  IFT (MODE0 EQL<6>) THN       ; Else if running UTC mode
    INC 1SCRTCH31              ; flash the HP led.
    1SCRT249=MIL17
  ELS
    FALSE=MIL17
  END
END
```

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Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	5	0	255	<input type="checkbox"/>	ESPRX0 delay	16		0	255	<input type="checkbox"/>	
1	60	0	255	<input type="checkbox"/>	Quick start minimums duration	17		0	255	<input type="checkbox"/>	
2	90	0	255	<input type="checkbox"/>	IN1 override	18		0	255	<input type="checkbox"/>	
3	90	0	255	<input type="checkbox"/>	IN2 override	19		0	255	<input type="checkbox"/>	
4	120	0	255	<input type="checkbox"/>	IN3 hurry call prevent	20		0	255	<input type="checkbox"/>	
5	10	0	255	<input type="checkbox"/>	MOVA0DET20 on delay	21		0	255	<input type="checkbox"/>	
6	6	0	255	<input type="checkbox"/>	MOVA0DET20 pulse	22		0	255	<input type="checkbox"/>	
7	10	0	255	<input type="checkbox"/>	MOVA0DET21 on delay	23		0	255	<input type="checkbox"/>	
8	12	0	255	<input type="checkbox"/>	MOVA0DET21 off delay	24		0	255	<input type="checkbox"/>	
9	40	0	255	<input type="checkbox"/>	MOVA0DET21 override	25		0	255	<input type="checkbox"/>	
10		0	255	<input type="checkbox"/>		26		0	255	<input type="checkbox"/>	
11		0	255	<input type="checkbox"/>		27		0	255	<input type="checkbox"/>	
12		0	255	<input type="checkbox"/>		28		0	255	<input type="checkbox"/>	
13		0	255	<input type="checkbox"/>		29		0	255	<input type="checkbox"/>	
14		0	255	<input type="checkbox"/>		30		0	255	<input type="checkbox"/>	
15		0	255	<input type="checkbox"/>		31		0	255	<input type="checkbox"/>	

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag
0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	32	<input checked="" type="checkbox"/>	<input type="checkbox"/>	48	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	33	<input checked="" type="checkbox"/>	<input type="checkbox"/>	49	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18	<input type="checkbox"/>	<input type="checkbox"/>	34	<input checked="" type="checkbox"/>	<input type="checkbox"/>	50	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	35	<input checked="" type="checkbox"/>	<input type="checkbox"/>	51	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	36	<input checked="" type="checkbox"/>	<input type="checkbox"/>	52	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	21	<input checked="" type="checkbox"/>	<input type="checkbox"/>	37	<input checked="" type="checkbox"/>	<input type="checkbox"/>	53	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	22	<input type="checkbox"/>	<input type="checkbox"/>	38	<input checked="" type="checkbox"/>	<input type="checkbox"/>	54	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	39	<input checked="" type="checkbox"/>	<input type="checkbox"/>	55	<input type="checkbox"/>	<input type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	40	<input checked="" type="checkbox"/>	<input type="checkbox"/>	56	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	25	<input checked="" type="checkbox"/>	<input type="checkbox"/>	41	<input checked="" type="checkbox"/>	<input type="checkbox"/>	57	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	26	<input checked="" type="checkbox"/>	<input type="checkbox"/>	42	<input checked="" type="checkbox"/>	<input type="checkbox"/>	58	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	27	<input checked="" type="checkbox"/>	<input type="checkbox"/>	43	<input checked="" type="checkbox"/>	<input type="checkbox"/>	59	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	28	<input checked="" type="checkbox"/>	<input type="checkbox"/>	44	<input checked="" type="checkbox"/>	<input type="checkbox"/>	60	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	29	<input checked="" type="checkbox"/>	<input type="checkbox"/>	45	<input checked="" type="checkbox"/>	<input type="checkbox"/>	61	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	30	<input checked="" type="checkbox"/>	<input type="checkbox"/>	46	<input checked="" type="checkbox"/>	<input type="checkbox"/>	62	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	31	<input checked="" type="checkbox"/>	<input type="checkbox"/>	47	<input checked="" type="checkbox"/>	<input type="checkbox"/>	63	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note:
Cond Flag -
 If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
 If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps

 will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

 Clearance of Special Condition

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Special Instructions

TCT338	Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
	Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
	Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
	Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
	Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
	Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
	Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
	Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
	Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
	Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
	CPU	A					

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Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*I*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY	1		
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY			
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

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

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Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

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

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Special Instructions

DETECTOR EQUIPMENT SHEET (*I*L*)

Item	Drawing Number	DESCRIPTION	QTY	TOT	REMARKS
1	667/1/20690/000	Detector 11 inch detector rack kit			
2	667/1/20690/001	Detector 19 inch detector rack kit			
3	667/1/17705/011	Detector Beehive kit (excl Pedestal)			
4	667/2/01999/000	Pedestal (Metric) D Detr. Housing			
5	667/1/17212/000	Detector L bracket kit			
6	667/1/22447/000	Detector Mounting Kit E.F.U. (T500)			
7	667/1/22470/000	Detector Frame Assy (T500)			
8	667/1/15990/002	Detector double backplane kit			
9	667/1/15990/003	Detector single backplane kit			
10	667/1/15990/004	Detector logic backplane kit			
11					
12	667/1/27663/000	Siemens STR4 (4 Channel) loop detector			
13	667/1/45200/001	SLD4 Standard 4 Channel loop detector	7		
14	667/1/45200/011	SLD4 Enhanced 4 Channel loop detector			
15					
16	667/1/03887/000	Detector Cableform (1 per 2 B/Planes)			
17	667/1/15854/000	Detector Cable termination kit			
18					
19	667/1/15991/000	Mod Kit Regulator PSU 1.5A 21-38V			
20	667/1/15991/001	Mod Kit Regulator PSU 0.5A 21-48V			
21					
22	667/7/20360/002	Microsense Detr. Board 2 Channel			Eng. to supply
23	667/7/20360/004	Microsense Detr. Board 4 Channel			Eng. to supply
24	667/7/20368/000	Microsense Rack 3Ux19"			Eng. to supply
25	667/7/20365/000	Microsense 20-Way Backplane (Std)			Eng. to supply
26	667/7/20366/000	Microsense 20-Way Logic Backplane			
27	667/7/20369/000	Microsense Card Frame Guides (Pr.)			Eng. to supply
28					
29	667/7/20361/002	Microsense 2 Channel U/D Logic			
30	667/7/20361/004	Microsense 4 Channel U/D Logic			
31	667/7/20362/000	Microsense Count Logic N,N+1,U/D & DFM			
32	667/7/20363/000	Microsense Queue Logic with DFM			Eng. to supply
33	667/7/20364/000	Microsense Bus Detector 2-Channel			Eng. to supply
34					
35					
36	667/7/20377/000	Microsense MIX 3-1-R-24 I/R detector			Nearside mounting
37	667/7/20377/001	Microsense MIX 3-2-R-24 I/R detector			Offside mounting
38	667/7/20378/000	Short fixing bracket			
39	667/7/20379/000	Sighting Hood for MIX detectors			Eng. to supply
40	667/7/20380/000	Handbook for MIX detectors			Eng. to supply

[Template - Detector items.txt issue 1.0]

Works Order : TCT2913
EM Number : TCT339
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Special Instructions

INTEGRAL OTU SET-UP

=====

For the UTC MO control bit to function correctly the UTC transmit confirm bit (TC) must be mapped to conditioning flag ESPRX0.

CFF63=1 can be set to mimic the presence of the TC bit for testing purposes.
CFF63=1 can be set to mimic the presence of the MO control bit for testing purposes.

CFF FUNCTIONS

=====

CFF1=1 to enable OUT1 output (stage 2 at ROW).
CFF2=1 to enable OUT2 output (stage 1 at ROW).
CFF3=1 to enable OUT3 output (Hurry Call active).

CFF4=1 to enable IN1 to force 2-1 gap change in VA mode.
CFF5=1 to enable IN2 to force 2-1 gap change in VA mode.

CFF6=1 to disable MOVA detector 20.
CFF7=1 to enable MOVA detector 21.

Works Order : TCT2913
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Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	BQ1	6	4	
1	BQ2	6	4	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order : TCT2913
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Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	<p style="text-align: center;">Port Number & Type</p> Port: <input style="width: 50px;" type="text" value="0"/> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="radio"/> Inputs <input type="radio"/> Outputs <input checked="" type="radio"/> Inputs & Outputs </div>	<p style="text-align: center;">Card Type & Address</p> Intelligent Backplane 16/0 Card Address: 1
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	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	Used By					Term Block	Terminal No		
															SDE	Pri	HC	CC	IG	UD	LRT		
<input type="radio"/>	0	0	I	AIN1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1
<input type="radio"/>	1	1	I	AIN2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2
<input type="radio"/>	2	2	I	AIN3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3
<input type="radio"/>	3	3	I	SPARE3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4
<input type="radio"/>	4	4	I	AX4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1
<input type="radio"/>	5	5	I	AX5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2
<input type="radio"/>	6	6	I	AX6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3
<input type="radio"/>	7	7	I	SPARE7	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4

Add	Delete	Move	Clear Used By	Move to/from backplane
Manual Map Optimisation				

Works Order : TCT2913
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 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Inputs and Outputs

Inputs and Outputs

- Enable Signal Required Check boxes
- Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
 Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No	
<input type="radio"/>	8	0	I	ASL7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1
<input type="radio"/>	9	1	I	ASL8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2
<input type="radio"/>	10	2	I	ASL9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3
<input type="radio"/>	11	3	I	SPARE11	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4
<input type="radio"/>	12	4	I	BIN10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1
<input type="radio"/>	13	5	I	BIN11	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2
<input type="radio"/>	14	6	I	SPARE14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3
<input type="radio"/>	15	7	I	SPARE15	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Inputs and Outputs

Inputs and Outputs

- Enable Signal Required
Check boxes
- Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
 Card Address: 2

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No	
<input type="radio"/>	16	0	I	BX12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A1
<input type="radio"/>	17	1	I	BX13	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A2
<input type="radio"/>	18	2	I	BX14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A3
<input type="radio"/>	19	3	I	SPARE19	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A4
<input type="radio"/>	20	4	I	BSL15	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B1
<input type="radio"/>	21	5	I	BSL16	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B2
<input type="radio"/>	22	6	I	BSL17	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B3
<input type="radio"/>	23	7	I	SPARE23	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B4

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	<p style="text-align: center;">Port Number & Type</p> Port: <input style="width: 50px;" type="text" value="3"/> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="radio"/> Inputs <input type="radio"/> Outputs </div> <div style="display: flex; justify-content: center; margin-top: 5px;"> <input checked="" type="radio"/> Inputs & Outputs </div>	<p style="text-align: center;">Card Type & Address</p> Intelligent Backplane 16/0 Card Address: 2
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	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
																Pri	HC	CC	IG	UD	LRT		
<input type="radio"/>	24	0	I	BQ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 20px;" type="text" value="1"/>	<input style="width: 20px;" type="text" value="0"/>	<input style="width: 40px;" type="text" value="0.0"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C1
<input type="radio"/>	25	1	I	BQ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 20px;" type="text" value="1"/>	<input style="width: 20px;" type="text" value="0"/>	<input style="width: 40px;" type="text" value="0.0"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C2
<input type="radio"/>	26	2	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C3
<input type="radio"/>	27	3	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	C4
<input type="radio"/>	28	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D1
<input type="radio"/>	29	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D2
<input type="radio"/>	30	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D3
<input type="radio"/>	31	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	D4

<input type="button" value="Add"/>	<input type="button" value="Delete"/>	<input type="button" value="Move"/>	<input type="button" value="Clear Used By"/>	<input type="button" value="Move to/from backplane"/>
<input type="button" value="Manual Map Optimisation"/>				

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Inputs and Outputs

Inputs and Outputs

- Enable Signal Required
Check boxes
- Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No	
<input type="radio"/>	32	0	I	IN1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-0
<input type="radio"/>	33	1	I	IN2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-1
<input type="radio"/>	34	2	I	IN3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-2
<input type="radio"/>	35	3	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-3
<input type="radio"/>	36	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-4
<input type="radio"/>	37	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-5
<input type="radio"/>	38	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-6
<input type="radio"/>	39	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	I-7

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Inputs and Outputs

Inputs and Outputs

- Enable Signal Required
Check boxes
- Manual Allocation

Port Number & Type

Port:

Inputs Outputs
 Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No	
<input type="radio"/>	56	0	O	OUT1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-0
<input type="radio"/>	57	1	O	OUT2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-1
<input type="radio"/>	58	2	O	OUT3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N	<input type="text"/>	0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-2
<input type="radio"/>	59	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-3
<input type="radio"/>	60	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-4
<input type="radio"/>	61	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-5
<input type="radio"/>	62	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-6
<input type="radio"/>	63	7	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="text"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1/01	O-7

Works Order : TCT2913
 EM Number : TCT339
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Southern Controller / Westbound Off-Slip

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

Card Reversed

HPU Connection

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

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	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	N/A	N/A	N/A	10	N/A	N/A	N/A
25	N/A	N/A	N/A	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

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I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SETB	SETC	SETD
Group 0	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 2	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 5	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

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

Handset Limiting Values

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

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Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Administration

General Specifications

Customer Name	<input type="text" value="Vinci JV / Highways England"/>	Customer Order No.	<input type="text"/>
Intersection/ General Description	<input type="text" value="M20 Junction 10a Eastbound Off-Slip"/>	Controller/ Serial Number	<input type="text"/>
Controller	<input checked="" type="radio"/> New <input type="radio"/> Modification	S.T.S. /EM Number	<input type="text" value="TCT338"/> Issue <input type="text" value="1"/>
Area Specifications/ Customer Drawings	<input type="text" value="HE514442-JAC-HGN-J10A-DR-EC"/>	Equipment Installation by	<input type="text" value="Telent"/>
Specification Section	<input type="text"/>	Slot Cutting by	<input type="text" value="Telent"/>
Contract/Tender Ref.	<input type="text"/>	Civil Works by	<input type="text"/>
Quotation No.	<input type="text"/>	Customer's Engineer	<input type="text" value="Kevin Bennett (Jacobs)"/>
Works Order No.	<input type="text"/>	Telephone Number	<input type="text" value="020-7939-6141"/>

Signal Company Use Only

Signal Engineer	<input type="text" value="D.A.Lawrence (TCT)"/>	(IF PROM Label as >) PROM Number	<input type="text" value="0"/>	PROM Variant	<input type="text" value="0"/>
		Configuration Check Value	<input type="text" value="DE 9A EF 27"/>		

Controller Options

Hardware Firmware Type and Issue Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options UK-Std Non-UK
Cabinet/Rack Variant Cuckoo Options Gemini Unit Fitted

Mains Supply	<input type="text" value="230"/> Volts	<input type="text" value="50"/> Hz					
Peak Lamp Current	<input type="text" value="4"/> Amps	Dimming Voltage	<input type="text" value="27.5"/>	Answer Issue	<input type="text" value="0"/>	Date Created	<input type="text" value="08/08/2019"/>
Average Lamp Power	<input type="text" value="96"/> Watts	Low Inrush Transformer	<input type="checkbox"/>	Edit Issue	<input type="text" value="2"/>		
Total Average Power	<input type="text" value="196"/> Watts						

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

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Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams	
<input checked="" type="radio"/>	Current Number of Streams <input type="text" value="1"/>

Phases	
<input type="radio"/>	Current Total Number of Phases <input type="text" value="2"/>
<input checked="" type="radio"/>	Number of Real Phases <input type="text" value="2"/>
<input type="radio"/>	Number of Dummy Phases <input type="text" value="0"/>

Stages	
<input type="radio"/>	Current Number of stages (inc.ALL-RED stages) <input type="text" value="3"/>

Switched Signs	
<input type="radio"/>	Number of Switched Signs <input type="text" value="0"/>

Action	
<input type="button" value="AddAt"/>	<input type="button" value="DeleteAt"/>

Works Order :
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Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

 Serial/Internal UTMC OTU
 Free-standing OTU

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

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

ExtendAll Red
 Speed Measurement
 Ripple Change

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

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
<input type="checkbox"/> Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Emergency Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Hurry Call	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> LRT	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Priority Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Manual Control	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> Manual Step On	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Selected FT or VA or CLF	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> UTC	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> MOVA Mode	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> CLF (Non-Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input type="checkbox"/> CLF (Base Time)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Vehicle Actuated	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<input checked="" type="checkbox"/> Fixed Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Configuration Complexity

Low
 Medium
 High
 Maximum

Default PROM data file

Correspondence Monitoring to inc.

Reds
 Ambers
 Switched Signs
 Ignore Reds and Ambers during Fail

Flash Rate (ms)

 Off
 On

Works Order :
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Phases in Stages

Phases

	A	B
0		
1	■	
2		■

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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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

	0	1	2
0	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

In Stream

Works Order :
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 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

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	Circulating	0 - UK Traffic	0	0 - E		1	1	1
B	Slip Road	0 - UK Traffic	0	0 - E		1	1	1

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

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Opposing and Conflicting Phases

Select Stream(s) To Configure

All 0

Initialise

Amber Conflict Monitoring

To Phase

From Phase

	A	B
A		Co
B	Co	

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								Pre-timed
				A	B	C	D	E	F	G	H	
A	7	0	0.0	50	55	55	55	55	55	55	55	<input type="checkbox"/>
B	7	0	0.0	60	65	65	65	65	65	65	65	<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
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												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>
												<input type="checkbox"/>

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

Works Order :
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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
A		5
B	7	

Works Order :
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Intergreen Handset Limits

HIGH

To Phase

		A	B
From Phase	A		5
	B	7	

Works Order :
 EM Number : TCT338
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 Intersection : M20 Junction 10a Eastbound Off-Slip

Phase Timing Handset Ranges

Phase Timing Handset Ranges			
Initialise Min Green Limits			
Phase	Min. Green		Phase
	Min.	Max.	
A	<input type="text" value="7"/>	<input type="text" value="20"/>	Q
B	<input type="text" value="7"/>	<input type="text" value="20"/>	R
C			S
D			T
E			U
F			V
G			W
H			X
I			Y
J			Z
K			A2
L			B2
M			C2
N			D2
O			E2
P			F2

<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Max. Green</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="255"/></td> </tr> </table>	Max. Green		Min. <input type="text" value="0"/>	Max. <input type="text" value="255"/>	
Max. Green					
Min. <input type="text" value="0"/>	Max. <input type="text" value="255"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Vehicle Extension</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0.0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="10.0"/></td> </tr> </table>	Vehicle Extension		Min. <input type="text" value="0.0"/>	Max. <input type="text" value="10.0"/>	
Vehicle Extension					
Min. <input type="text" value="0.0"/>	Max. <input type="text" value="10.0"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Phase Delay</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="10"/></td> </tr> </table>	Phase Delay		Min. <input type="text" value="0"/>	Max. <input type="text" value="10"/>	
Phase Delay					
Min. <input type="text" value="0"/>	Max. <input type="text" value="10"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Starting I/G</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="4"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="12"/></td> </tr> </table>	Starting I/G		Min. <input type="text" value="4"/>	Max. <input type="text" value="12"/>	
Starting I/G					
Min. <input type="text" value="4"/>	Max. <input type="text" value="12"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Min Pedestrian Clearance (PBT)</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="12"/></td> </tr> </table>	Min Pedestrian Clearance (PBT)		Min. <input type="text" value="0"/>	Max. <input type="text" value="12"/>	
Min Pedestrian Clearance (PBT)					
Min. <input type="text" value="0"/>	Max. <input type="text" value="12"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Traffic Phase Leaving</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="3.0"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="3.0"/></td> </tr> </table>	Traffic Phase Leaving		Min. <input type="text" value="3.0"/>	Max. <input type="text" value="3.0"/>	
Traffic Phase Leaving					
Min. <input type="text" value="3.0"/>	Max. <input type="text" value="3.0"/>				
<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left; padding: 5px;">Traffic Phase Red/Amber</th> </tr> <tr> <td style="width: 50%; padding: 5px;">Min. <input type="text" value="2"/></td> <td style="width: 50%; padding: 5px;">Max. <input type="text" value="2"/></td> </tr> </table>	Traffic Phase Red/Amber		Min. <input type="text" value="2"/>	Max. <input type="text" value="2"/>	
Traffic Phase Red/Amber					
Min. <input type="text" value="2"/>	Max. <input type="text" value="2"/>				

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

VA Demand and Extend Definitions

VA Demand and Extend Definitions				
<input checked="" type="radio"/> Phases A to P <input type="radio"/>				
Demands				
For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.				
A	AX3	AX4	ASL5	ASL6
B	BX9	BX10	BX11	BSL12
Extensions				
AX3	AX4	ASL5	ASL6	
BX9	BX10	BX11	BSL12	

Works Order :
 EM Number : TCT338
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Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Unlatched Demands that Start Max Timers

A	<input checked="" type="checkbox"/>	B	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Revertive Phase Demands

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

Works Order :
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Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Demands Inserted When Leaving Manual and Fixed Time Modes

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Unlatched Demands that Start Maximum Timers

0	<input checked="" type="checkbox"/>	1	<input checked="" type="checkbox"/>	2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Window Times

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

Exceptional Stages

0	<input type="checkbox"/>	1	<input type="checkbox"/>	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>		<input type="checkbox"/>

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

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	<input type="text" value="1"/>	<input type="text" value="2"/>	<input type="text" value="1"/>					
Time	<input type="text" value="0"/>	<input type="text" value="50"/>	<input type="text" value="60"/>					
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	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Extend	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="45"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

- 0- Go To VA
- 1- Immediate Move
- 2- Demand Dependent Move
- 3- Hold
- 4- Prevent Except To
- 5- Add Immediate Move
- 6- Add Demand Dependent Move
- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

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Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

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Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
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CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

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Copy From

Entry Point (secs)

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Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

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- 7- Ignore
- 8- Stand Alone Inhibited
- 9- Stand Alone Ped Allowed

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

0- Go To VA

1- Immediate Move

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3- Hold

4- Prevent Except To

5- Add Immediate Move

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7- Ignore

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Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

0- Go To VA

1- Immediate Move

2- Demand Dependent Move

3- Hold

4- Prevent Except To

5- Add Immediate Move

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8- Stand Alone Inhibited

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Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Plan(s)

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence				CLF Influences			
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	<input type="text" value="0"/>	<input type="text" value="2"/>	<input type="text" value="1"/>	16	<input type="text"/>	<input type="text"/>	<input type="text"/>
1	<input type="text" value="2"/>	<input type="text" value="3"/>	<input type="text" value="2"/>	17	<input type="text"/>	<input type="text"/>	<input type="text"/>
2	<input type="text" value="50"/>	<input type="text" value="1"/>	<input type="text" value="2"/>	18	<input type="text"/>	<input type="text"/>	<input type="text"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	19	<input type="text"/>	<input type="text"/>	<input type="text"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	20	<input type="text"/>	<input type="text"/>	<input type="text"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	21	<input type="text"/>	<input type="text"/>	<input type="text"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	22	<input type="text"/>	<input type="text"/>	<input type="text"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	23	<input type="text"/>	<input type="text"/>	<input type="text"/>
8	<input type="text"/>	<input type="text"/>	<input type="text"/>	24	<input type="text"/>	<input type="text"/>	<input type="text"/>
9	<input type="text"/>	<input type="text"/>	<input type="text"/>	25	<input type="text"/>	<input type="text"/>	<input type="text"/>
10	<input type="text"/>	<input type="text"/>	<input type="text"/>	26	<input type="text"/>	<input type="text"/>	<input type="text"/>
11	<input type="text"/>	<input type="text"/>	<input type="text"/>	27	<input type="text"/>	<input type="text"/>	<input type="text"/>
12	<input type="text"/>	<input type="text"/>	<input type="text"/>	28	<input type="text"/>	<input type="text"/>	<input type="text"/>
13	<input type="text"/>	<input type="text"/>	<input type="text"/>	29	<input type="text"/>	<input type="text"/>	<input type="text"/>
14	<input type="text"/>	<input type="text"/>	<input type="text"/>	30	<input type="text"/>	<input type="text"/>	<input type="text"/>
15	<input type="text"/>	<input type="text"/>	<input type="text"/>	31	<input type="text"/>	<input type="text"/>	<input type="text"/>

CLF Influences

0- Go To VA

1- Immediate Move

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3- Hold

4- Prevent Except To

5- Add Immediate Move

6- Add Demand Dependent Move

7- Ignore

8- Stand Alone Inhibited

9- Stand Alone Ped Allowed

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

CLF - Demand Dependent Moves

Clear Grid Data

Notes:

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

Phases

	A	B
0		
1		
2		

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

UTC General Data

UTC General Data

Type of UTC

106

316

Integral OTU Address

Number of Control Words

Number of Reply Words

Controller to respond to TC bit.

Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Time

Clock Confirm Time (UTC RT output)

Day

Time

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

UTC Control and Reply Data Format

UTC Control and Reply Data Format								
	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Control Words								
Word 1	#F1	F2	DX	D1				TS
Word 2	MO							
Word 3								
Word 4								
Reply Words								
Word 1	G1	G2	DF	SD1	LF1	CF	HC1	CC
Word 2	MR	ML	MF				DO	RR
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 : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Phases AtoP

Demands				
Phase	For Unlatched demands, precede the name with a #. Conditioning MUST be used to specify unlatched demands.			
A	DX	D1		
B	DX			

Extensions				
DX	D1			
DX				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

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				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
 G1/G2 RR

Manual Mode Selected:
 G1/G2 RR

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

G1/G2

Detector Fault:
 DF

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

RR Button Selected:
 G1/G2 RR

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

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

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

	A	B
0		
1		
2		

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

MOVA Stages

MOVA Stages

Stage	Force Bit	Green Confirm Bit	Stage	Force Bit	Green Confirm Bit
0			16		
1	MOVA0F1	MOVA0CON1	17		
2	MOVA0F2	MOVA0CON2	18		
3			19		
4			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/CRB

Manual Mode Selected:

G1/G2 RR/CRB

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

G1/G2 RR/CRB

Normal NOT selected on the Manual Panel:

G1/G2 RR/CRB

RR Button Selected:

G1/G2 RR/CRB

Report as UTC Mode

MOVA Control Timer (x10)

MOVA Deactivate Timer

MOVA Release Timer

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping		Set Selection													
<input type="checkbox"/> Combined		<input type="radio"/> UTC	<input checked="" type="radio"/> MOVA0	<input type="radio"/> MOVA1	<input type="radio"/> MOVA2	<input type="radio"/> MOVA3									
1	AIN1	2	AIN2	3	AX3	4	AX4	5	ASL5	6	ASL6	7	BIN7	8	BIN8
9	BX9	10	BX10	11	BX11	12	BSL12	13	BSL13	14	BSL14	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	

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
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MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate Max	MAXSETE	19	No Action	
4	Alternate Max	MAXSETF	20	No Action	
5	Alternate Max	MAXSETG	21	No Action	
6	Alternate Max	MAXSETH	22	No Action	
7	Alternate DFM	ALTDFMB	23	No Action	
8	Alternate DFM	ALTDFMC	24	No Action	
9	Alternate DFM	ALTDFMD	25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
0	9	08:00:00	Introduce Maxset B	2	1
1	9	09:00:00	Introduce MaxsetA	2	0
2	10	16:00:00	Introduce Maxset C	2	2
3	9	18:00:00	Introduce MaxsetA	2	0
4	6	16:00:00	Introduce Maxset D	2	3
5	0	08:00:00	Introduce Maxset E	2	4
6	0	16:00:00	Introduce Maxset F	2	5
7	1	08:00:00	Introduce Maxset G	2	6
8	1	16:00:00	Introduce Maxset H	2	7
9	9	08:00:00	Introduce AM CLF Plan 1	1	1
10	9	09:00:00	Introduce Normal CLF Plan 0	1	0
11	10	16:00:00	Introduce PM CLF Plan 2	1	2
12	9	18:00:00	Introduce Normal CLF Plan 0	1	0
13	6	16:00:00	Introduce Firday PM CLF Plan 3	1	3
14	0	08:00:00	Introduce SaturdayAM CLF Plan 4	1	4
15	0	16:00:00	Introduce Saturday PM CLF Plan 5	1	5

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 : TCT338
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MTC - Timetable

MTC - Timetable

View Timetable Settings

0 - 15
 16 - 31
 32 - 47
 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
16	1	08:00:00	Introduce SundayAM CLF Plan 6	1	6
17	1	16:00:00	Introduce Sunday PM CLF Plan 7	1	7
18	0			0	0
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

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

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

<input type="radio"/>	<input checked="" type="radio"/> 48
<input type="radio"/>	<input type="radio"/>

<p>Max Red Bulb Wattage</p> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>First Red Lamp Fault Speed</p> <table><tr><td>Minimum</td><td>Maximum</td></tr></table> <table><tr><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr></table>	Minimum	Maximum	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum	Maximum										
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Integral LMU Onboard Sensors

Integral LMU Onboard Sensors

No. of LSLS cards fitted: 1
 HPU Connection: 1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	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		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		

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

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

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 : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

of 1

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.	<input type="text" value="Auto"/>	<input type="text" value="1: Siemens Helios ELV"/>	
2	B	As Seq.	<input type="text" value="Auto"/>	<input type="text" value="1: Siemens Helios ELV"/>	
93	N/A	Regulatory Sign	<input type="text" value="Auto"/>	<input type="text" value="4: Siemens ELV Regulatory Sign"/>	
94	N/A	Regulatory Sign	<input type="text" value="Auto"/>	<input type="text" value="4: Siemens ELV Regulatory Sign"/>	
95	N/A	Regulatory Sign	<input type="text" value="Auto"/>	<input type="text" value="4: Siemens ELV Regulatory Sign"/>	
96	N/A	Regulatory Sign	<input type="text" value="Auto"/>	<input type="text" value="4: Siemens ELV Regulatory Sign"/>	

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Hurry Call

Hurry Call

Hurry Call	Stage Called	Call Input Name	Cancel Input Name	Confirm Output Name	Delay Time	Hold Time	Prevent Time
0	<input type="text" value="2"/>	<input type="text" value="*SCRT0"/>	<input type="text" value="*SCRT1"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="25"/>	<input type="text" value="120"/>
1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
4	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
5	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
6	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
7	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Hurry Call Limit Values

	Min.	Max.
Call Delay	<input type="text" value="0"/>	<input type="text" value="255"/>
Call Hold	<input type="text" value="0"/>	<input type="text" value="255"/>
Call Prevent	<input type="text" value="0"/>	<input type="text" value="255"/>

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

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	Circulating	1							
2	Slip Road	2							
3									
4									
5									
6									
7									

General LEDs

AUX1
 AUX2
 AUX3
 AUX4 (Hurry Call)
 AUX5 (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 : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Reserve State

Reserve State		Stream	0	1	2	3	4	5	6	7
Entry		Go to Switch Off Stage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Timeout (seconds)	Part Time on App Failure or Timeout	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited Time		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
Timeout (seconds)	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
After Timeout		Fixed Time	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>	<input checked="" type="radio"/>
	Part Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	Hold Stage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Global Settings

Use Defaults

Timeouts

0 = Use Firmware default

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Special Conditioning

```
; SCRATCHPAD USAGE
; =====

; SCRT0 = Hurry call 0 request
; SCRT1 = Hurry call 0 cancel
; SCRT2 = IN3 input active

; ADDITIONAL VA DEMANDS/EXTENSIONS
; =====

(BSL13+BSL14)=+LCPHB ; BSL13 and BSL14 demand/extend phase B.
(BSL13_ext+BSL14_ext):=+EXOB
*+=+EXCB

; UTC CONTROL/REPLY BITS
; =====

NOT(FLF55)=LF1 ; Any lamp failure (incl. regs) replies LF1.
NOT(FLFCOM)=CF ; Any fault log entry except 12, 18, 22, 55 replies CF.
NOT(MODE0 EQL<5>)=HC1 ; Hurry call mode running replies HC1.
DOORSW=DO ; Door open replies DO.

; *****
; ** To ensure the MO bit conditioning works correctly the **
; ** UTC transmit confirm bit (TC) must be mapped to ESPRX0. **
; ** In the following CFE63=1 can be used to mimic TC bit **
; ** and CFF63=1 can be used to mimic the MO bit. **
; *****

IFT NOT(ESPRX0+CFE63) THN ; If ESPRX0 and CFE63 are inactive
  RUN<0> ; hold delay timer reset.
END ; This is to delay actioning the MO bit when comms is first active.

( (ESPRX0+CFE63) .NOT(CNDTMA0)) .NOT(MO+CFF63)=DISMOVA0 ; MO control bit enables stream 0 MOVA when UTC online.

NOT(MO)=MR ; MO control bit active sets MR reply.
NOT(MODE0 EQL<16>)=ML ; MOVA mode running sets ML reply.
NOT(MOVA0MF)=MF ; MOVA error count higher than 20 sets MF reply.

; QUICK START MINIMUMS
; =====

IFT (MODE0 EQL<8>) THN ; Start-up mode
  RUN<1> ; holds timer reset.
END

CNDTMA1=CLCONT ; Timer active disables CLF mode.

(MODE0 EQL<2>) .CNDTMA1:=+UCST1 ; Timer active demands stages 1 and 2.
*+=+UCST2

NOT((MODE0 EQL<2>) .CNDTMA1)::=.EXOAX ; Timer active disables extensions for phases A and B.
*+=.EXCA
*+=.EXOB
*+=.EXCB

; BQ1 AND BQ2
```

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Special Conditioning

```
; =====  
CCTO0=MOVA0DET15 ; BQ1 active after c/c delays sets MOVA detector 15.  
CCTO1=MOVA0DET16 ; BQ2 active after c/c delays sets MOVA detector 16.  
  
; BQ1+BQ2 active after c/c delays in normal VA and IN3 prevent timer not running requests HC0.  
  
(MODE0 EQL<2>).SSNRM.(CCTO0+CCTO1).NOT(CNDTMA4)=SCRT0  
  
; Not in normal or running CLF/UTC/STU/MOVA mode cancels HC0.  
  
(NTNORM+(MODE0 EQL<3>)+(MODE0 EQL<6>)+(MODE0 EQL<8>)+(MODE0 EQL<16>))=SCRT1  
  
; OUTPUTS TO W/B OFF-SLIP CONTROLLER  
; =====  
STAGE2.CFF1.LMPON=OUT1 ; Stage 2 running, CFF1=1 and lamps on sets OUT1.  
STAGE1.CFF2.LMPON=OUT2 ; Stage 1 running, CFF2=1 and lamps on sets OUT2.  
(MODE0 EQL<5>).CFF3.LMPON=OUT3 ; Hurry Call active, CFF3=1 and lamps on sets OUT3.  
  
; INPUTS FROM W/B OFF-SLIP CONTROLLER  
; =====  
IFT NOT(IN1) THN ; IN1 inactive  
  RUN<2> ; holds override timer reset.  
END  
  
IFT NOT(IN2) THN ; IN2 inactive  
  RUN<3> ; holds override timer reset.  
END  
  
IFT (MODE0 EQL<2>).((IN1.CNDTMA2)+(IN2.CNDTMA3)) THN ; If running VA mode with IN1 or IN2 active and  
  ; relevant override timer running then  
  FALSE=.EXOB ; inhibit extensions for phase B to allow gap  
  *=.EXCB ; change to stage 1,  
  TRUE;=+UCST1 ; demand stage 1 and  
  *=PRVST2 ; prevent stage 2 to hold stage 1.  
ELS  
  FALSE=PRVST2  
END  
  
IFT IN3.NOT(SCRT2) THN ; IN3 just gone active  
  RUN<4> ; runs Hurry Call prevent timer (used above).  
END  
IN3=SCRT2 ; Set flag for use above.  
  
; MANUAL PANEL  
; =====  
IFT (MODE0 EQL<16>) THN ; If running MOVA mode  
  TRUE=MIL17 ; light the HP led.  
ELS  
  IFT (MODE0 EQL<6>) THN ; Else if running UTC mode  
    INC 1SCRTCH31 ; flash the HP led.  
    1SCRT249=MIL17  
  ELS  
    FALSE=MIL17  
  END
```

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Special Conditioning

END

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	5	0	255	<input type="checkbox"/>	ESPRX0 delay	16		0	255	<input type="checkbox"/>	
1	60	0	255	<input type="checkbox"/>	Quick start minimums duration	17		0	255	<input type="checkbox"/>	
2	90	0	255	<input type="checkbox"/>	IN1 override	18		0	255	<input type="checkbox"/>	
3	90	0	255	<input type="checkbox"/>	IN2 override	19		0	255	<input type="checkbox"/>	
4	120	0	255	<input type="checkbox"/>	IN3 hurry call prevent	20		0	255	<input type="checkbox"/>	
5		0	255	<input type="checkbox"/>		21		0	255	<input type="checkbox"/>	
6		0	255	<input type="checkbox"/>		22		0	255	<input type="checkbox"/>	
7		0	255	<input type="checkbox"/>		23		0	255	<input type="checkbox"/>	
8		0	255	<input type="checkbox"/>		24		0	255	<input type="checkbox"/>	
9		0	255	<input type="checkbox"/>		25		0	255	<input type="checkbox"/>	
10		0	255	<input type="checkbox"/>		26		0	255	<input type="checkbox"/>	
11		0	255	<input type="checkbox"/>		27		0	255	<input type="checkbox"/>	
12		0	255	<input type="checkbox"/>		28		0	255	<input type="checkbox"/>	
13		0	255	<input type="checkbox"/>		29		0	255	<input type="checkbox"/>	
14		0	255	<input type="checkbox"/>		30		0	255	<input type="checkbox"/>	
15		0	255	<input type="checkbox"/>		31		0	255	<input type="checkbox"/>	

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag
0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	16	<input checked="" type="checkbox"/>	<input type="checkbox"/>	32	<input checked="" type="checkbox"/>	<input type="checkbox"/>	48	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	17	<input checked="" type="checkbox"/>	<input type="checkbox"/>	33	<input checked="" type="checkbox"/>	<input type="checkbox"/>	49	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	18	<input type="checkbox"/>	<input type="checkbox"/>	34	<input checked="" type="checkbox"/>	<input type="checkbox"/>	50	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	19	<input checked="" type="checkbox"/>	<input type="checkbox"/>	35	<input checked="" type="checkbox"/>	<input type="checkbox"/>	51	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	36	<input checked="" type="checkbox"/>	<input type="checkbox"/>	52	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	<input checked="" type="checkbox"/>	<input type="checkbox"/>	21	<input checked="" type="checkbox"/>	<input type="checkbox"/>	37	<input checked="" type="checkbox"/>	<input type="checkbox"/>	53	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	<input checked="" type="checkbox"/>	<input type="checkbox"/>	22	<input type="checkbox"/>	<input type="checkbox"/>	38	<input checked="" type="checkbox"/>	<input type="checkbox"/>	54	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	<input checked="" type="checkbox"/>	<input type="checkbox"/>	23	<input checked="" type="checkbox"/>	<input type="checkbox"/>	39	<input checked="" type="checkbox"/>	<input type="checkbox"/>	55	<input type="checkbox"/>	<input type="checkbox"/>
8	<input checked="" type="checkbox"/>	<input type="checkbox"/>	24	<input checked="" type="checkbox"/>	<input type="checkbox"/>	40	<input checked="" type="checkbox"/>	<input type="checkbox"/>	56	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	<input checked="" type="checkbox"/>	<input type="checkbox"/>	25	<input checked="" type="checkbox"/>	<input type="checkbox"/>	41	<input checked="" type="checkbox"/>	<input type="checkbox"/>	57	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	<input checked="" type="checkbox"/>	<input type="checkbox"/>	26	<input checked="" type="checkbox"/>	<input type="checkbox"/>	42	<input checked="" type="checkbox"/>	<input type="checkbox"/>	58	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	<input checked="" type="checkbox"/>	<input type="checkbox"/>	27	<input checked="" type="checkbox"/>	<input type="checkbox"/>	43	<input checked="" type="checkbox"/>	<input type="checkbox"/>	59	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	<input type="checkbox"/>	<input type="checkbox"/>	28	<input checked="" type="checkbox"/>	<input type="checkbox"/>	44	<input checked="" type="checkbox"/>	<input type="checkbox"/>	60	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	<input checked="" type="checkbox"/>	<input type="checkbox"/>	29	<input checked="" type="checkbox"/>	<input type="checkbox"/>	45	<input checked="" type="checkbox"/>	<input type="checkbox"/>	61	<input checked="" type="checkbox"/>	<input type="checkbox"/>
14	<input checked="" type="checkbox"/>	<input type="checkbox"/>	30	<input checked="" type="checkbox"/>	<input type="checkbox"/>	46	<input checked="" type="checkbox"/>	<input type="checkbox"/>	62	<input checked="" type="checkbox"/>	<input type="checkbox"/>
15	<input checked="" type="checkbox"/>	<input type="checkbox"/>	31	<input checked="" type="checkbox"/>	<input type="checkbox"/>	47	<input checked="" type="checkbox"/>	<input type="checkbox"/>	63	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Note:
 Cond Flag -
 If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

 Act Flag -
 If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps
 will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

 Clearance of Special Condition

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Special Instructions

TCT338	Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
	Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
	Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
	Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
	Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
	Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
	Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
	Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
	Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
	Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
	CPU	A					

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*I*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY	1		
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY			
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

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

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

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

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Special Instructions

DETECTOR EQUIPMENT SHEET (*I*L*)

Item	Drawing Number	DESCRIPTION	QTY	TOT	REMARKS
1	667/1/20690/000	Detector 11 inch detector rack kit			
2	667/1/20690/001	Detector 19 inch detector rack kit			
3	667/1/17705/011	Detector Beehive kit (excl Pedestal)			
4	667/2/01999/000	Pedestal (Metric) D Detr. Housing			
5	667/1/17212/000	Detector L bracket kit			
6	667/1/22447/000	Detector Mounting Kit E.F.U. (T500)			
7	667/1/22470/000	Detector Frame Assy (T500)			
8	667/1/15990/002	Detector double backplane kit			
9	667/1/15990/003	Detector single backplane kit			
10	667/1/15990/004	Detector logic backplane kit			
11					
12	667/1/27663/000	Siemens STR4 (4 Channel) loop detector			
13	667/1/45200/001	SLD4 Standard 4 Channel loop detector	5		
14	667/1/45200/011	SLD4 Enhanced 4 Channel loop detector			
15					
16	667/1/03887/000	Detector Cableform (1 per 2 B/Planes)			
17	667/1/15854/000	Detector Cable termination kit			
18					
19	667/1/15991/000	Mod Kit Regulator PSU 1.5A 21-38V			
20	667/1/15991/001	Mod Kit Regulator PSU 0.5A 21-48V			
21					
22	667/7/20360/002	Microsense Detr. Board 2 Channel			Eng. to supply
23	667/7/20360/004	Microsense Detr. Board 4 Channel			Eng. to supply
24	667/7/20368/000	Microsense Rack 3Ux19"			Eng. to supply
25	667/7/20365/000	Microsense 20-Way Backplane (Std)			Eng. to supply
26	667/7/20366/000	Microsense 20-Way Logic Backplane			
27	667/7/20369/000	Microsense Card Frame Guides (Pr.)			Eng. to supply
28					
29	667/7/20361/002	Microsense 2 Channel U/D Logic			
30	667/7/20361/004	Microsense 4 Channel U/D Logic			
31	667/7/20362/000	Microsense Count Logic N,N+1,U/D & DFM			
32	667/7/20363/000	Microsense Queue Logic with DFM			Eng. to supply
33	667/7/20364/000	Microsense Bus Detector 2-Channel			Eng. to supply
34					
35					
36	667/7/20377/000	Microsense MIX 3-1-R-24 I/R detector			Nearside mounting
37	667/7/20377/001	Microsense MIX 3-2-R-24 I/R detector			Offside mounting
38	667/7/20378/000	Short fixing bracket			
39	667/7/20379/000	Sighting Hood for MIX detectors			Eng. to supply
40	667/7/20380/000	Handbook for MIX detectors			Eng. to supply

[Template - Detector items.txt issue 1.0]

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Special Instructions

INTEGRAL OTU SET-UP

=====

For the UTC MO control bit to function correctly the UTC transmit confirm bit (TC) must be mapped to conditioning flag ESPRX0.

CFF63=1 can be set to mimic the presence of the TC bit for testing purposes.
CFF63=1 can be set to mimic the presence of the MO control bit for testing purposes.

CFF FUNCTIONS

=====

CFF1=1 to enable OUT1 output (stage 2 at ROW).
CFF2=1 to enable OUT2 output (stage 1 at ROW).
CFF3=1 to enable OUT3 output (Hurry Call active).

Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	BQ1	5	4	
1	BQ2	5	4	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	<p style="text-align: center;">Port Number & Type</p> Port: <input style="width: 50px;" type="text" value="0"/> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <input type="radio"/> Inputs <input type="radio"/> Outputs <input checked="" type="radio"/> Inputs & Outputs </div>	<p style="text-align: center;">Card Type & Address</p> Intelligent Backplane 16/0 Card Address: 1
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	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	Used By					Term Block	Terminal No	
															Pri	HC	CC	IG	UD	LRT		
<input type="radio"/>	0	0	I	AIN1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A1
<input type="radio"/>	1	1	I	AIN2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A2
<input type="radio"/>	2	2	I	AX3	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A3
<input type="radio"/>	3	3	I	AX4	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	5.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	A4
<input type="radio"/>	4	4	I	ASL5	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B1
<input type="radio"/>	5	5	I	ASL6	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	2.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B2
<input type="radio"/>	6	6	I	BIN7	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B3
<input type="radio"/>	7	7	I	BIN8	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	0.0	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	B4

Add	Delete	Move	Clear Used By	Move to/from backplane
Manual Map Optimisation				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	<p style="text-align: center;">Port Number & Type</p> Port: <input style="width: 50px;" type="text" value="1"/> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="radio"/> Inputs <input type="radio"/> Outputs </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <input checked="" type="radio"/> Inputs & Outputs </div>	<p style="text-align: center;">Card Type & Address</p> Intelligent Backplane 16/0 Card Address: 1
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	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Terminal No		
													Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT	
<input type="radio"/>	8	0	I	BX9	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	50	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C1	
<input type="radio"/>	9	1	I	BX10	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	50	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C2
<input type="radio"/>	10	2	I	BX11	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	50	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C3
<input type="radio"/>	11	3	I	SPARE11	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	C4	
<input type="radio"/>	12	4	I	BSL12	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D1	
<input type="radio"/>	13	5	I	BSL13	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D2	
<input type="radio"/>	14	6	I	BSL14	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A	0	20	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D3	
<input type="radio"/>	15	7	I	SPARE15	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		00	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT1	D4	

Add	Delete	Move	Clear Used By	Move to/from backplane
Manual Map Optimisation				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	<p style="text-align: center;">Port Number & Type</p> Port: <input style="width: 50px;" type="text" value="2"/> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="radio"/> Inputs <input type="radio"/> Outputs </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> <input checked="" type="radio"/> Inputs & Outputs </div>	<p style="text-align: center;">Card Type & Address</p> Intelligent Backplane 16/0 Card Address: 2
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	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Used By				Term Block	Terminal No		
																Pri	HC	CC	IG	UD	LRT		
<input type="radio"/>	16	0	I	BQ1	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 20px;" type="text" value="1"/>	<input style="width: 20px;" type="text" value="0"/>	<input style="width: 40px;" type="text" value="0.0"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A1
<input type="radio"/>	17	1	I	BQ2	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input style="width: 20px;" type="text" value="1"/>	<input style="width: 20px;" type="text" value="0"/>	<input style="width: 40px;" type="text" value="0.0"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A2
<input type="radio"/>	18	2	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A3
<input type="radio"/>	19	3	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	A4
<input type="radio"/>	20	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B1
<input type="radio"/>	21	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B2
<input type="radio"/>	22	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B3
<input type="radio"/>	23	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2LT2	B4

<input type="button" value="Add"/>	<input type="button" value="Delete"/>	<input type="button" value="Move"/>	<input type="button" value="Clear Used By"/>	<input type="button" value="Move to/from backplane"/>
<input type="button" value="Manual Map Optimisation"/>				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	<p style="text-align: center;">Port Number & Type</p> Port: <input style="width: 50px;" type="text" value="4"/> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <input type="radio"/> Inputs <input type="radio"/> Outputs <input checked="" type="radio"/> Inputs & Outputs </div>	<p style="text-align: center;">Card Type & Address</p> Serial IO 24/16 Card Address: 3
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	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By								Term Block	Line No	
													Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	32	0	I	IN1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-0
<input type="radio"/>	33	1	I	IN2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-1
<input type="radio"/>	34	2	I	IN3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-2
<input type="radio"/>	35	3	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-3
<input type="radio"/>	36	4	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-4
<input type="radio"/>	37	5	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-5
<input type="radio"/>	38	6	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-6
<input type="radio"/>	39	7	I		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	I-7

Add	Delete	Move	Clear Used By	Move to/from backplane
Manual Map Optimisation				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

Inputs and Outputs

Inputs and Outputs

<input type="checkbox"/> Enable Signal Required Check boxes <input type="checkbox"/> Manual Allocation	Port Number & Type Port: <input style="width: 50px;" type="text" value="7"/>	Card Type & Address Serial IO 24/16 Card Address: 3
	<input type="radio"/> Inputs <input type="radio"/> Outputs <input checked="" type="radio"/> 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								Term Block	Line No	
													Phs	UTC	SDE	Pri	HC	CC	IG	UD			LRT
<input type="radio"/>	56	0	O	OUT1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-0
<input type="radio"/>	57	1	O	OUT2	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-1
<input type="radio"/>	58	2	O	OUT3	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N		0.0	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-2
<input type="radio"/>	59	3	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-3
<input type="radio"/>	60	4	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-4
<input type="radio"/>	61	5	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-5
<input type="radio"/>	62	6	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-6
<input type="radio"/>	63	7	O		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	11/O1	O-7

Add	Delete	Move	Clear Used By	Move to/from backplane
Manual Map Optimisation				

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

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	N/A	N/A	N/A	10	N/A	N/A	N/A
25	N/A	N/A	N/A	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

Works Order :
 EM Number : TCT338
 Engineer : D.A.Lawrence (TCT)
 Intersection : M20 Junction 10a Eastbound Off-Slip

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SET B	SET C	SET D
Group 0	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 2	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 3	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 5	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 6	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 7	Active (Mins)	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>	<input type="text" value="30"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>

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

Handset Limiting Values

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

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Works Order :
EM Number : TCT338
Engineer : D.A.Lawrence (TCT)
Intersection : M20 Junction 10a Eastbound Off-Slip

Issue History

NAME t
REASON t
ISSUE 1.0.2
DATE 05/01/21 18:44:57
DONGLE 2500715190

NAME D.A.Lawrence (TCT)
REASON Raise to issue 1 following FAT.
ISSUE 1.0.1
DATE 27/08/19 13:49:20
DONGLE 2804217668

NAME D.A.Lawrence (TCT)
REASON Interim edit.
ISSUE 0.16.6
DATE 27/08/19 13:43:43
DONGLE 2804217668

NAME D.A.Lawrence (TCT)
REASON Interim edit.
ISSUE 0.15.5
DATE 27/08/19 09:25:27
DONGLE 2804217668

NAME D.A.Lawrence (TCT)
REASON Interim edit.
ISSUE 0.13.4
DATE 15/08/19 17:28:58
DONGLE 2804217668

NAME D.A.Lawrence (TCT)
REASON Interim edit.
ISSUE 0.1.3
DATE 14/08/19 16:20:03
DONGLE 2804217668

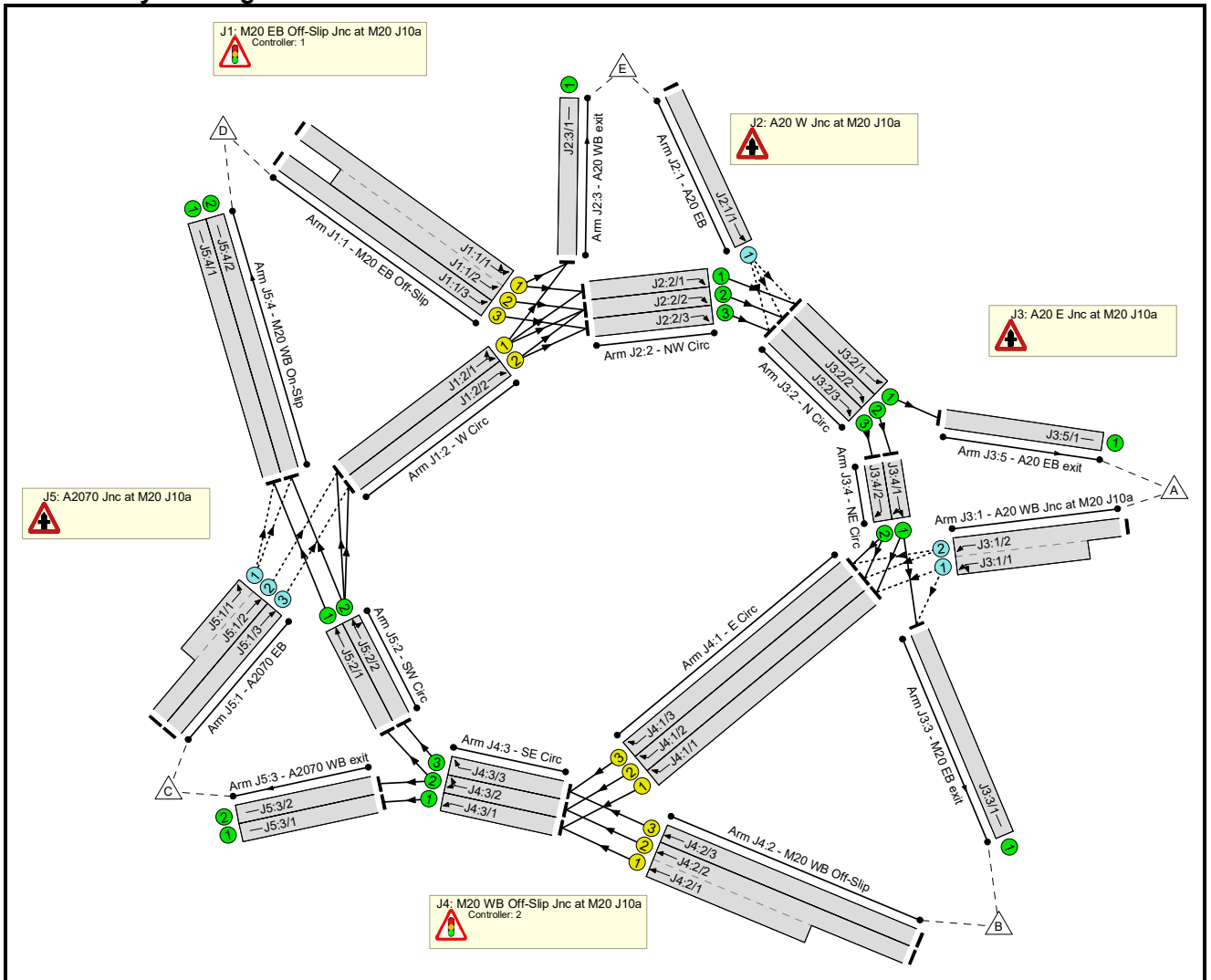
NAME D.A.Lawrence (TCT)
REASON Initial configuration.
ISSUE 0.0.2
DATE 08/08/19 09:17:19
DONGLE 2804217668

Detailed Input Data And Results
Detailed Input Data And Results

User and Project Details

Project:	WIE20982 Sevington IBF
Title:	J7) M20 J10a
Location:	
Design Layout Ref:	Existing Layout
Date Completed:	March 2025
Model Purpose:	For TA
Additional detail:	
File name:	J7) M20 J10a.lsg3x
Author:	CSMS4
Company:	WIE
Address:	
Linsig Version:	3, 3, 0, 6

Network Layout Diagram



Scenarios

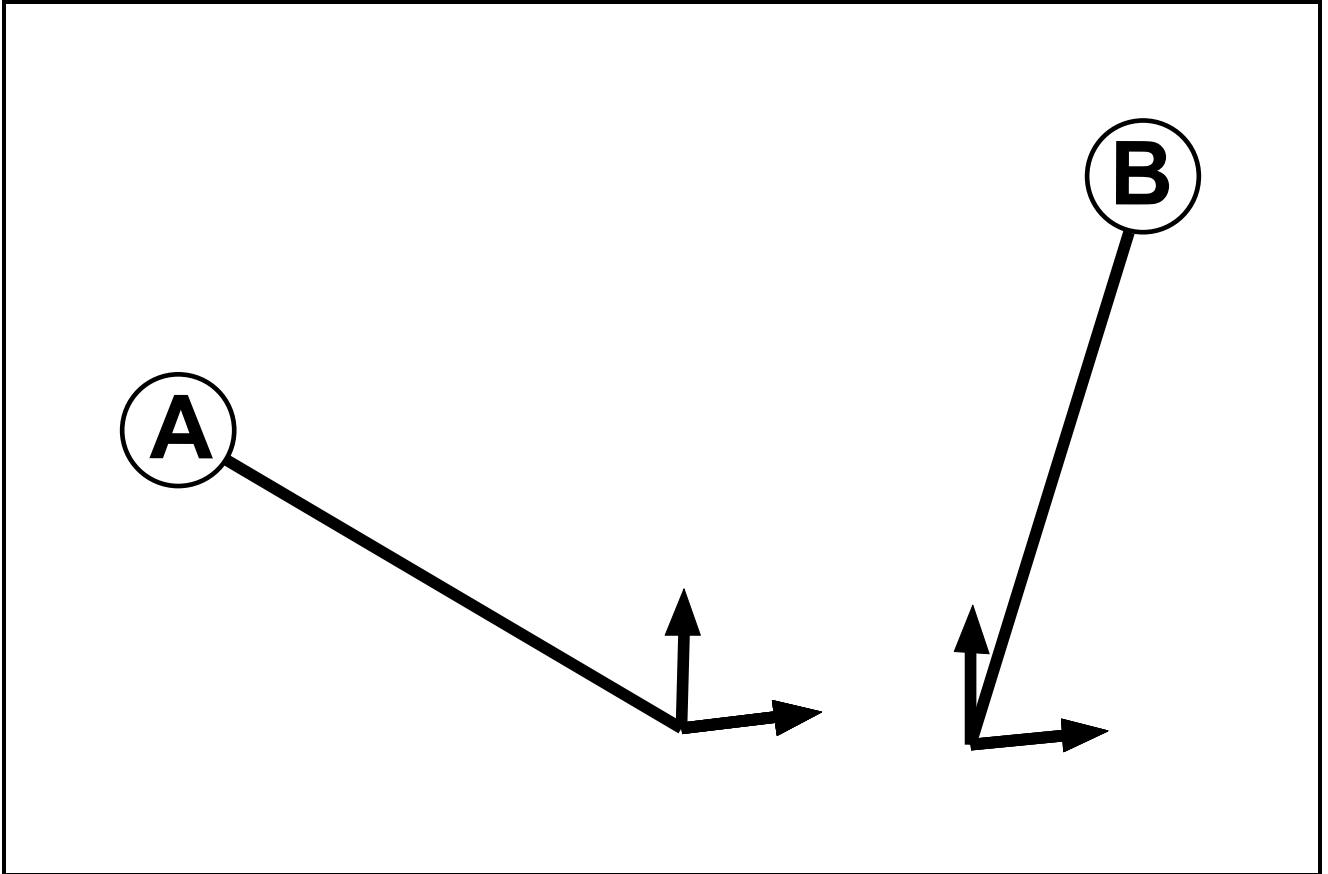
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2024 Base AM Peak	2024 Base AM Peak	Network Control Plan 1	07:45 - 08:45	46	4.6	20.16
2	2024 Base PM Peak	2024 Base PM Peak	Network Control Plan 1	16:30 - 17:30	38	2.7	16.13
3	2024 Base+Sev (Obs) AM Peak	2024 Base+Sev(Obs) AM Peak	Network Control Plan 1	07:45 - 08:45	46	-10.3	40.95
4	2024 Base+Sev (Obs) PM Peak	2024 Base+Sev (Obs) PM Peak	Network Control Plan 1	16:30 - 17:30	38	-15.9	38.54
5	2026 Base AM Peak	2026 Base AM Peak	Network Control Plan 1	07:45 - 08:45	46	1.1	20.91
6	2026 Base PM Peak	2026 Base PM Peak	Network Control Plan 1	16:30 - 17:30	38	-0.9	17.78
7	2026 Base+Sev AM Peak	2026 Base+Sev AM Peak	Network Control Plan 1	07:45 - 08:45	46	-14.5	47.94
8	2026 Base+Sev PM Peak	2026 Base+Sev PM Peak	Network Control Plan 1	16:30 - 17:30	38	-19.5	47.85
9	2036 Base AM Peak	2036 Base AM Peak	Network Control Plan 1	07:45 - 08:45	46	-44.5	139.86
10	2036 Base PM Peak	2036 Base PM Peak	Network Control Plan 1	16:30 - 17:30	38	-37.4	91.94
11	2036 Base+Sev AM Peak	2036 Base+Sev AM Peak	Network Control Plan 1	07:45 - 08:45	46	-67.8	234.16
12	2036 Base+Sev PM Peak	2036 Base+Sev PM Peak	Network Control Plan 1	16:30 - 17:30	38	-60.2	215.42
13	2036 Base+Sev 4 AM Peak	2036 Base+Sev 4 AM Peak	Network Control Plan 1	07:45 - 08:45	46	-72.8	251.70
14	2036 Base+Sev 4 PM Peak	2036 Base+Sev 4 PM Peak	Network Control Plan 1	16:30 - 17:30	38	-70.3	197.73

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1	Gen		Stage Stream 1	2	2	M20 EB Off-Slip Jnc at M20 J10a A20 W Jnc at M20 J10a A20 E Jnc at M20 J10a A2070 Jnc at M20 J10a	
C2	Gen		Stage Stream 1	2	2	M20 WB Off-Slip Jnc at M20 J10a	

Controller :C1

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

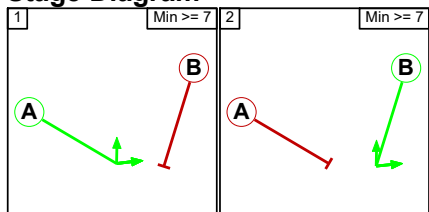
Phase Intergreens Matrix

		Starting Phase	
		A	B
Terminating Phase	A	5	
	B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	B

Stage Diagram



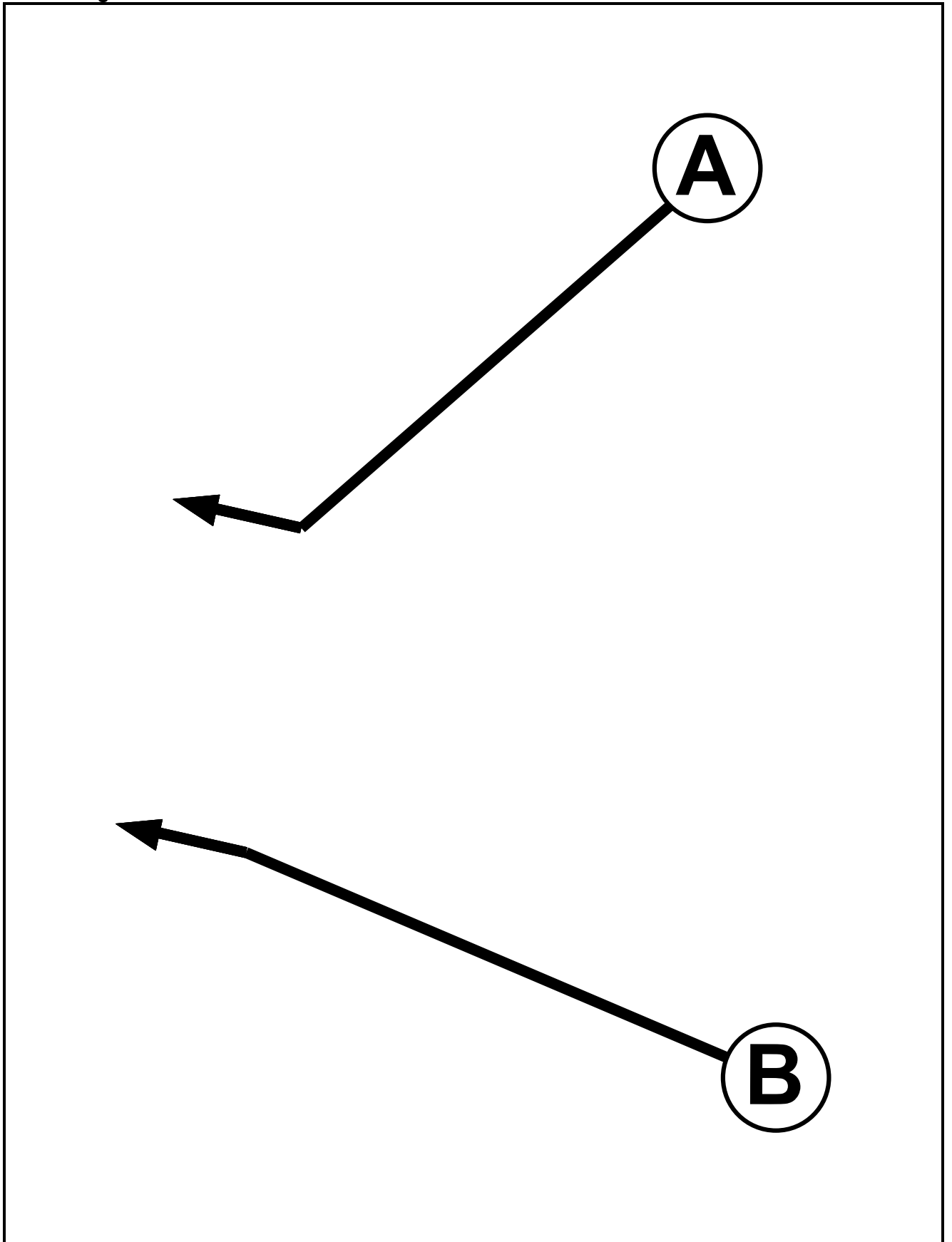
Phase Delays

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

Prohibited Stage Change

		To Stage	
From Stage	1	1	2
	2	5	
	7		

Controller :C2
Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		7	7
B	Traffic		7	7

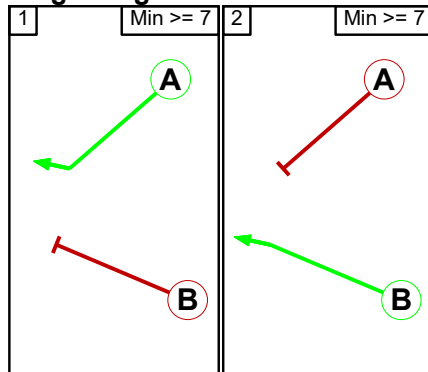
Phase Intergreens Matrix

Terminating Phase	Starting Phase	
	A	B
	A	5
B	7	

Phases in Stage

Stage No.	Phases in Stage
1	A
2	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
	1	5
2	7	

Lane Input Data

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J1:1/1 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.34	0.00	Y	Arm J2:2 Ahead	20.98
											Arm J2:3 Left	26.16
J1:1/2 (M20 EB Off-Slip)	U	B	2	3	16.2	Geom	-	4.45	0.00	N	Arm J2:2 Ahead	37.36
J1:1/3 (M20 EB Off-Slip)	U	B	2	3	60.0	Geom	-	4.26	0.00	Y	Arm J2:2 Ahead	35.87
											Arm J2:2 Ahead	58.29
J1:2/1 (W Circ)	U	A	2	3	17.4	Geom	-	4.24	0.00	Y	Arm J2:3 Left	31.70
J1:2/2 (W Circ)	U	A	2	3	19.1	Geom	-	4.50	0.00	Y	Arm J2:2 Ahead	31.70

Junction: J2: A20 W Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J2:1/1 (A20 EB)	O		2	3	60.0	Geom	-	5.00	0.00	Y	Arm J3:2 Ahead	20.35
J2:2/1 (NW Circ)	U		2	3	2.1	Inf	-	-	-	-	-	-
J2:2/2 (NW Circ)	U		2	3	2.6	Inf	-	-	-	-	-	-
J2:2/3 (NW Circ)	U		2	3	3.5	Inf	-	-	-	-	-	-
J2:3/1 (A20 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J3:1/1 (A20 WB Jnc at M20 J10a)	O		2	3	11.3	Geom	-	4.29	0.00	Y	Arm J3:3 Left Arm J4:1 Ahead	14.34 42.27
J3:1/2 (A20 WB Jnc at M20 J10a)	O		2	3	60.0	Geom	-	4.18	0.00	Y	Arm J4:1 Ahead	39.40
J3:2/1 (N Circ)	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:2/2 (N Circ)	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:2/3 (N Circ)	U		2	3	7.0	Inf	-	-	-	-	-	-
J3:3/1 (M20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:4/1 (NE Circ)	U		2	3	6.1	Inf	-	-	-	-	-	-
J3:4/2 (NE Circ)	U		2	3	6.1	Inf	-	-	-	-	-	-
J3:5/1 (A20 EB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J4:1/1 (E Circ)	U	A	2	3	13.0	Geom	-	4.02	0.00	Y	Arm J4:3 Right	71.81
J4:1/2 (E Circ)	U	A	2	3	13.0	Geom	-	4.28	0.00	N	Arm J4:3 Right	54.40
J4:1/3 (E Circ)	U	A	2	3	13.0	Geom	-	4.44	0.00	Y	Arm J4:3 Right	37.86
J4:2/1 (M20 WB Off-Slip)	U	B	2	3	13.9	Geom	-	4.02	0.00	Y	Arm J4:3 Ahead	43.32
J4:2/2 (M20 WB Off-Slip)	U	B	2	3	60.0	Geom	-	4.42	0.00	N	Arm J4:3 Ahead	58.70
J4:2/3 (M20 WB Off-Slip)	U	B	2	3	60.0	Geom	-	4.36	0.00	Y	Arm J4:3 Ahead	60.00
J4:3/1 (SE Circ)	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:3/2 (SE Circ)	U		2	3	8.7	Inf	-	-	-	-	-	-
J4:3/3 (SE Circ)	U		2	3	8.7	Inf	-	-	-	-	-	-

Junction: J5: A2070 Jnc at M20 J10a												
Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
J5:1/1 (A2070 EB)	O		2	3	7.3	Geom	-	4.52	0.00	Y	Arm J5:4 Left	37.75
J5:1/2 (A2070 EB)	O		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Ahead	47.40
J5:1/3 (A2070 EB)	O		2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:2 Ahead	46.37
J5:2/1 (SW Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J5:2/2 (SW Circ)	U		2	3	5.2	Inf	-	-	-	-	-	-
J5:3/1 (A2070 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:3/2 (A2070 WB exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/1 (M20 WB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J5:4/2 (M20 WB On-Slip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Detailed Input Data And Results

Give-Way Lane Input Data

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a

There are no Opposed Lanes in this Junction

Junction: J2: A20 W Jnc at M20 J10a											
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)
J2:1/1 (A20 EB)	J3:2/1 (Ahead)	1000	0	J2:2/1	0.33	All	-	-	-	-	-
				J2:2/2	0.33	All					
				J2:2/3	0.33	All					
	J3:2/2 (Ahead)	1000	0	J2:2/1	0.33	All					
				J2:2/2	0.33	All					
				J2:2/3	0.33	All					
	J3:2/3 (Ahead)	1000	0	J2:2/1	0.33	All					
				J2:2/2	0.33	All					
				J2:2/3	0.33	All					

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a											
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)
J3:1/1 (A20 WB Jnc at M20 J10a)	J3:3/1 (Left)	920	0	J3:4/1	0.33	All	-	-	-	-	-
				J3:4/2	0.33	All					
				J3:4/1	0.33	All					
	J4:1/1 (Ahead)	920	0	J3:4/2	0.33	All					
J3:1/2 (A20 WB Jnc at M20 J10a)	J4:1/2 (Ahead)	920	0	J3:4/1	0.33	All	-	-	-	-	-
				J3:4/2	0.33	All					
				J3:4/1	0.33	All					
	J4:1/3 (Ahead)	920	0	J3:4/2	0.33	All					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a
There are no Opposed Lanes in this Junction

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a											
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)
J5:1/1 (A2070 EB)	J5:4/1 (Left)	1000	0	J5:2/1	0.33	All					
				J5:2/2	0.33	All					
J5:1/2 (A2070 EB)	J5:4/2 (Left)	1000	0	J5:2/1	0.33	All	-	-	-	-	-
				J5:2/2	0.33	All					
J5:1/2 (A2070 EB)	J1:2/1 (Ahead)	1000	0	J5:2/1	0.33	All					
				J5:2/2	0.33	All					
J5:1/3 (A2070 EB)	J1:2/2 (Ahead)	1000	0	J5:2/1	0.33	All					
				J5:2/2	0.33	All					

Detailed Input Data And Results

Lane Connector Input Data

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:2/1	Leaving	2	35
J1:1/1	J2:3/1	Leaving	2	35
J1:1/2	J2:2/2	Leaving	2	35
J1:1/3	J2:2/3	Leaving	2	35
J1:2/1	J2:2/1	Leaving	2	35
J1:2/1	J2:2/2	Leaving	2	35
J1:2/1	J2:3/1	Leaving	2	35
J1:2/2	J2:2/2	Leaving	2	35
J1:2/2	J2:2/3	Leaving	2	35
J5:1/2	J1:2/1	Entering	2	35
J5:1/3	J1:2/2	Entering	2	35
J5:2/2	J1:2/1	Entering	2	35
J5:2/2	J1:2/2	Entering	2	35

Junction: J2: A20 W Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J1:1/1	J2:2/1	Entering	2	35
J1:1/1	J2:3/1	Entering	2	35
J1:1/2	J2:2/2	Entering	2	35
J1:1/3	J2:2/3	Entering	2	35
J1:2/1	J2:2/1	Entering	2	35
J1:2/1	J2:2/2	Entering	2	35
J1:2/1	J2:3/1	Entering	2	35
J1:2/2	J2:2/2	Entering	2	35
J1:2/2	J2:2/3	Entering	2	35
J2:1/1	J3:2/1	Leaving	1	35
J2:1/1	J3:2/2	Leaving	1	35
J2:1/1	J3:2/3	Leaving	1	35
J2:2/1	J3:2/1	Leaving	1	35
J2:2/2	J3:2/2	Leaving	1	35
J2:2/3	J3:2/3	Leaving	1	35

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J2:1/1	J3:2/1	Entering	1	35
J2:1/1	J3:2/2	Entering	1	35
J2:1/1	J3:2/3	Entering	1	35
J2:2/1	J3:2/1	Entering	1	35
J2:2/2	J3:2/2	Entering	1	35
J2:2/3	J3:2/3	Entering	1	35
J3:1/1	J3:3/1	Internal	2	35
J3:1/1	J4:1/1	Leaving	1	35
J3:1/2	J4:1/2	Leaving	1	35
J3:1/2	J4:1/3	Leaving	1	35
J3:2/1	J3:5/1	Internal	1	35
J3:2/2	J3:4/1	Internal	1	35
J3:2/3	J3:4/2	Internal	1	35
J3:4/1	J3:3/1	Internal	1	35
J3:4/1	J4:1/1	Leaving	1	35
J3:4/2	J4:1/2	Leaving	1	35
J3:4/2	J4:1/3	Leaving	1	35

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J3:1/1	J4:1/1	Entering	1	35
J3:1/2	J4:1/2	Entering	1	35
J3:1/2	J4:1/3	Entering	1	35
J4:1/1	J4:3/1	Internal	2	35
J4:1/2	J4:3/2	Internal	2	35
J4:1/3	J4:3/3	Internal	2	35
J4:2/1	J4:3/1	Internal	2	35
J4:2/2	J4:3/2	Internal	2	35
J4:2/3	J4:3/3	Internal	2	35
J4:3/1	J5:3/1	Leaving	1	35
J4:3/2	J5:2/1	Leaving	1	35
J4:3/2	J5:3/2	Leaving	1	35
J4:3/3	J5:2/2	Leaving	1	35
J3:4/1	J4:1/1	Entering	1	35
J3:4/2	J4:1/2	Entering	1	35
J3:4/2	J4:1/3	Entering	1	35

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
J5:1/1	J5:4/1	Internal	2	35
J5:1/1	J5:4/2	Internal	2	35
J5:1/2	J1:2/1	Leaving	2	35
J5:1/3	J1:2/2	Leaving	2	35
J4:3/1	J5:3/1	Entering	1	35
J4:3/2	J5:2/1	Entering	1	35
J4:3/2	J5:3/2	Entering	1	35
J4:3/3	J5:2/2	Entering	1	35
J5:2/1	J5:4/1	Internal	2	35
J5:2/2	J1:2/1	Leaving	2	35
J5:2/2	J1:2/2	Leaving	2	35
J5:2/2	J5:4/2	Internal	2	35

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	92.1 %	1914	1914
				Arm J2:3 Left	26.16	7.9 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	45.5 %	1966	1966
				Arm J2:3 Left	31.70	54.5 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow				
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow			Inf	Inf			
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow			Inf	Inf			
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow			Inf	Inf			

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	8.2 %	1963	1963
				Arm J4:1 Ahead	42.27	91.8 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.5 %	1913	1913
				Arm J2:3 Left	26.16	3.5 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	50.7 %	1968	1968
				Arm J2:3 Left	31.70	49.3 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left Arm J4:1 Ahead	14.34 42.27	19.3 % 80.7 %	1949	1949
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

Scenario 3: '2024 Base+Sev (Obs) AM Peak' (FG3: '2024 Base+Sev(Obs) AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	92.1 %	1914	1914
				Arm J2:3 Left	26.16	7.9 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	50.4 %	1968	1968
				Arm J2:3 Left	31.70	49.6 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a													
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)					
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970					
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow					Inf	Inf			
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow					Inf	Inf			
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow					Inf	Inf			
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow					Inf	Inf			

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	8.3 %	1963	1963
				Arm J4:1 Ahead	42.27	91.7 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

Scenario 4: '2024 Base+Sev (Obs) PM Peak' (FG4: '2024 Base+Sev (Obs) PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.5 %	1913	1913
				Arm J2:3 Left	26.16	3.5 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	59.7 %	1972	1972
				Arm J2:3 Left	31.70	40.3 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	19.0 %	1949	1949
				Arm J4:1 Ahead	42.27	81.0 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

Scenario 5: '2026 Base AM Peak' (FG5: '2026 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	92.2 %	1914	1914
				Arm J2:3 Left	26.16	7.8 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	46.6 %	1966	1966
				Arm J2:3 Left	31.70	53.4 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	7.9 %	1964	1964
				Arm J4:1 Ahead	42.27	92.1 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

Scenario 6: '2026 Base PM Peak' (FG6: '2026 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.6 %	1913	1913
				Arm J2:3 Left	26.16	3.4 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	50.6 %	1968	1968
				Arm J2:3 Left	31.70	49.4 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	18.9 %	1950	1950
				Arm J4:1 Ahead	42.27	81.1 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

Scenario 7: '2026 Base+Sev AM Peak' (FG7: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	92.2 %	1914	1914
				Arm J2:3 Left	26.16	7.8 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	51.4 %	1968	1968
				Arm J2:3 Left	31.70	48.6 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	7.7 %	1964	1964
				Arm J4:1 Ahead	42.27	92.3 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

Scenario 8: '2026 Base+Sev PM Peak' (FG8: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.6 %	1913	1913
				Arm J2:3 Left	26.16	3.4 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	59.6 %	1971	1971
				Arm J2:3 Left	31.70	40.4 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	18.7 %	1950	1950
				Arm J4:1 Ahead	42.27	81.3 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

Scenario 9: '2036 Base AM Peak' (FG9: '2036 Base AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	91.9 %	1914	1914
				Arm J2:3 Left	26.16	8.1 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	52.9 %	1969	1969
				Arm J2:3 Left	31.70	47.1 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	6.5 %	1966	1966
				Arm J4:1 Ahead	42.27	93.5 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

Scenario 10: '2036 Base PM Peak' (FG10: '2036 Base PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.4 %	1913	1913
				Arm J2:3 Left	26.16	3.6 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	56.7 %	1970	1970
				Arm J2:3 Left	31.70	43.3 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left Arm J4:1 Ahead	14.34 42.27	15.9 % 84.1 %	1953	1953
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

Scenario 11: '2036 Base+Sev AM Peak' (FG11: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	91.9 %	1914	1914
				Arm J2:3 Left	26.16	8.1 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	56.1 %	1970	1970
				Arm J2:3 Left	31.70	43.9 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	6.3 %	1966	1966
				Arm J4:1 Ahead	42.27	93.7 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

Scenario 12: '2036 Base+Sev PM Peak' (FG12: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.4 %	1913	1913
				Arm J2:3 Left	26.16	3.6 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	60.5 %	1972	1972
				Arm J2:3 Left	31.70	39.5 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	21.2 %	1947	1947
				Arm J4:1 Ahead	42.27	78.8 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '2036 Base+Sev 4 AM Peak' (FG13: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	91.9 %	1914	1914
				Arm J2:3 Left	26.16	8.1 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	0.0 %	2200	2200
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	56.5 %	1970	1970
				Arm J2:3 Left	31.70	43.5 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:2/2 (NW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J2:2/3 (NW Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (A20 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left	14.34	6.3 %	1966	1966
				Arm J4:1 Ahead	42.27	93.7 %		
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:2/2 (N Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:2/3 (N Circ Lane 3)	Infinite Saturation Flow						Inf	Inf
J3:3/1 (M20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/1 (NE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:4/2 (NE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (A20 EB exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:2/2 (SW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)				Infinite Saturation Flow			Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)				Infinite Saturation Flow			Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)				Infinite Saturation Flow			Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '2036 Base+Sev 4 PM Peak' (FG14: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1 (M20 EB Off-Slip)	4.34	0.00	Y	Arm J2:2 Ahead	20.98	96.4 %	1913	1913
				Arm J2:3 Left	26.16	3.6 %		
J1:1/2 (M20 EB Off-Slip)	4.45	0.00	N	Arm J2:2 Ahead	37.36	100.0 %	2115	2115
J1:1/3 (M20 EB Off-Slip)	4.26	0.00	Y	Arm J2:2 Ahead	35.87	100.0 %	1959	1959
J1:2/1 (W Circ)	4.24	0.00	Y	Arm J2:2 Ahead	58.29	61.3 %	1972	1972
				Arm J2:3 Left	31.70	38.7 %		
J1:2/2 (W Circ)	4.50	0.00	Y	Arm J2:2 Ahead	31.70	100.0 %	1972	1972

Detailed Input Data And Results

Junction: J2: A20 W Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1 (A20 EB)	5.00	0.00	Y	Arm J3:2 Ahead	20.35	100.0 %	1970	1970
J2:2/1 (NW Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J2:2/2 (NW Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J2:2/3 (NW Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J2:3/1 (A20 WB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Junction: J3: A20 E Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J3:1/1 (A20 WB Jnc at M20 J10a)	4.29	0.00	Y	Arm J3:3 Left Arm J4:1 Ahead	14.34 42.27	15.8 % 84.2 %	1954	1954
J3:1/2 (A20 WB Jnc at M20 J10a)	4.18	0.00	Y	Arm J4:1 Ahead	39.40	100.0 %	1958	1958
J3:2/1 (N Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:2/2 (N Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:2/3 (N Circ Lane 3)				Infinite Saturation Flow			Inf	Inf
J3:3/1 (M20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/1 (NE Circ Lane 1)				Infinite Saturation Flow			Inf	Inf
J3:4/2 (NE Circ Lane 2)				Infinite Saturation Flow			Inf	Inf
J3:5/1 (A20 EB exit Lane 1)				Infinite Saturation Flow			Inf	Inf

Detailed Input Data And Results

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J4:1/1 (E Circ)	4.02	0.00	Y	Arm J4:3 Right	71.81	100.0 %	1976	1976
J4:1/2 (E Circ)	4.28	0.00	N	Arm J4:3 Right	54.40	100.0 %	2124	2124
J4:1/3 (E Circ)	4.44	0.00	Y	Arm J4:3 Right	37.86	100.0 %	1981	1981
J4:2/1 (M20 WB Off-Slip)	4.02	0.00	Y	Arm J4:3 Ahead	43.32	100.0 %	1950	1950
J4:2/2 (M20 WB Off-Slip)	4.42	0.00	N	Arm J4:3 Ahead	58.70	100.0 %	2142	2142
J4:2/3 (M20 WB Off-Slip)	4.36	0.00	Y	Arm J4:3 Ahead	60.00	100.0 %	2000	2000
J4:3/1 (SE Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J4:3/2 (SE Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J4:3/3 (SE Circ Lane 3)	Infinite Saturation Flow						Inf	Inf

Junction: J5: A2070 Jnc at M20 J10a								
Lane	Lane Width (m)	Gradient (%)	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J5:1/1 (A2070 EB)	4.52	0.00	Y	Arm J5:4 Left	37.75	100.0 %	1988	1988
J5:1/2 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	47.40	100.0 %	2089	2089
J5:1/3 (A2070 EB)	4.00	0.00	N	Arm J1:2 Ahead	46.37	100.0 %	2087	2087
J5:2/1 (SW Circ Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:2/2 (SW Circ Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:3/1 (A2070 WB exit Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:3/2 (A2070 WB exit Lane 2)	Infinite Saturation Flow						Inf	Inf
J5:4/1 (M20 WB On-Slip Lane 1)	Infinite Saturation Flow						Inf	Inf
J5:4/2 (M20 WB On-Slip Lane 2)	Infinite Saturation Flow						Inf	Inf

Detailed Input Data And Results

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Base AM Peak'	07:45	08:45	01:00	
2: '2024 Base PM Peak'	16:30	17:30	01:00	
3: '2024 Base+Sev(Obs) AM Peak'	07:45	08:45	01:00	
4: '2024 Base+Sev (Obs) PM Peak'	16:30	17:30	01:00	
5: '2026 Base AM Peak'	07:45	08:45	01:00	
6: '2026 Base PM Peak'	16:30	17:30	01:00	
7: '2026 Base+Sev AM Peak'	07:45	08:45	01:00	
8: '2026 Base+Sev PM Peak'	16:30	17:30	01:00	
9: '2036 Base AM Peak'	07:45	08:45	01:00	
10: '2036 Base PM Peak'	16:30	17:30	01:00	
11: '2036 Base+Sev AM Peak'	07:45	08:45	01:00	
12: '2036 Base+Sev PM Peak'	16:30	17:30	01:00	
13: '2036 Base+Sev 4 AM Peak'	07:45	08:45	01:00	
14: '2036 Base+Sev 4 PM Peak'	16:30	17:30	01:00	

Traffic Flows, Desired

FG1: '2024 Base AM Peak'

Desired Flow :

Origin	Destination						
	A	B	C	D	E	Tot.	
A	57	15	176	262	184	694	
B	0	1	858	0	237	1096	
C	196	632	3	123	19	973	
D	197	0	10	0	17	224	
E	256	216	64	14	0	550	
Tot.	706	864	1111	399	457	3537	

Detailed Input Data And Results

FG2: '2024 Base PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	135	195	204	576
	B	0	2	751	0	80	833
	C	200	584	2	112	18	916
	D	273	1	59	0	10	343
	E	193	280	66	17	0	556
	Tot.	676	899	1013	324	312	3224

FG3: '2024 Base+Sev(Obs) AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	57	15	177	262	184	695
	B	0	1	887	0	237	1125
	C	196	772	3	147	19	1137
	D	197	0	142	0	17	356
	E	256	216	64	14	0	550
	Tot.	706	1004	1273	423	457	3863

FG4: '2024 Base+Sev (Obs) PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	136	195	204	577
	B	0	2	786	0	80	868
	C	200	774	2	146	18	1140
	D	273	1	234	0	10	518
	E	193	280	66	17	0	556
	Tot.	676	1089	1224	358	312	3659

FG5: '2026 Base AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	58	15	180	268	188	709
	B	0	1	879	0	243	1123
	C	200	647	3	126	20	996
	D	202	0	10	0	17	229
	E	263	221	65	14	0	563
	Tot.	723	884	1137	408	468	3620

Detailed Input Data And Results

FG6: '2026 Base PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	138	200	209	589
	B	0	2	769	0	81	852
	C	205	598	2	115	19	939
	D	280	1	61	0	10	352
	E	197	287	67	17	0	568
	Tot.	692	920	1037	332	319	3300

FG7: '2026 Base+Sev AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	58	15	181	268	188	710
	B	0	1	908	0	243	1152
	C	201	787	3	150	20	1161
	D	202	0	142	0	17	361
	E	263	221	66	14	0	564
	Tot.	724	1024	1300	432	468	3948

FG8: '2026 Base+Sev PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	139	200	209	590
	B	0	2	804	0	81	887
	C	205	788	2	148	19	1162
	D	280	1	235	0	10	526
	E	197	287	68	17	0	569
	Tot.	692	1110	1248	365	319	3734

FG9: '2036 Base AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	62	16	237	287	206	808
	B	0	1	1167	0	267	1435
	C	252	846	4	162	25	1289
	D	215	0	46	0	19	280
	E	319	268	95	17	0	699
	Tot.	848	1131	1549	466	517	4511

Detailed Input Data And Results

FG10: '2036 Base PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	11	34	180	211	247	683
	B	0	2	1014	0	104	1120
	C	264	825	3	156	24	1272
	D	296	1	122	0	11	430
	E	215	314	89	19	0	637
	Tot.	786	1176	1408	386	386	4142

FG11: '2036 Base+Sev AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	62	16	238	287	206	809
	B	0	1	1195	0	267	1463
	C	252	986	4	187	25	1454
	D	215	0	179	0	19	413
	E	319	268	95	17	0	699
	Tot.	848	1271	1711	491	517	4838

FG12: '2036 Base+Sev PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1049	0	104	1155
	C	264	1016	3	190	24	1497
	D	296	1	297	0	11	605
	E	215	314	89	19	0	637
	Tot.	786	1367	1619	420	386	4578

FG13: '2036 Base+Sev 4 AM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	62	16	239	287	206	810
	B	0	1	1202	0	267	1470
	C	252	1010	4	191	25	1482
	D	215	0	201	0	19	435
	E	319	268	95	17	0	699
	Tot.	848	1295	1741	495	517	4896

Detailed Input Data And Results

FG14: '2036 Base+Sev 4 PM Peak'

Desired Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1056	0	104	1162
	C	265	1048	3	196	24	1536
	D	296	1	326	0	11	634
	E	215	314	89	19	0	637
	Tot.	787	1399	1655	426	386	4653

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	57	15	176	262	184	694
	B	0	1	858	0	237	1096
	C	196	632	3	123	19	973
	D	197	0	10	0	17	224
	E	256	216	64	14	0	550
	Tot.	706	864	1111	399	457	3537

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	135	195	204	576
	B	0	2	751	0	80	833
	C	200	584	2	112	18	916
	D	273	1	59	0	10	343
	E	193	280	66	17	0	556
	Tot.	676	899	1013	324	312	3224

Traffic Flows, Difference

Difference :

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

Scenario 3: '2024 Base+Sev (Obs) AM Peak' (FG3: '2024 Base+Sev(Obs) AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	57	15	177	262	184	695
	B	0	1	887	0	237	1125
	C	196	772	3	147	19	1137
	D	197	0	142	0	17	356
	E	256	216	64	14	0	550
	Tot.	706	1004	1273	423	457	3863

Traffic Flows, Difference

Difference :

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

Scenario 4: '2024 Base+Sev (Obs) PM Peak' (FG4: '2024 Base+Sev (Obs) PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	10	32	136	195	204	577
	B	0	2	786	0	80	868
	C	200	774	2	146	18	1140
	D	273	1	234	0	10	518
	E	193	280	66	17	0	556
	Tot.	676	1089	1224	358	312	3659

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 5: '2026 Base AM Peak' (FG5: '2026 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	58	15	180	268	188	709
	B	0	1	879	0	243	1123
	C	200	647	3	126	20	996
	D	202	0	10	0	17	229
	E	263	221	65	14	0	563
	Tot.	723	884	1137	408	468	3620

Traffic Flows, Difference

Difference :

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

Scenario 6: '2026 Base PM Peak' (FG6: '2026 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	10	32	138	200	209	589
	B	0	2	769	0	81	852
	C	205	598	2	115	19	939
	D	280	1	61	0	10	352
	E	197	287	67	17	0	568
	Tot.	692	920	1037	332	319	3300

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 7: '2026 Base+Sev AM Peak' (FG7: '2026 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	58	15	181	268	188	710
	B	0	1	908	0	243	1152
	C	201	787	3	150	20	1161
	D	202	0	142	0	17	361
	E	263	221	66	14	0	564
	Tot.	724	1024	1300	432	468	3948

Traffic Flows, Difference

Difference :

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

Detailed Input Data And Results

Scenario 8: '2026 Base+Sev PM Peak' (FG8: '2026 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	10	32	139	200	209	590
	B	0	2	804	0	81	887
	C	205	788	2	148	19	1162
	D	280	1	235	0	10	526
	E	197	287	68	17	0	569
	Tot.	692	1110	1248	365	319	3734

Traffic Flows, Difference

Difference :

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

Scenario 9: '2036 Base AM Peak' (FG9: '2036 Base AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	62	16	237	287	206	808
	B	0	1	1167	0	267	1435
	C	252	846	4	162	25	1289
	D	215	0	46	0	19	280
	E	319	268	95	17	0	699
	Tot.	848	1131	1549	466	517	4511

Detailed Input Data And Results

Traffic Flows, Difference

Difference :

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

Scenario 10: '2036 Base PM Peak' (FG10: '2036 Base PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	11	34	180	211	247	683
	B	0	2	1014	0	104	1120
	C	264	825	3	156	24	1272
	D	296	1	122	0	11	430
	E	215	314	89	19	0	637
	Tot.	786	1176	1408	386	386	4142

Traffic Flows, Difference

Difference :

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

Scenario 11: '2036 Base+Sev AM Peak' (FG11: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	62	16	238	287	206	809
	B	0	1	1195	0	267	1463
	C	252	986	4	187	25	1454
	D	215	0	179	0	19	413
	E	319	268	95	17	0	699
	Tot.	848	1271	1711	491	517	4838

Traffic Flows, Difference

Difference :

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

Scenario 12: '2036 Base+Sev PM Peak' (FG12: '2036 Base+Sev PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1049	0	104	1155
	C	264	1016	3	190	24	1497
	D	296	1	297	0	11	605
	E	215	314	89	19	0	637
	Tot.	786	1367	1619	420	386	4578

Traffic Flows, Difference

Difference :

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

Scenario 13: '2036 Base+Sev 4 AM Peak' (FG13: '2036 Base+Sev 4 AM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
	A	B	C	D	E	Tot.	
Origin	A	62	16	239	287	206	810
	B	0	1	1202	0	267	1470
	C	252	1010	4	191	25	1482
	D	215	0	201	0	19	435
	E	319	268	95	17	0	699
	Tot.	848	1295	1741	495	517	4896

Traffic Flows, Difference

Difference :

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

Scenario 14: '2036 Base+Sev 4 PM Peak' (FG14: '2036 Base+Sev 4 PM Peak', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

	Destination						
		A	B	C	D	E	Tot.
Origin	A	11	34	181	211	247	684
	B	0	2	1056	0	104	1162
	C	265	1048	3	196	24	1536
	D	296	1	326	0	11	634
	E	215	314	89	19	0	637
	Tot.	787	1399	1655	426	386	4653

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 2024 Base AM Peak	Scenario 2: 2024 Base PM Peak	Scenario 3: 2024 Base+Sev (Obs) AM Peak	Scenario 4: 2024 Base+Sev (Obs) PM Peak	Scenario 5: 2026 Base AM Peak	Scenario 6: 2026 Base PM Peak
Junction: J1: M20 EB Off-Slip Jnc at M20 J10a						
J1:1/1 (with short)	214(In) 214(Out)	287(In) 283(Out)	278(In) 214(Out)	325(In) 283(Out)	219(In) 219(Out)	292(In) 290(Out)
J1:1/2 (short)	0	4	64	42	0	2
J1:1/3	10	56	78	193	10	60
J1:2/1	808	613	887	750	845	626
J1:2/2	521	487	582	540	515	500
Junction: J2: A20 W Jnc at M20 J10a						
J2:1/1	550	556	550	556	563	568
J2:2/1	450	483	450	483	460	495
J2:2/2	636	592	839	820	651	604
J2:2/3	10	56	79	193	10	60
J2:3/1	457	312	457	312	468	319
Junction: J3: A20 E Jnc at M20 J10a						
J3:1/1 (short)	182	166	180	168	189	169
J3:1/2 (with short)	694(In) 512(Out)	576(In) 410(Out)	695(In) 515(Out)	577(In) 409(Out)	709(In) 520(Out)	589(In) 420(Out)
J3:2/1	706	676	706	676	723	692
J3:2/2	904	937	1105	1166	926	957
J3:2/3	36	74	107	210	35	78
J3:3/1	864	899	1004	1089	884	920
J3:4/1	904	937	1105	1166	926	957
J3:4/2	36	74	107	210	35	78
J3:5/1	706	676	706	676	723	692
Junction: J4: M20 WB Off-Slip Jnc at M20 J10a						
J4:1/1	222	204	281	245	231	206
J4:1/2	279	255	305	327	279	264
J4:1/3	269	229	317	292	276	234
J4:2/1 (short)	409	358	423	375	419	366
J4:2/2 (with short)	858(In) 449(Out)	751(In) 393(Out)	887(In) 464(Out)	786(In) 411(Out)	879(In) 460(Out)	769(In) 403(Out)
J4:2/3	238	82	238	82	244	83
J4:3/1	631	562	704	620	650	572
J4:3/2	728	648	769	738	739	667
J4:3/3	507	311	555	374	520	317
Junction: J5: A2070 Jnc at M20 J10a						
J5:1/1 (short)	123	112	147	146	126	115

Detailed Input Data And Results

J5:1/2 (with short)	453(In) 330(Out)	431(In) 319(Out)	556(In) 409(Out)	602(In) 456(Out)	482(In) 356(Out)	441(In) 326(Out)
J5:1/3	520	485	581	538	514	498
J5:2/1	248	197	200	134	252	202
J5:2/2	507	311	555	374	520	317
J5:3/1	631	562	704	620	650	572
J5:3/2	480	451	569	604	487	465
J5:4/1	309	253	273	207	315	259
J5:4/2	90	71	150	151	93	73

Detailed Input Data And Results

Lane	Scenario 7: 2026 Base+Sev AM Peak	Scenario 8: 2026 Base+Sev PM Peak	Scenario 9: 2036 Base AM Peak	Scenario 10: 2036 Base PM Peak	Scenario 11: 2036 Base+Sev AM Peak	Scenario 12: 2036 Base+Sev PM Peak
Junction: J1: M20 EB Off-Slip Jnc at M20 J10a						
J1:1/1 (with short)	219(In) 219(Out)	330(In) 290(Out)	234(In) 234(Out)	308(In) 307(Out)	234(In) 234(Out)	466(In) 307(Out)
J1:1/2 (short)	0	40	0	1	0	159
J1:1/3	142	196	46	122	179	139
J1:2/1	928	764	1057	866	1134	950
J1:2/2	573	552	606	614	669	721
Junction: J2: A20 W Jnc at M20 J10a						
J2:1/1	564	569	699	637	699	637
J2:2/1	461	495	529	571	529	571
J2:2/2	791	832	851	831	991	1178
J2:2/3	142	196	46	122	179	141
J2:3/1	468	319	517	386	517	386
Junction: J3: A20 E Jnc at M20 J10a						
J3:1/1 (short)	196	171	248	214	254	160
J3:1/2 (with short)	710(In) 514(Out)	590(In) 419(Out)	808(In) 560(Out)	683(In) 469(Out)	809(In) 555(Out)	684(In) 524(Out)
J3:2/1	724	692	848	786	848	786
J3:2/2	1072	1187	1200	1234	1349	1569
J3:2/3	162	213	77	141	201	172
J3:3/1	1024	1110	1131	1176	1271	1367
J3:4/1	1072	1187	1200	1234	1349	1569
J3:4/2	162	213	77	141	201	172
J3:5/1	724	692	848	786	848	786
Junction: J4: M20 WB Off-Slip Jnc at M20 J10a						
J4:1/1	244	248	317	272	332	362
J4:1/2	310	333	335	323	411	365
J4:1/3	366	299	302	287	345	331
J4:2/1 (short)	433	383	556	483	569	500
J4:2/2 (with short)	908(In) 475(Out)	804(In) 421(Out)	1167(In) 611(Out)	1014(In) 531(Out)	1195(In) 626(Out)	1049(In) 549(Out)
J4:2/3	244	83	268	106	268	106
J4:3/1	677	631	873	755	901	862
J4:3/2	785	754	946	854	1037	914
J4:3/3	610	382	570	393	613	437
Junction: J5: A2070 Jnc at M20 J10a						
J5:1/1 (short)	150	148	162	156	187	190
J5:1/2 (with short)	589(In) 439(Out)	612(In) 464(Out)	684(In) 522(Out)	660(In) 504(Out)	786(In) 599(Out)	778(In) 588(Out)

Detailed Input Data And Results

J5:1/3	572	550	605	612	668	719
J5:2/1	162	137	270	201	227	157
J5:2/2	610	382	570	393	613	437
J5:3/1	677	631	873	755	901	862
J5:3/2	623	617	676	653	810	757
J5:4/1	237	211	351	279	320	252
J5:4/2	195	154	115	107	171	168

Detailed Input Data And Results

Lane	Scenario 13: 2036 Base+Sev 4 AM Peak	Scenario 14: 2036 Base+Sev 4 PM Peak
Junction: J1: M20 EB Off-Slip Jnc at M20 J10a		
J1:1/1 (with short)	234(In) 234(Out)	346(In) 307(Out)
J1:1/2 (short)	0	39
J1:1/3	201	288
J1:2/1	1145	968
J1:2/2	682	736
Junction: J2: A20 W Jnc at M20 J10a		
J2:1/1	699	637
J2:2/1	529	572
J2:2/2	1015	1092
J2:2/3	201	288
J2:3/1	517	386
Junction: J3: A20 E Jnc at M20 J10a		
J3:1/1 (short)	255	215
J3:1/2 (with short)	810(In) 555(Out)	684(In) 469(Out)
J3:2/1	848	787
J3:2/2	1375	1494
J3:2/3	221	308
J3:3/1	1295	1399
J3:4/1	1375	1494
J3:4/2	221	308
J3:5/1	848	787
Junction: J4: M20 WB Off-Slip Jnc at M20 J10a		
J4:1/1	335	310
J4:1/2	420	436
J4:1/3	356	341
J4:2/1 (short)	573	503
J4:2/2 (with short)	1202(In) 629(Out)	1056(In) 553(Out)
J4:2/3	268	106
J4:3/1	908	813
J4:3/2	1049	989
J4:3/3	624	447
Junction: J5: A2070 Jnc at M20 J10a		
J5:1/1 (short)	191	196
J5:1/2 (with short)	801(In) 610(Out)	802(In) 606(Out)
J5:1/3	681	734

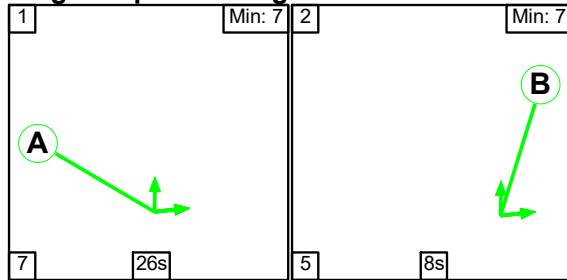
Detailed Input Data And Results

J5:2/1	216	147
J5:2/2	624	447
J5:3/1	908	813
J5:3/2	833	842
J5:4/1	311	245
J5:4/2	184	181

Scenario 1: '2024 Base AM Peak' (FG1: '2024 Base AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



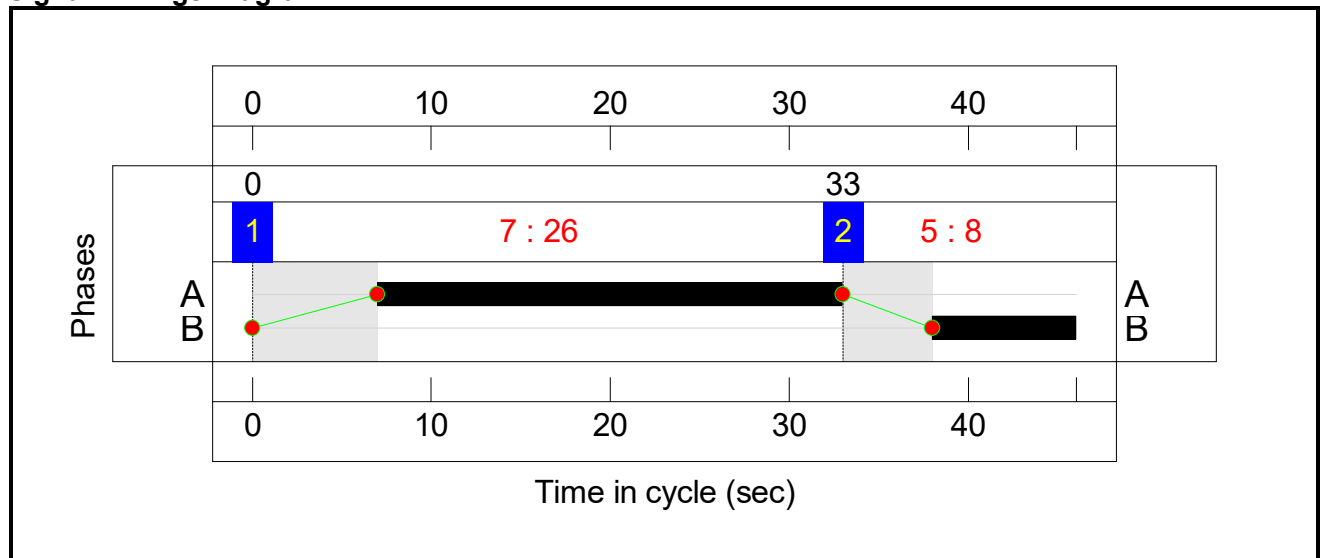
Stage Timings

Stage	1	2
Duration	26	8
Change Point	0	33

Phase Timings

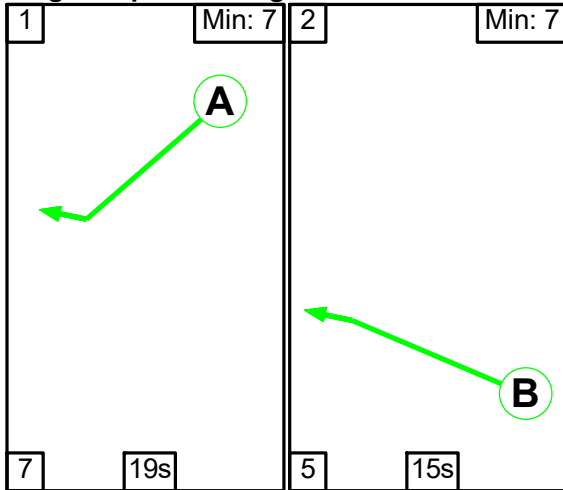
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	26	7	33
B	M20 EB Off-Slip Ahead Left	Traffic	8	38	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



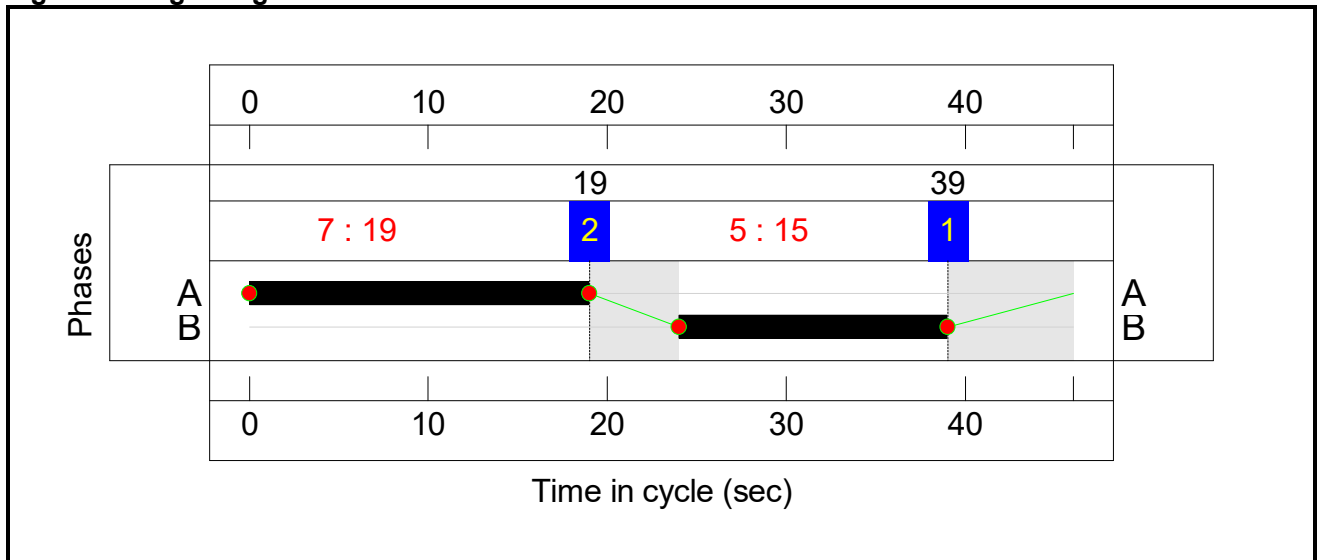
Stage Timings

Stage	1	2
Duration	19	15
Change Point	39	19

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	19	0	19
B	M20 WB Off-Slip Ahead	Traffic	15	24	39

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	38	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	38	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	38	0
J1:2/1	W Circ Ahead Left	U	A	7	33
J1:2/2	W Circ Ahead	U	A	7	33

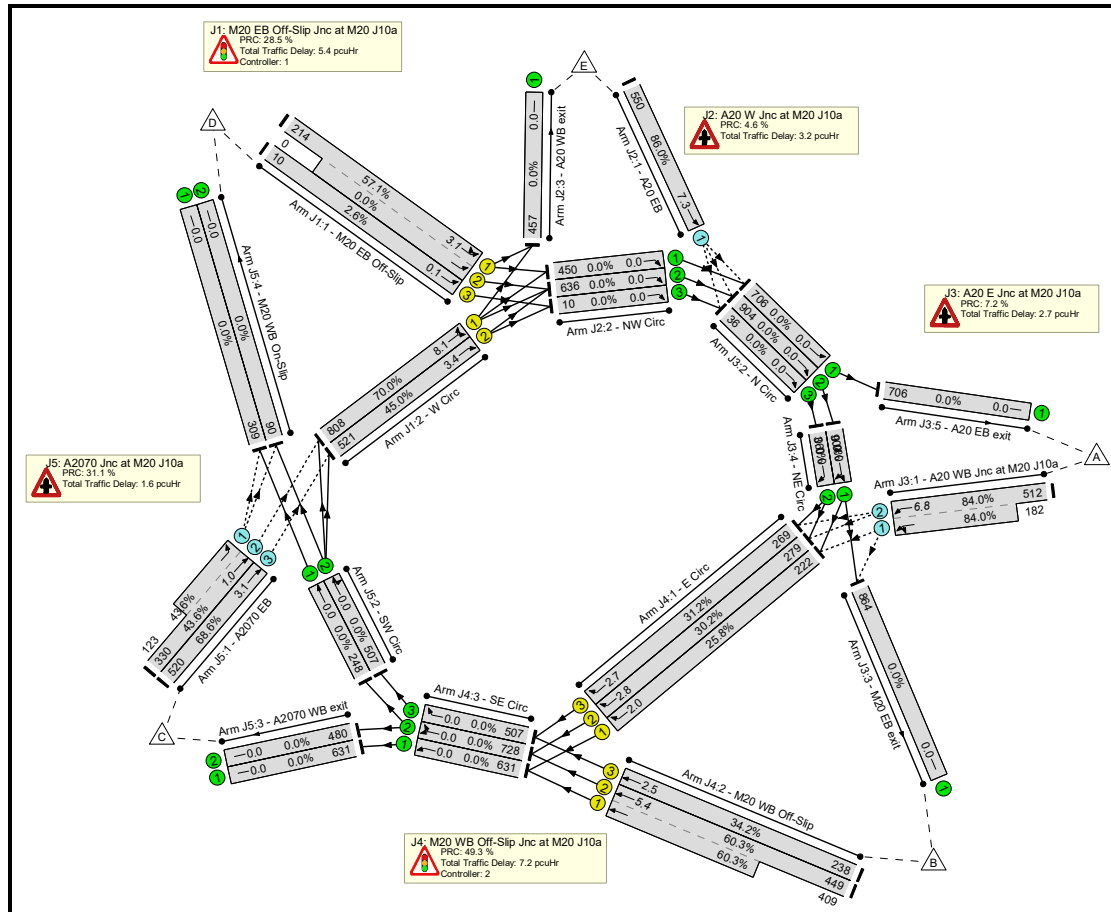
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	0	19
J4:1/2	E Circ Right	U	A	0	19
J4:1/3	E Circ Right	U	A	0	19
J4:2/1	M20 WB Off-Slip Ahead	U	B	24	39
J4:2/2	M20 WB Off-Slip Ahead	U	B	24	39
J4:2/3	M20 WB Off-Slip Ahead	U	B	24	39

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	86.0%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	70.0%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	8	-	-	214	1914:2200	374+0	57.1 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	8	-	-	10	1959	383	2.6%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	26	-	-	808	1966	1154	70.0%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	26	-	-	521	1972	1157	45.0%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	86.0%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	550	1970	639	86.0%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	450	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	457	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	84.0%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	694	1958:1963	610+217	84.0 : 84.0%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	904	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	36	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	904	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	36	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	706	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	60.3%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	19	-	-	222	1976	859	25.8%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	19	-	-	279	2124	923	30.2%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	19	-	-	269	1981	861	31.2%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	15	-	-	858	2142:1950	745+678	60.3 : 60.3%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	15	-	-	238	2000	696	34.2%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	631	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	728	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	507	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	68.6%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	453	2089:1988	758+282	43.6 : 43.6%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	520	2087	758	68.6%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	248	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	507	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	631	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	480	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	309	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	90	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J7) M20 J10a	-	-	3364	0	0	9.4	10.8	0.0	20.2	-	-	-	-
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.1	2.2	0.0	5.4	-	-	-	-
1/1+1/2	214	214	-	-	-	1.0	0.7	-	1.7	27.9	2.4	0.7	3.1
1/3	10	10	-	-	-	0.0	0.0	-	0.1	20.1	0.1	0.0	0.1
2/1	808	808	-	-	-	1.4	1.2	-	2.5	11.2	6.9	1.2	8.1
2/2	521	521	-	-	-	0.7	0.4	-	1.2	8.0	3.0	0.4	3.4
J2: A20 W Jnc at M20 J10a	-	-	550	0	0	0.3	2.9	0.0	3.2	-	-	-	-
1/1	550	550	550	0	0	0.3	2.9	-	3.2	21.2	4.4	2.9	7.3
2/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: A20 E Jnc at M20 J10a	-	-	1388	0	0	0.2	2.5	0.0	2.7	-	-	-	-
1/2+1/1	694	694	1388	0	0	0.2	2.5	-	2.7	14.2	4.3	2.5	6.8
2/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	36	36	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Detailed Input Data And Results

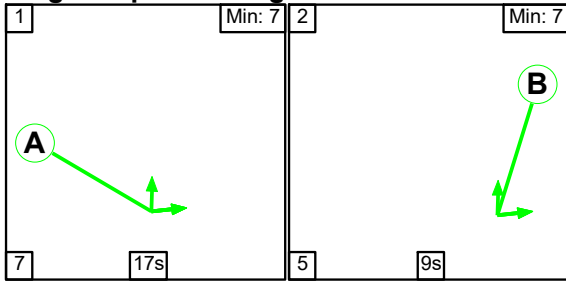
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.6	1.6	0.0	7.2	-	-	-	-	
1/1	222	222	-	-	-	0.5	0.2	-	0.7	11.4	1.8	0.2	2.0	
1/2	279	279	-	-	-	0.7	0.2	-	0.9	11.5	2.5	0.2	2.8	
1/3	269	269	-	-	-	0.7	0.2	-	0.9	12.0	2.4	0.2	2.7	
2/2+2/1	858	858	-	-	-	3.0	0.8	-	3.7	15.6	4.6	0.8	5.4	
2/3	238	238	-	-	-	0.7	0.3	-	1.0	15.0	2.2	0.3	2.5	
3/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1426	0	0	0.1	1.5	0.0	1.6	-	-	-	-	
1/2+1/1	453	453	906	0	0	0.0	0.4	-	0.4	3.4	0.6	0.4	1.0	
1/3	520	520	520	0	0	0.1	1.1	-	1.2	8.2	2.0	1.1	3.1	
2/1	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	309	309	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):	28.5	Total Delay for Signalled Lanes (pcuHr):	5.38	Cycle Time (s):	46					
			C2	PRC for Signalled Lanes (%):	49.3	Total Delay for Signalled Lanes (pcuHr):	7.19	Cycle Time (s):	46					
				PRC Over All Lanes (%):	4.6	Total Delay Over All Lanes(pcuHr):	20.16							

Detailed Input Data And Results

Scenario 2: '2024 Base PM Peak' (FG2: '2024 Base PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



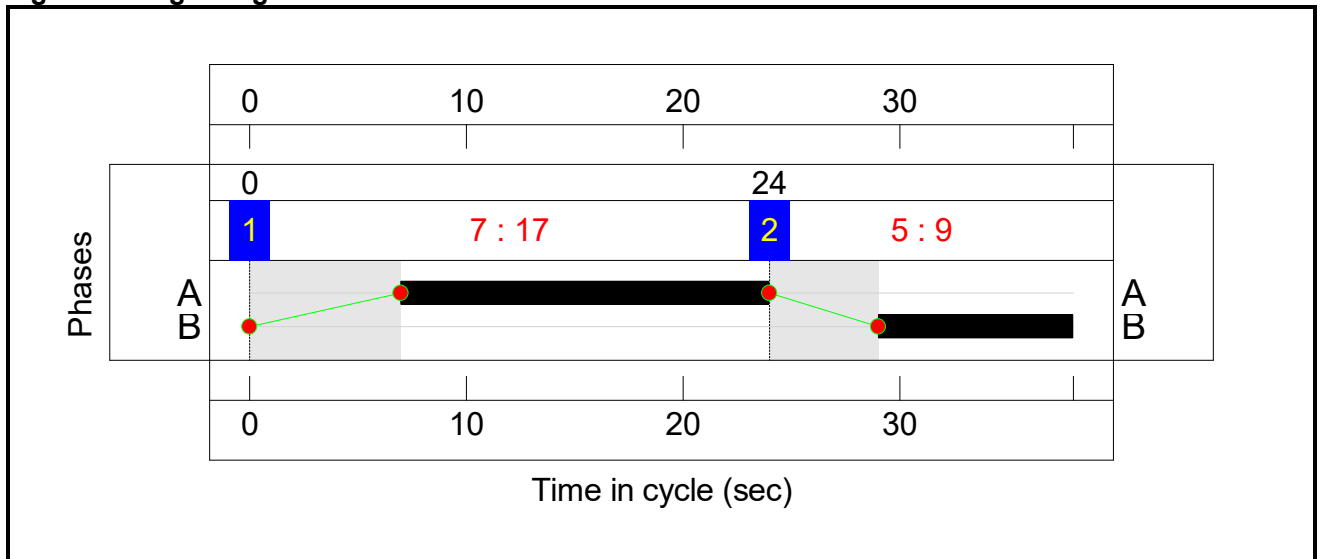
Stage Timings

Stage	1	2
Duration	17	9
Change Point	0	24

Phase Timings

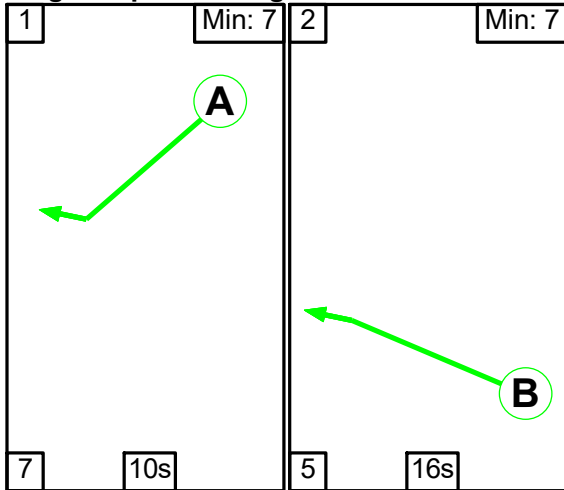
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	17	7	24
B	M20 EB Off-Slip Ahead Left	Traffic	9	29	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



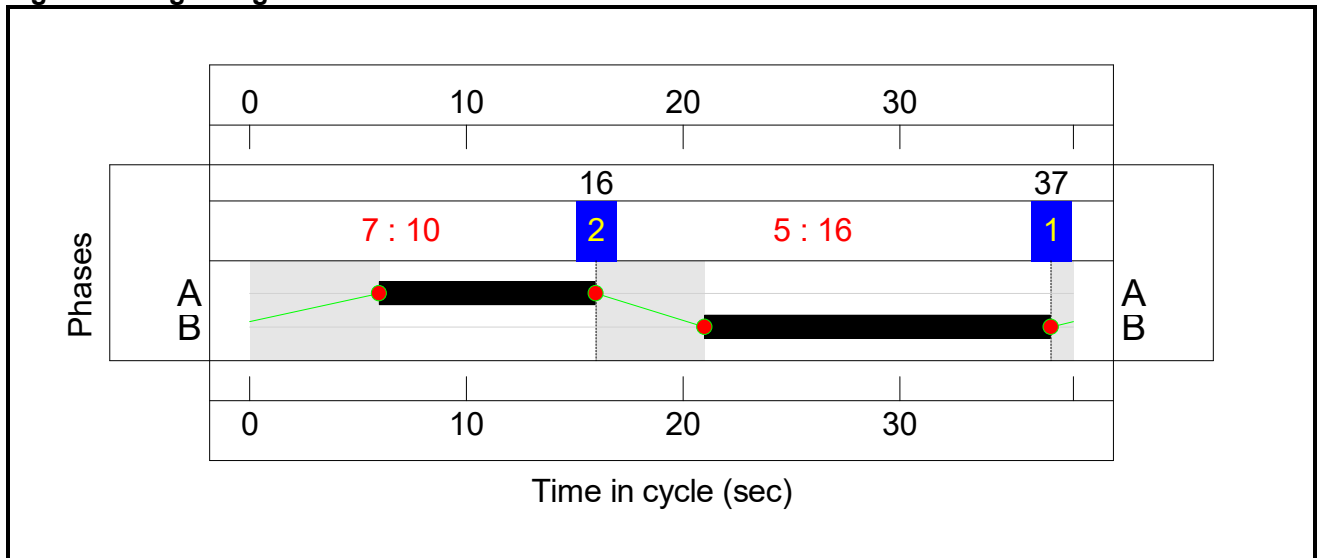
Stage Timings

Stage	1	2
Duration	10	16
Change Point	37	16

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	10	6	16
B	M20 WB Off-Slip Ahead	Traffic	16	21	37

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	29	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	29	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	29	0
J1:2/1	W Circ Ahead Left	U	A	7	24
J1:2/2	W Circ Ahead	U	A	7	24

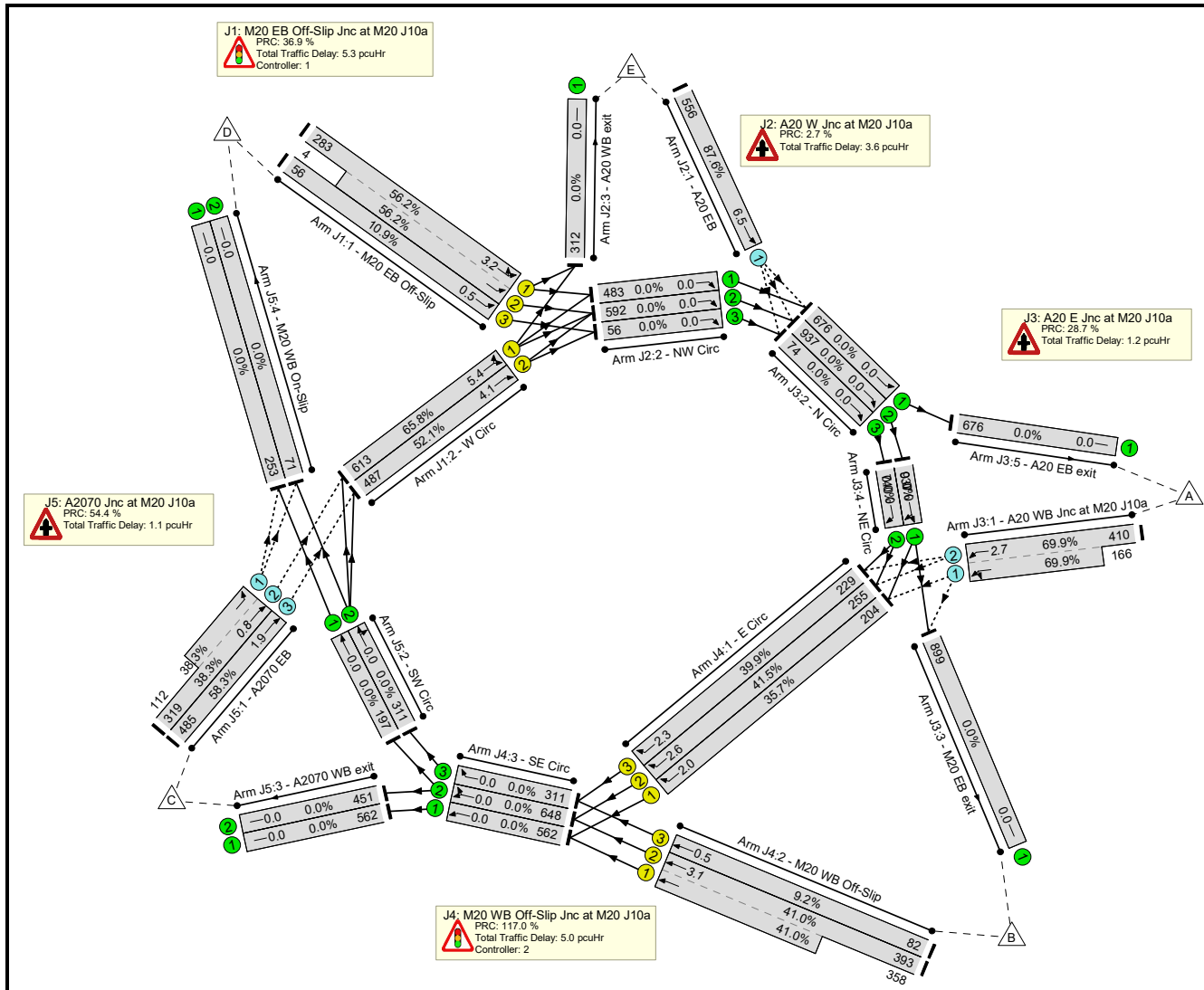
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	6	16
J4:1/2	E Circ Right	U	A	6	16
J4:1/3	E Circ Right	U	A	6	16
J4:2/1	M20 WB Off-Slip Ahead	U	B	21	37
J4:2/2	M20 WB Off-Slip Ahead	U	B	21	37
J4:2/3	M20 WB Off-Slip Ahead	U	B	21	37

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	87.6%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	65.8%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	9	-	-	287	1913:2115	503+7	56.2 : 56.2%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	-	-	56	1959	516	10.9%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	17	-	-	613	1968	932	65.8%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	17	-	-	487	1972	934	52.1%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	87.6%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	556	1970	634	87.6%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	483	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	56	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	312	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	69.9%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	576	1958:1949	586+237	69.9 : 69.9%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	937	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	74	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	899	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	937	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	74	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	676	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	41.5%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	204	1976	572	35.7%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	255	2124	615	41.5%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	229	1981	573	39.9%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	751	2142:1950	958+872	41.0 : 41.0%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	82	2000	895	9.2%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	562	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	648	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	311	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	58.3%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	431	2089:1988	832+292	38.3 : 38.3%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	485	2087	832	58.3%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	197	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	311	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	562	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	451	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	253	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	71	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J7) M20 J10a	-	-	3055	0	0	7.1	9.0	0.0	16.1	-	-	-	-
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.1	2.2	0.0	5.3	-	-	-	-
1/1+1/2	287	287	-	-	-	1.0	0.6	-	1.6	20.1	2.5	0.6	3.2
1/3	56	56	-	-	-	0.2	0.1	-	0.2	14.6	0.4	0.1	0.5
2/1	613	613	-	-	-	1.0	1.0	-	1.9	11.4	4.5	1.0	5.4
2/2	487	487	-	-	-	1.0	0.5	-	1.5	11.1	3.5	0.5	4.1
J2: A20 W Jnc at M20 J10a	-	-	556	0	0	0.3	3.3	0.0	3.6	-	-	-	-
1/1	556	556	556	0	0	0.3	3.3	-	3.6	23.2	3.2	3.3	6.5
2/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: A20 E Jnc at M20 J10a	-	-	1152	0	0	0.1	1.2	0.0	1.2	-	-	-	-
1/2+1/1	576	576	1152	0	0	0.1	1.2	-	1.2	7.7	1.6	1.2	2.7
2/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Detailed Input Data And Results

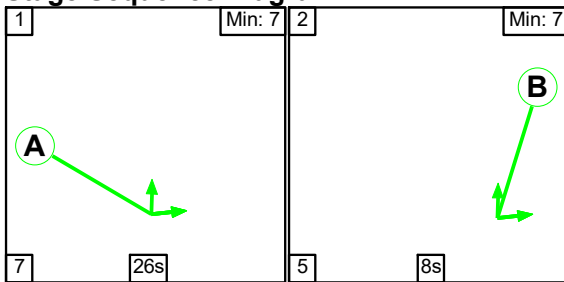
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.6	1.4	0.0	5.0	-	-	-	-	
1/1	204	204	-	-	-	0.6	0.3	-	0.9	15.2	1.7	0.3	2.0	
1/2	255	255	-	-	-	0.7	0.4	-	1.1	15.1	2.3	0.4	2.6	
1/3	229	229	-	-	-	0.7	0.3	-	1.0	16.0	1.9	0.3	2.3	
2/2+2/1	751	751	-	-	-	1.5	0.3	-	1.8	8.8	2.7	0.3	3.1	
2/3	82	82	-	-	-	0.1	0.1	-	0.2	8.3	0.5	0.1	0.5	
3/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1347	0	0	0.1	1.0	0.0	1.1	-	-	-	-	
1/2+1/1	431	431	862	0	0	0.0	0.3	-	0.3	2.8	0.4	0.3	0.8	
1/3	485	485	485	0	0	0.1	0.7	-	0.8	5.6	1.2	0.7	1.9	
2/1	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	562	562	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		36.9	Total Delay for Signalled Lanes (pcuHr):		5.27	Cycle Time (s):		38		
			C2	PRC for Signalled Lanes (%):		117.0	Total Delay for Signalled Lanes (pcuHr):		4.97	Cycle Time (s):		38		
			PRC Over All Lanes (%):		2.7	Total Delay Over All Lanes(pcuHr):		16.13						

Detailed Input Data And Results

Scenario 3: '2024 Base+Sev (Obs) AM Peak' (FG3: '2024 Base+Sev(Obs) AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



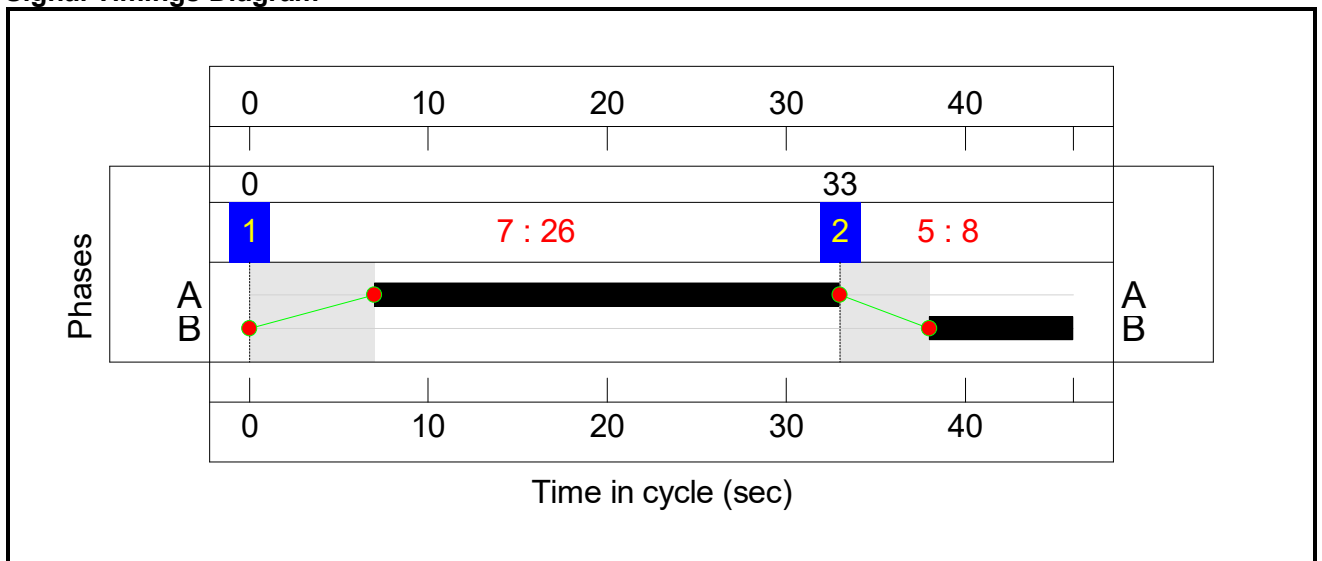
Stage Timings

Stage	1	2
Duration	26	8
Change Point	0	33

Phase Timings

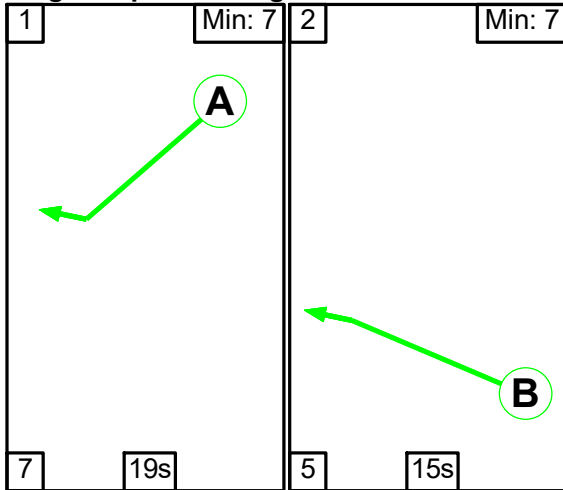
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	26	7	33
B	M20 EB Off-Slip Ahead Left	Traffic	8	38	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



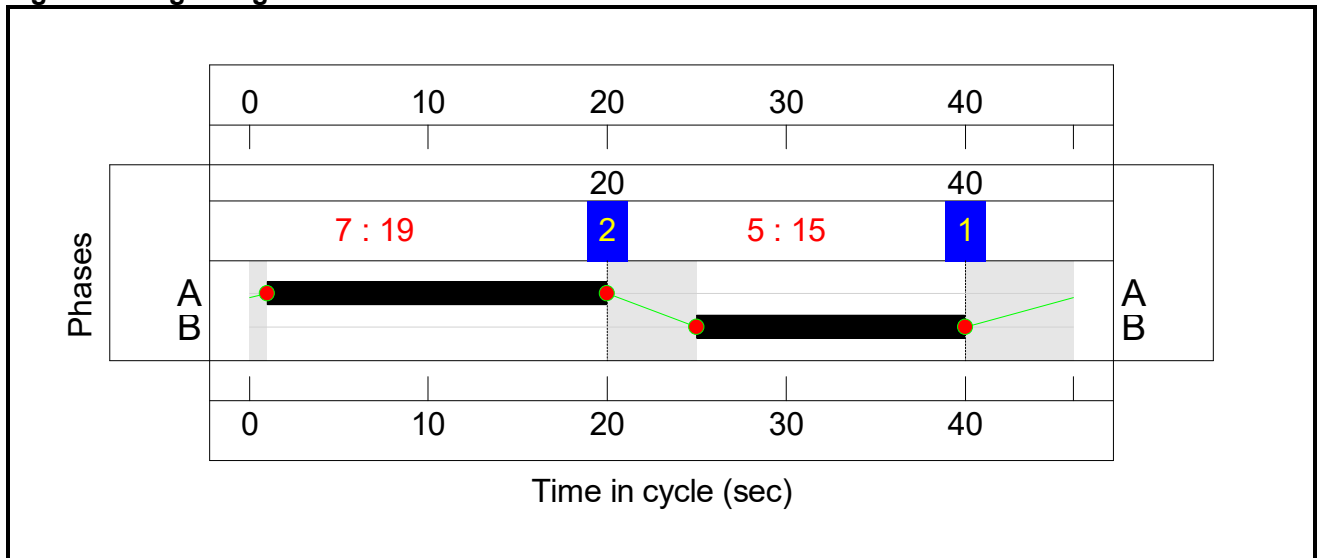
Stage Timings

Stage	1	2
Duration	19	15
Change Point	40	20

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	19	1	20
B	M20 WB Off-Slip Ahead	Traffic	15	25	40

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	38	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	38	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	38	0
J1:2/1	W Circ Ahead Left	U	A	7	33
J1:2/2	W Circ Ahead	U	A	7	33

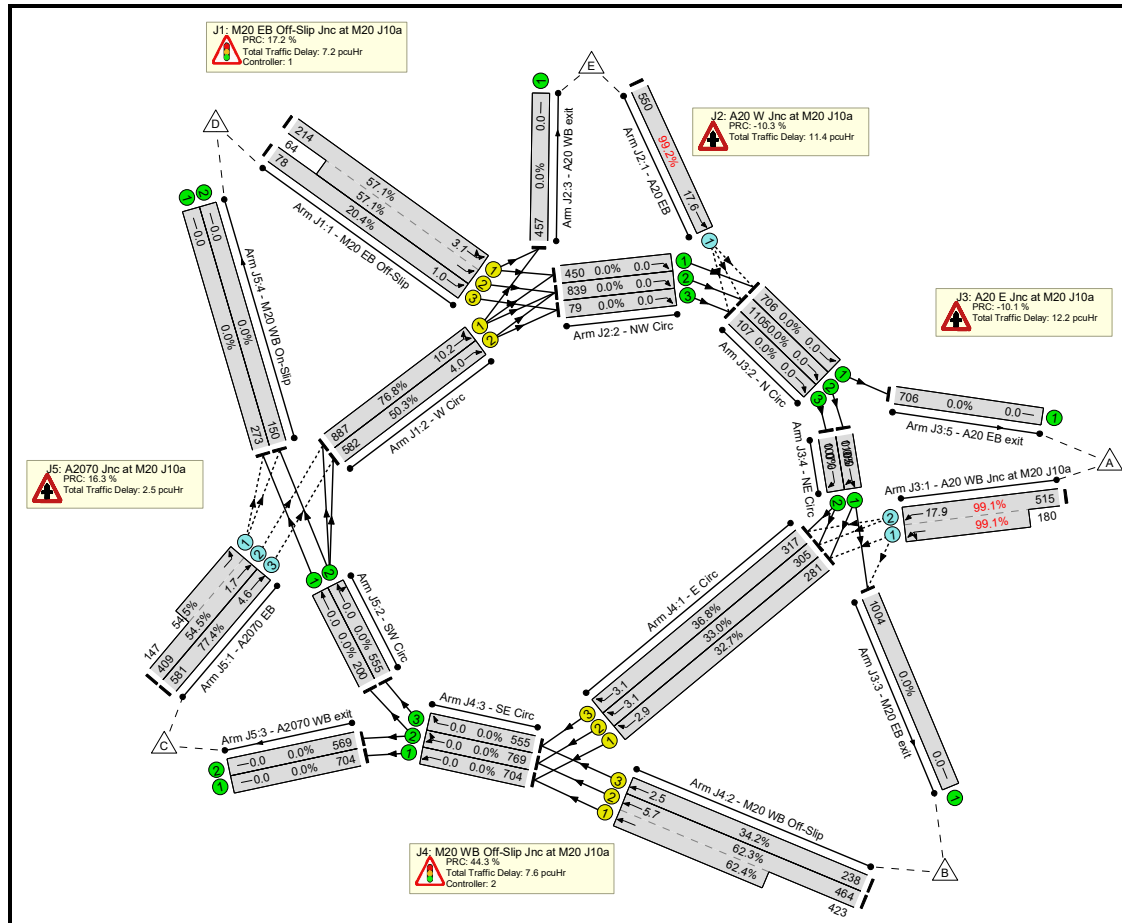
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	1	20
J4:1/2	E Circ Right	U	A	1	20
J4:1/3	E Circ Right	U	A	1	20
J4:2/1	M20 WB Off-Slip Ahead	U	B	25	40
J4:2/2	M20 WB Off-Slip Ahead	U	B	25	40
J4:2/3	M20 WB Off-Slip Ahead	U	B	25	40

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	99.2%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	76.8%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	8	-	-	278	1914:2115	374+112	57.1 : 57.1%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	8	-	-	78	1959	383	20.4%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	26	-	-	887	1968	1155	76.8%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	26	-	-	582	1972	1157	50.3%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	99.2%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	550	1970	554	99.2%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	450	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	839	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	79	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	457	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	99.1%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	695	1958:1963	520+182	99.1 : 99.1%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1105	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	107	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1004	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1105	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	107	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	706	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	62.4%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	19	-	-	281	1976	859	32.7%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	19	-	-	305	2124	923	33.0%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	19	-	-	317	1981	861	36.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	15	-	-	887	2142:1950	745+678	62.3 : 62.4%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	15	-	-	238	2000	696	34.2%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	704	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	769	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	555	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	77.4%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	556	2089:1988	751+270	54.5 : 54.5%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	581	2087	751	77.4%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	200	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	555	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	704	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	569	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	273	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	150	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J7) M20 J10a	-	-	3633	0	0	11.5	29.4	0.0	41.0	-	-	-	-
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.3	2.9	0.0	7.2	-	-	-	-
1/1+1/2	278	278	-	-	-	1.3	0.7	-	1.9	25.0	2.4	0.7	3.1
1/3	78	78	-	-	-	0.3	0.1	-	0.5	21.5	0.8	0.1	1.0
2/1	887	887	-	-	-	1.8	1.6	-	3.4	13.9	8.5	1.6	10.2
2/2	582	582	-	-	-	0.9	0.5	-	1.4	8.5	3.5	0.5	4.0
J2: A20 W Jnc at M20 J10a	-	-	550	0	0	0.7	10.7	0.0	11.4	-	-	-	-
1/1	550	550	550	0	0	0.7	10.7	-	11.4	74.9	6.9	10.7	17.6
2/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	79	79	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: A20 E Jnc at M20 J10a	-	-	1390	0	0	0.6	11.6	0.0	12.2	-	-	-	-
1/2+1/1	695	695	1390	0	0	0.6	11.6	-	12.2	63.2	6.3	11.6	17.9
2/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1004	1004	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Detailed Input Data And Results

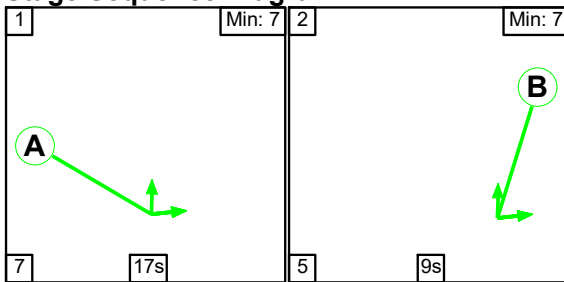
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.7	1.9	0.0	7.6	-	-	-	-	
1/1	281	281	-	-	-	0.6	0.2	-	0.9	11.1	2.6	0.2	2.9	
1/2	305	305	-	-	-	0.6	0.2	-	0.8	9.9	2.8	0.2	3.1	
1/3	317	317	-	-	-	0.7	0.3	-	1.0	11.4	2.8	0.3	3.1	
2/2+2/1	887	887	-	-	-	3.1	0.8	-	3.9	15.8	4.9	0.8	5.7	
2/3	238	238	-	-	-	0.7	0.3	-	1.0	15.0	2.2	0.3	2.5	
3/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1693	0	0	0.2	2.3	0.0	2.5	-	-	-	-	
1/2+1/1	556	556	1112	0	0	0.1	0.6	-	0.7	4.3	1.1	0.6	1.7	
1/3	581	581	581	0	0	0.2	1.7	-	1.8	11.5	2.9	1.7	4.6	
2/1	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	555	555	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	704	704	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		17.2	Total Delay for Signalled Lanes (pcuHr):		7.20	Cycle Time (s):		46		
			C2	PRC for Signalled Lanes (%):		44.3	Total Delay for Signalled Lanes (pcuHr):		7.61	Cycle Time (s):		46		
				PRC Over All Lanes (%):		-10.3	Total Delay Over All Lanes(pcuHr):		40.95					

Detailed Input Data And Results

Scenario 4: '2024 Base+Sev (Obs) PM Peak' (FG4: '2024 Base+Sev (Obs) PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



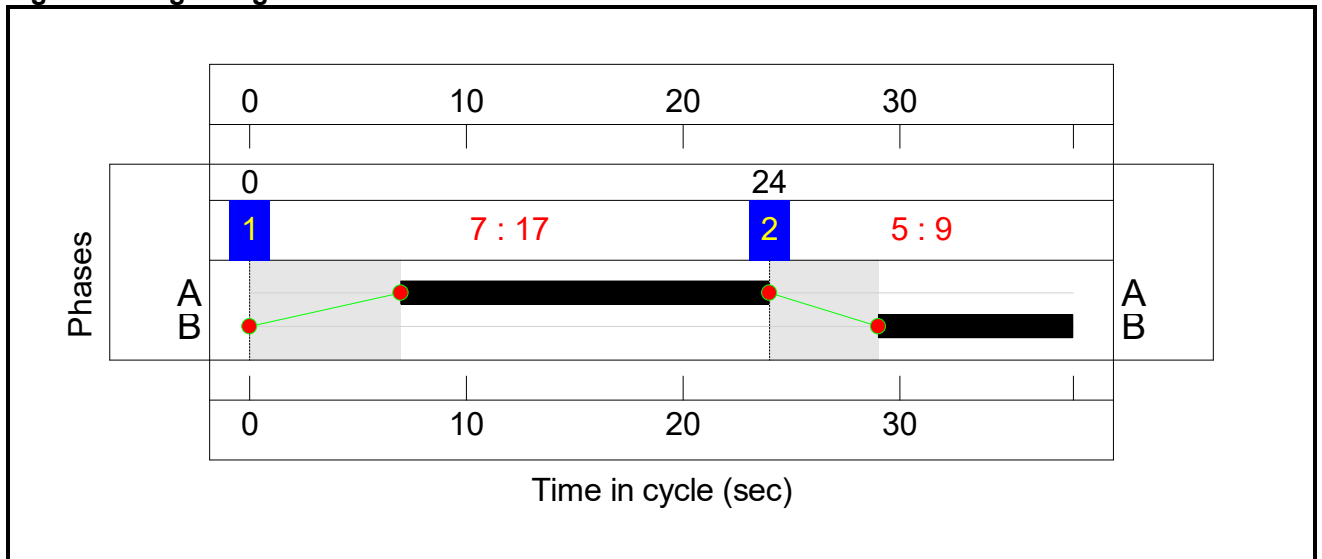
Stage Timings

Stage	1	2
Duration	17	9
Change Point	0	24

Phase Timings

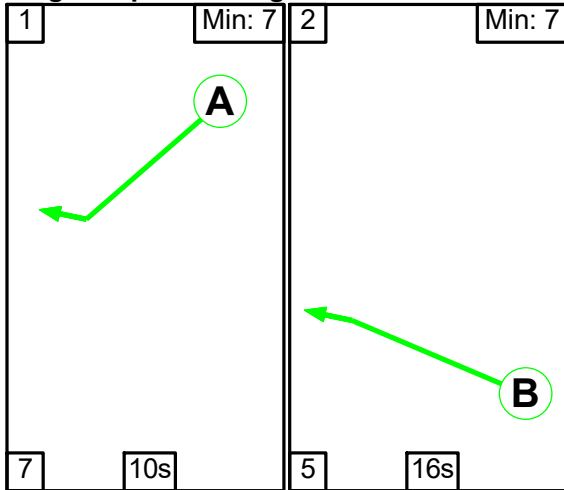
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	17	7	24
B	M20 EB Off-Slip Ahead Left	Traffic	9	29	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



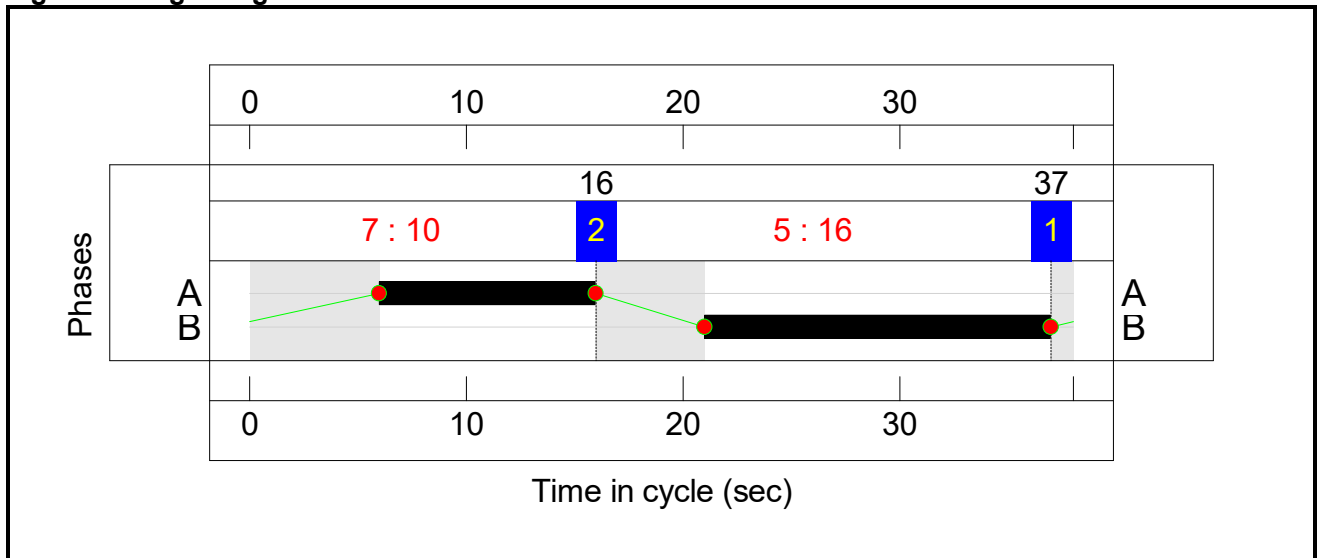
Stage Timings

Stage	1	2
Duration	10	16
Change Point	37	16

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	10	6	16
B	M20 WB Off-Slip Ahead	Traffic	16	21	37

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	29	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	29	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	29	0
J1:2/1	W Circ Ahead Left	U	A	7	24
J1:2/2	W Circ Ahead	U	A	7	24

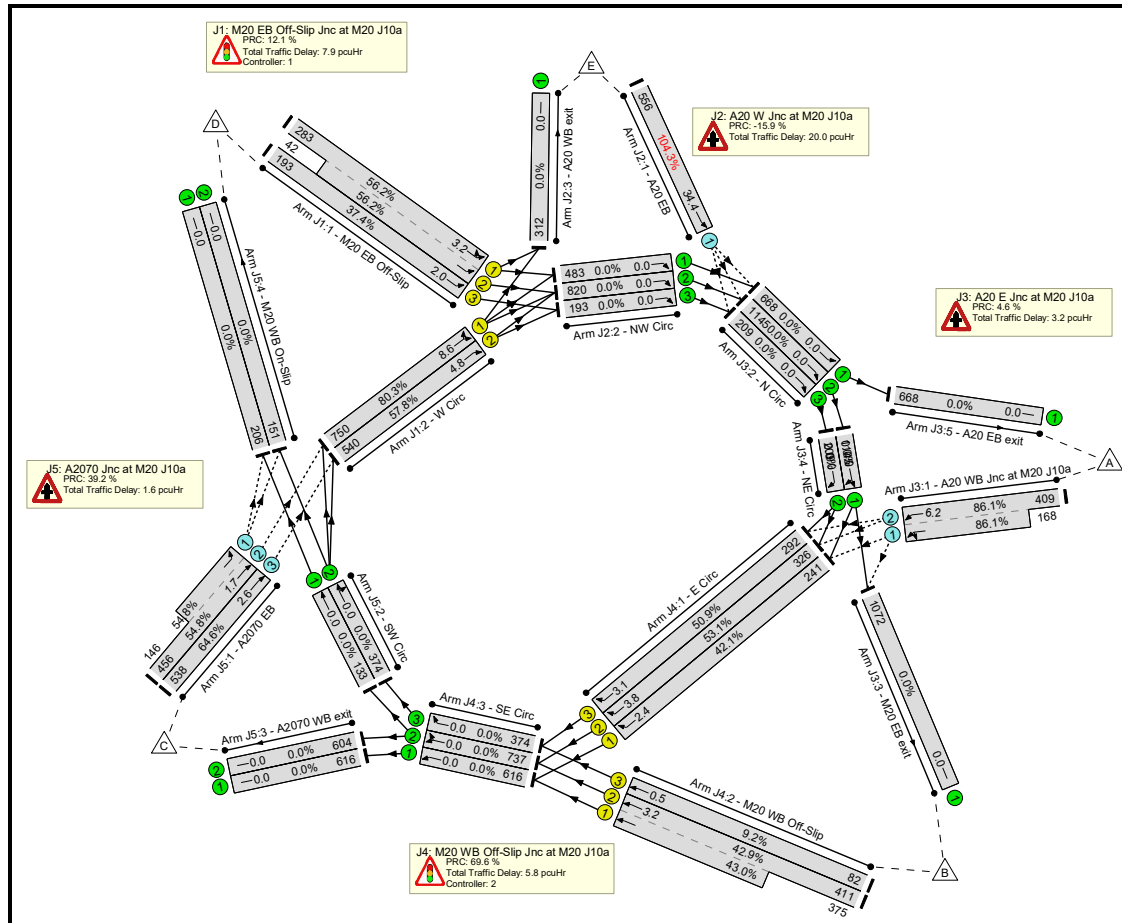
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	6	16
J4:1/2	E Circ Right	U	A	6	16
J4:1/3	E Circ Right	U	A	6	16
J4:2/1	M20 WB Off-Slip Ahead	U	B	21	37
J4:2/2	M20 WB Off-Slip Ahead	U	B	21	37
J4:2/3	M20 WB Off-Slip Ahead	U	B	21	37

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	104.3%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	80.3%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	9	-	-	325	1913:2115	503+75	56.2 : 56.2%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	9	-	-	193	1959	516	37.4%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	17	-	-	750	1972	934	80.3%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	17	-	-	540	1972	934	57.8%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	104.3%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	556	1970	533	104.3%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	483	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	820	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	193	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	312	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	86.1%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	577	1958:1949	475+195	86.1 : 86.1%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1166	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	210	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1089	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1166	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	210	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	676	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	53.1%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	245	1976	572	42.1%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	327	2124	615	53.1%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	292	1981	573	50.9%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	786	2142:1950	958+872	42.9 : 43.0%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	82	2000	895	9.2%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	620	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	738	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	374	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	64.6%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	602	2089:1988	832+267	54.8 : 54.8%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	538	2087	832	64.6%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	134	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	374	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	620	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	604	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	207	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	151	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	3429	0	0	9.9	28.7	0.0	38.5	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.2	3.6	0.0	7.9	-	-	-	-	
1/1+1/2	325	325	-	-	-	1.1	0.6	-	1.7	19.0	2.5	0.6	3.2	
1/3	193	193	-	-	-	0.6	0.3	-	0.9	17.0	1.7	0.3	2.0	
2/1	750	750	-	-	-	1.4	2.0	-	3.4	16.4	6.6	2.0	8.6	
2/2	540	540	-	-	-	1.1	0.7	-	1.8	12.0	4.1	0.7	4.8	
J2: A20 W Jnc at M20 J10a	-	-	533	0	0	1.2	18.8	0.0	20.0	-	-	-	-	
1/1	556	533	533	0	0	1.2	18.8	-	20.0	129.5	15.6	18.8	34.4	
2/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1154	0	0	0.3	2.9	0.0	3.2	-	-	-	-	
1/2+1/1	577	577	1154	0	0	0.3	2.9	-	3.2	20.2	3.3	2.9	6.2	
2/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

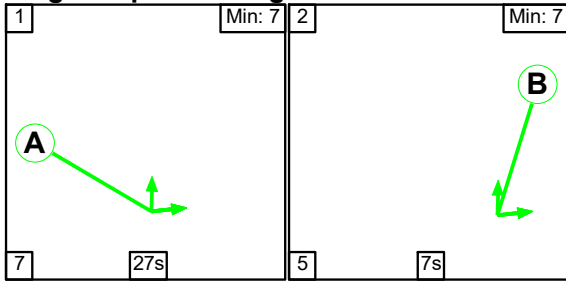
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.0	1.9	0.0	5.8	-	-	-	-	
1/1	241	241	-	-	-	0.7	0.4	-	1.0	15.2	2.1	0.4	2.4	
1/2	326	326	-	-	-	0.8	0.6	-	1.4	15.5	3.2	0.6	3.8	
1/3	292	292	-	-	-	0.8	0.5	-	1.3	15.9	2.6	0.5	3.1	
2/2+2/1	786	786	-	-	-	1.6	0.4	-	1.9	8.9	2.9	0.4	3.2	
2/3	82	82	-	-	-	0.1	0.1	-	0.2	8.3	0.5	0.1	0.5	
3/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1742	0	0	0.1	1.5	0.0	1.6	-	-	-	-	
1/2+1/1	602	602	1204	0	0	0.0	0.6	-	0.6	3.8	1.1	0.6	1.7	
1/3	538	538	538	0	0	0.1	0.9	-	1.0	6.5	1.6	0.9	2.6	
2/1	133	133	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	7.86	Cycle Time (s):	38					
			C2	PRC for Signalled Lanes (%):	69.6	Total Delay for Signalled Lanes (pcuHr):	5.84	Cycle Time (s):	38					
				PRC Over All Lanes (%):	-15.9	Total Delay Over All Lanes(pcuHr):	38.54							

Detailed Input Data And Results

Scenario 5: '2026 Base AM Peak' (FG5: '2026 Base AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



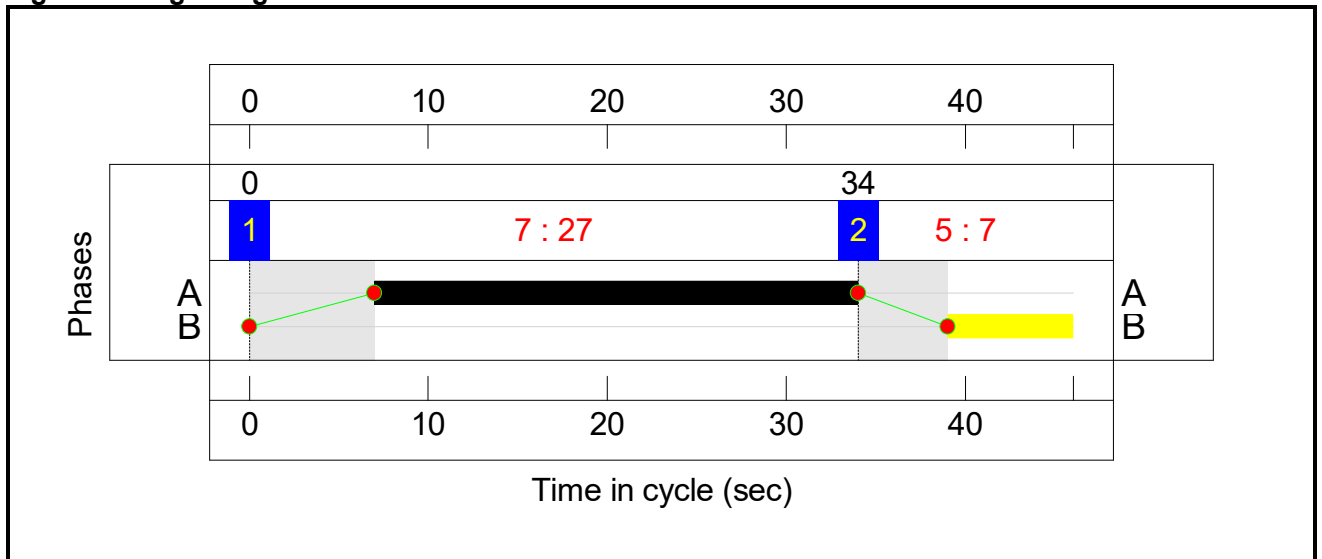
Stage Timings

Stage	1	2
Duration	27	7
Change Point	0	34

Phase Timings

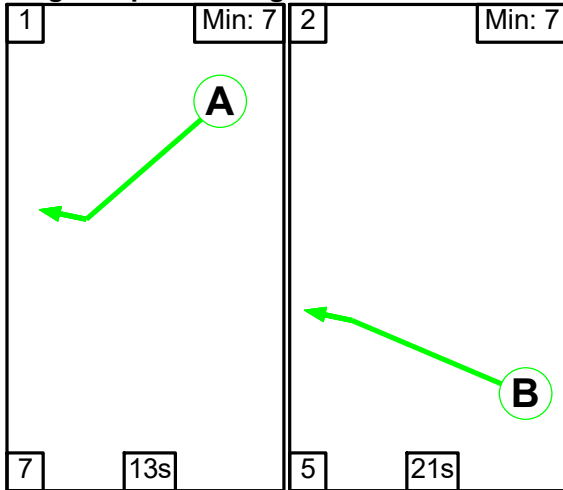
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	27	7	34
B	M20 EB Off-Slip Ahead Left	Traffic	7	39	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



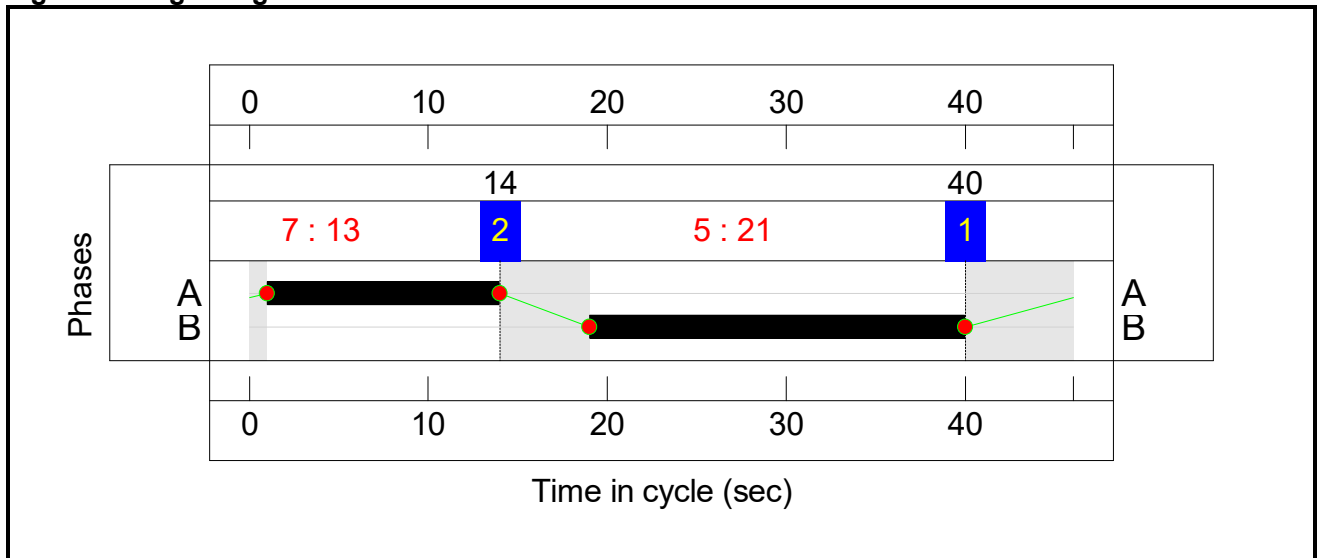
Stage Timings

Stage	1	2
Duration	13	21
Change Point	40	14

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	13	1	14
B	M20 WB Off-Slip Ahead	Traffic	21	19	40

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	39	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	39	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	39	0
J1:2/1	W Circ Ahead Left	U	A	7	34
J1:2/2	W Circ Ahead	U	A	7	34

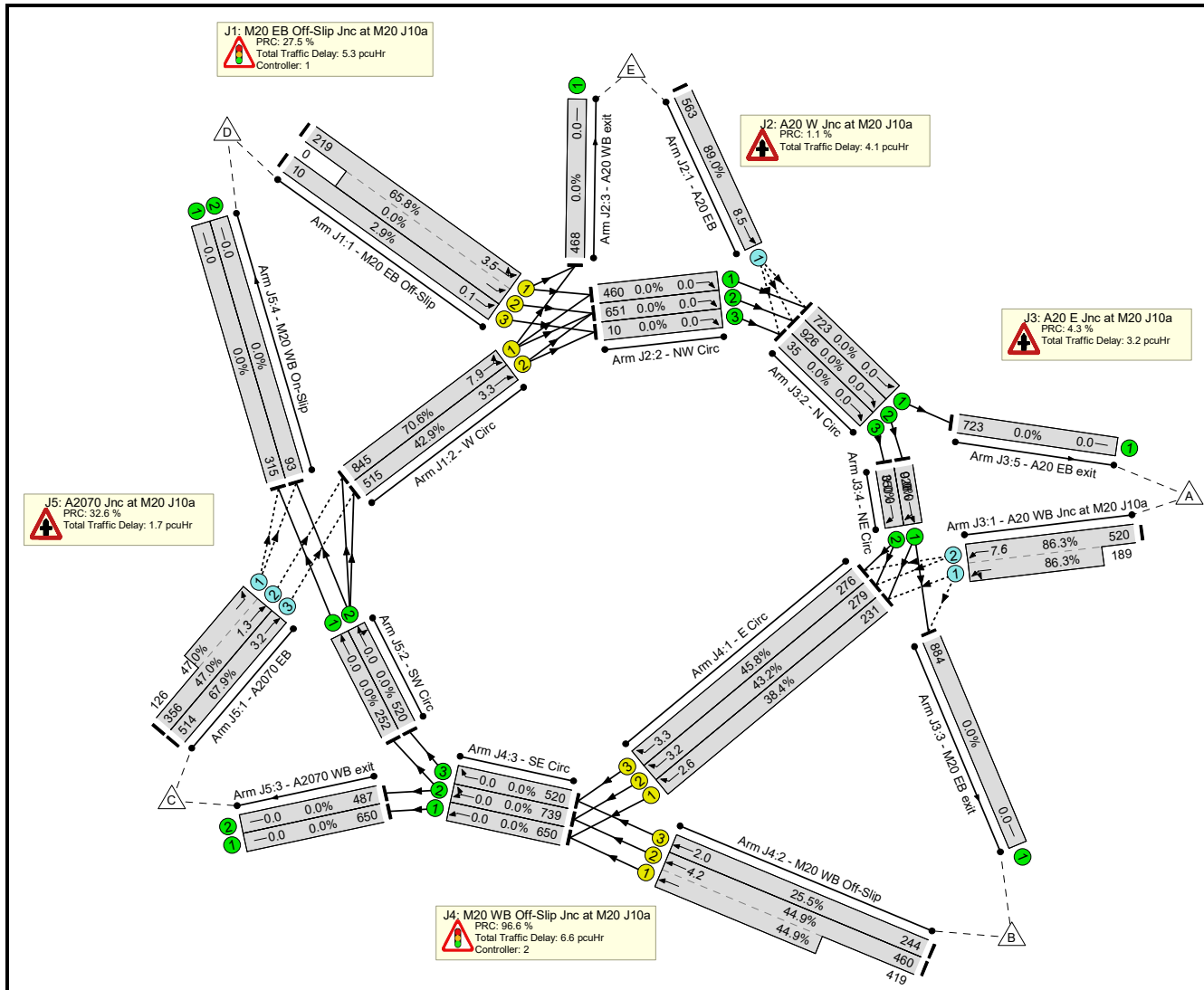
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	1	14
J4:1/2	E Circ Right	U	A	1	14
J4:1/3	E Circ Right	U	A	1	14
J4:2/1	M20 WB Off-Slip Ahead	U	B	19	40
J4:2/2	M20 WB Off-Slip Ahead	U	B	19	40
J4:2/3	M20 WB Off-Slip Ahead	U	B	19	40

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	89.0%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	70.6%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	219	1914:2200	333+0	65.8 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	10	1959	341	2.9%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	845	1966	1197	70.6%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	27	-	-	515	1972	1200	42.9%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	89.0%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	563	1970	632	89.0%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	651	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	86.3%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	709	1958:1964	603+219	86.3 : 86.3%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	723	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	35	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	884	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	926	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	35	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	723	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	45.8%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	13	-	-	231	1976	601	38.4%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	13	-	-	279	2124	646	43.2%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	13	-	-	276	1981	603	45.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	21	-	-	879	2142:1950	1024+933	44.9 : 44.9%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	21	-	-	244	2000	957	25.5%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	650	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	739	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	520	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	67.9%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	482	2089:1988	757+268	47.0 : 47.0%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	514	2087	757	67.9%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	252	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	520	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	650	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	487	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	315	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	93	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J7) M20 J10a	-	-	3459	0	0	8.5	12.4	0.0	20.9	-	-	-	-
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	2.8	2.5	0.0	5.3	-	-	-	-
1/1+1/2	219	219	-	-	-	1.1	0.9	-	2.0	33.3	2.6	0.9	3.5
1/3	10	10	-	-	-	0.0	0.0	-	0.1	21.6	0.1	0.0	0.1
2/1	845	845	-	-	-	1.0	1.2	-	2.2	9.4	6.7	1.2	7.9
2/2	515	515	-	-	-	0.7	0.4	-	1.0	7.3	2.9	0.4	3.3
J2: A20 W Jnc at M20 J10a	-	-	563	0	0	0.4	3.7	0.0	4.1	-	-	-	-
1/1	563	563	563	0	0	0.4	3.7	-	4.1	25.9	4.8	3.7	8.5
2/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: A20 E Jnc at M20 J10a	-	-	1418	0	0	0.2	3.0	0.0	3.2	-	-	-	-
1/2+1/1	709	709	1418	0	0	0.2	3.0	-	3.2	16.3	4.6	3.0	7.6
2/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	723	723	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Detailed Input Data And Results

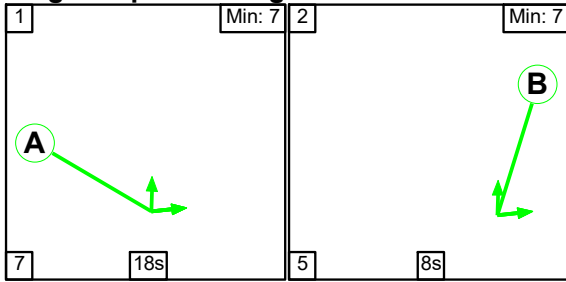
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.0	1.7	0.0	6.6	-	-	-	-	
1/1	231	231	-	-	-	0.8	0.3	-	1.1	17.1	2.3	0.3	2.6	
1/2	279	279	-	-	-	0.9	0.4	-	1.2	16.0	2.8	0.4	3.2	
1/3	276	276	-	-	-	0.9	0.4	-	1.3	16.9	2.8	0.4	3.3	
2/2+2/1	879	879	-	-	-	1.9	0.4	-	2.4	9.7	3.8	0.4	4.2	
2/3	244	244	-	-	-	0.5	0.2	-	0.7	9.7	1.8	0.2	2.0	
3/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1478	0	0	0.2	1.5	0.0	1.7	-	-	-	-	
1/2+1/1	482	482	964	0	0	0.1	0.4	-	0.5	3.7	0.9	0.4	1.3	
1/3	514	514	514	0	0	0.1	1.0	-	1.2	8.2	2.1	1.0	3.2	
2/1	252	252	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		27.5	Total Delay for Signalled Lanes (pcuHr):		5.33	Cycle Time (s):		46		
			C2	PRC for Signalled Lanes (%):		96.6	Total Delay for Signalled Lanes (pcuHr):		6.64	Cycle Time (s):		46		
				PRC Over All Lanes (%):		1.1	Total Delay Over All Lanes(pcuHr):		20.91					

Detailed Input Data And Results

Scenario 6: '2026 Base PM Peak' (FG6: '2026 Base PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



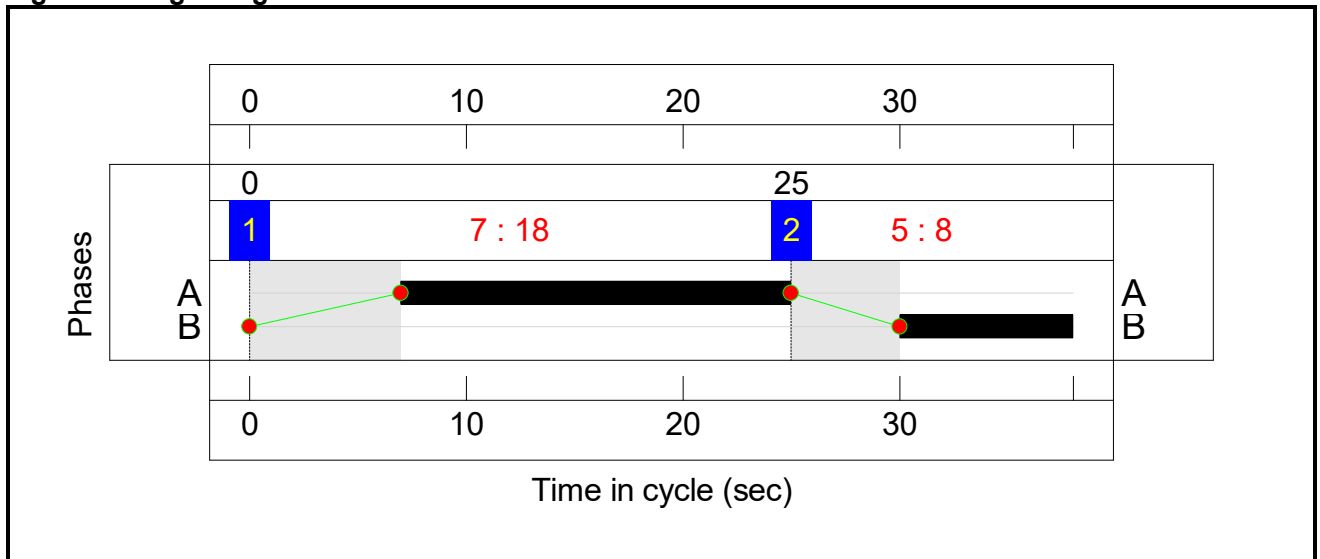
Stage Timings

Stage	1	2
Duration	18	8
Change Point	0	25

Phase Timings

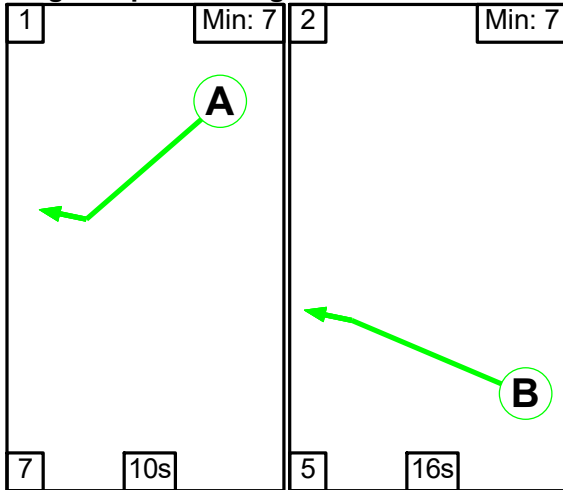
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	18	7	25
B	M20 EB Off-Slip Ahead Left	Traffic	8	30	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



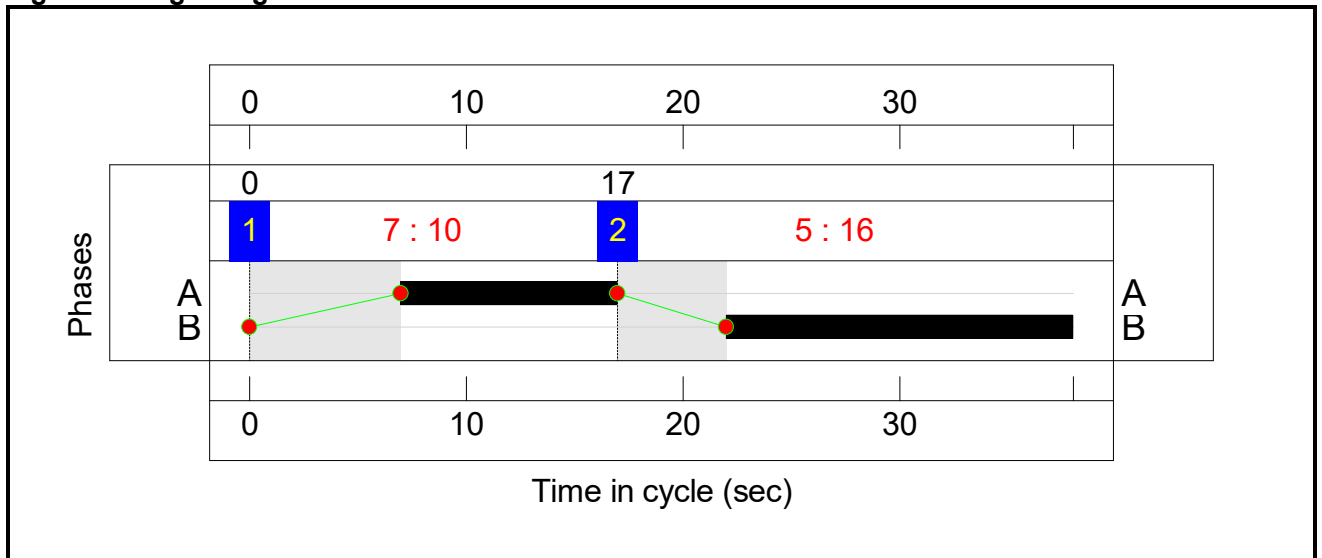
Stage Timings

Stage	1	2
Duration	10	16
Change Point	0	17

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	10	7	17
B	M20 WB Off-Slip Ahead	Traffic	16	22	0

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	30	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	30	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	30	0
J1:2/1	W Circ Ahead Left	U	A	7	25
J1:2/2	W Circ Ahead	U	A	7	25

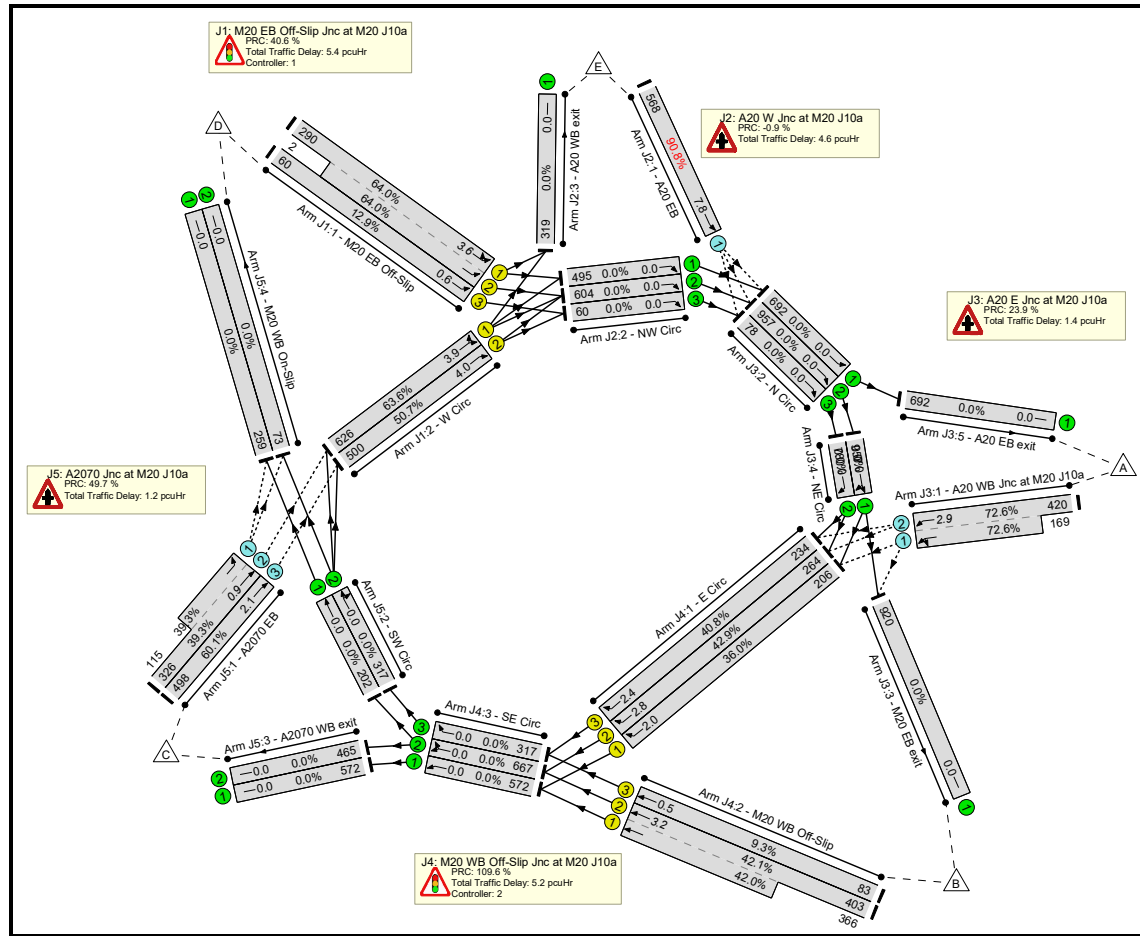
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	7	17
J4:1/2	E Circ Right	U	A	7	17
J4:1/3	E Circ Right	U	A	7	17
J4:2/1	M20 WB Off-Slip Ahead	U	B	22	0
J4:2/2	M20 WB Off-Slip Ahead	U	B	22	0
J4:2/3	M20 WB Off-Slip Ahead	U	B	22	0

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.8%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	64.0%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	8	-	-	292	1913:2115	453+3	64.0 : 64.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	8	-	-	60	1959	464	12.9%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	626	1968	984	63.6%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	18	-	-	500	1972	986	50.7%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.8%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	568	1970	626	90.8%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	60	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	319	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	72.6%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	589	1958:1950	578+233	72.6 : 72.6%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	78	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	920	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	957	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	78	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	692	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	42.9%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	206	1976	572	36.0%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	264	2124	615	42.9%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	234	1981	573	40.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	769	2142:1950	958+872	42.1 : 42.0%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	83	2000	895	9.3%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	572	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	667	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	317	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	60.1%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	441	2089:1988	828+292	39.3 : 39.3%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	498	2087	828	60.1%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	202	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	317	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	572	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	465	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	259	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	73	Inf	Inf	0.0%

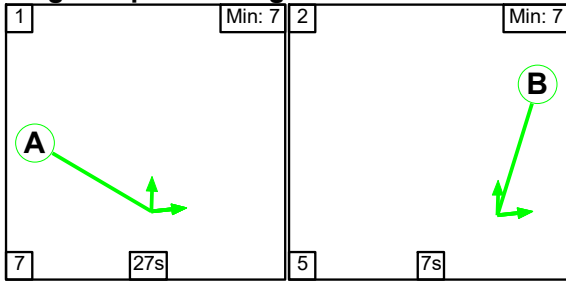
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J7) M20 J10a	-	-	3126	0	0	7.4	10.4	0.0	17.8	-	-	-	-
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.1	2.3	0.0	5.4	-	-	-	-
1/1+1/2	292	292	-	-	-	1.1	0.9	-	1.9	23.9	2.7	0.9	3.6
1/3	60	60	-	-	-	0.2	0.1	-	0.3	15.9	0.5	0.1	0.6
2/1	626	626	-	-	-	0.9	0.9	-	1.8	10.2	3.0	0.9	3.9
2/2	500	500	-	-	-	0.9	0.5	-	1.4	10.2	3.5	0.5	4.0
J2: A20 W Jnc at M20 J10a	-	-	568	0	0	0.3	4.3	0.0	4.6	-	-	-	-
1/1	568	568	568	0	0	0.3	4.3	-	4.6	29.3	3.5	4.3	7.8
2/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	60	60	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: A20 E Jnc at M20 J10a	-	-	1178	0	0	0.1	1.3	0.0	1.4	-	-	-	-
1/2+1/1	589	589	1178	0	0	0.1	1.3	-	1.4	8.5	1.6	1.3	2.9
2/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	920	920	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	957	957	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Detailed Input Data And Results

J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.8	1.4	0.0	5.2	-	-	-	-	
1/1	206	206	-	-	-	0.6	0.3	-	0.9	15.5	1.7	0.3	2.0	
1/2	264	264	-	-	-	0.8	0.4	-	1.2	15.7	2.4	0.4	2.8	
1/3	234	234	-	-	-	0.7	0.3	-	1.1	16.6	2.0	0.3	2.4	
2/2+2/1	769	769	-	-	-	1.5	0.4	-	1.9	8.8	2.8	0.4	3.2	
2/3	83	83	-	-	-	0.1	0.1	-	0.2	8.3	0.5	0.1	0.5	
3/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1380	0	0	0.1	1.1	0.0	1.2	-	-	-	-	
1/2+1/1	441	441	882	0	0	0.0	0.3	-	0.4	2.9	0.5	0.3	0.9	
1/3	498	498	498	0	0	0.1	0.8	-	0.8	5.9	1.4	0.8	2.1	
2/1	202	202	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	73	73	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		40.6	Total Delay for Signalled Lanes (pcuHr):		5.40	Cycle Time (s):		38		
			C2	PRC for Signalled Lanes (%):		109.6	Total Delay for Signalled Lanes (pcuHr):		5.20	Cycle Time (s):		38		
			PRC Over All Lanes (%):		-0.9	Total Delay Over All Lanes(pcuHr):		17.78						

Stage Sequence Diagram



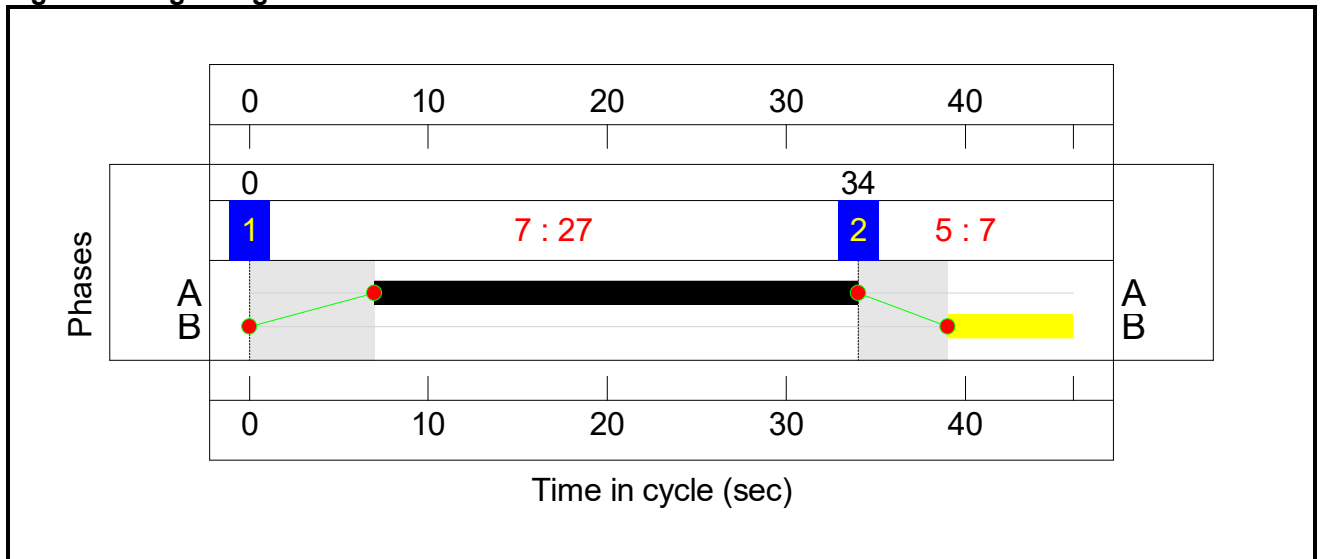
Stage Timings

Stage	1	2
Duration	27	7
Change Point	0	34

Phase Timings

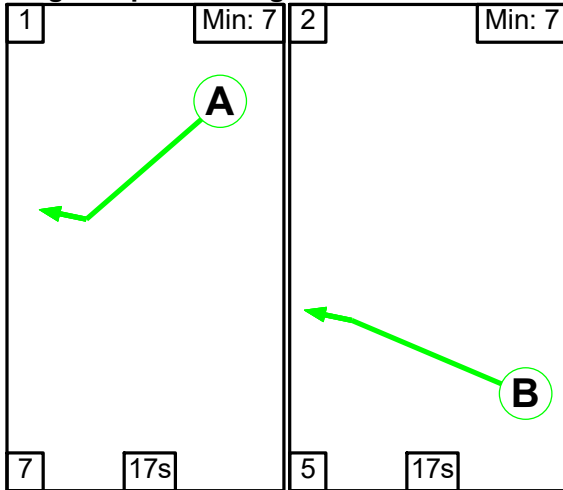
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	27	7	34
B	M20 EB Off-Slip Ahead Left	Traffic	7	39	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



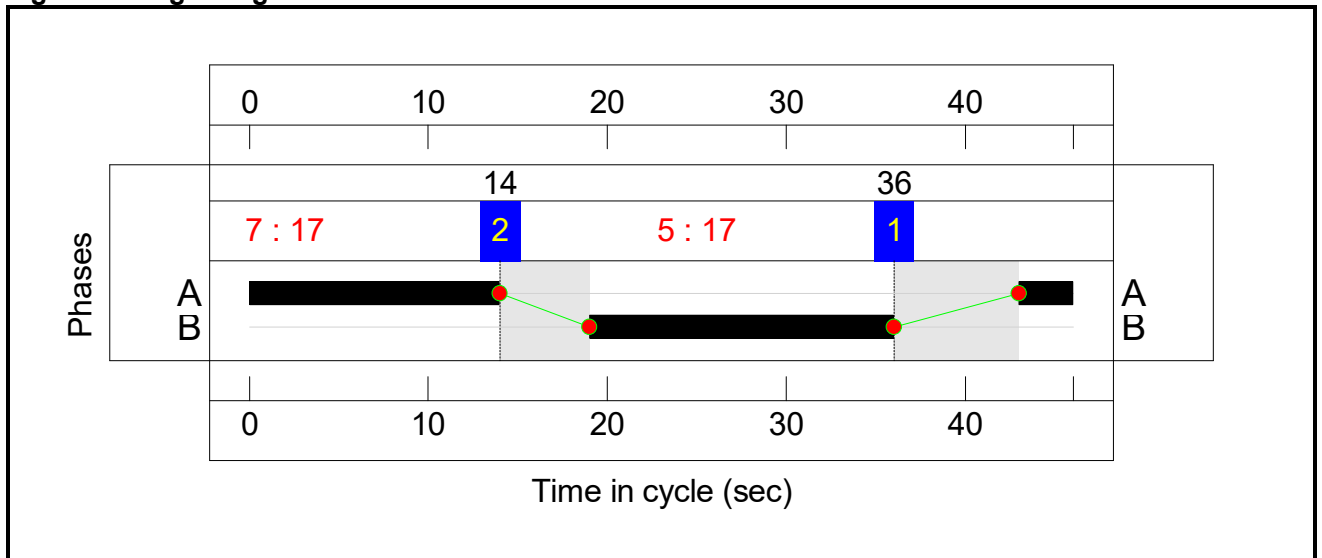
Stage Timings

Stage	1	2
Duration	17	17
Change Point	36	14

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	17	43	14
B	M20 WB Off-Slip Ahead	Traffic	17	19	36

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	39	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	39	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	39	0
J1:2/1	W Circ Ahead Left	U	A	7	34
J1:2/2	W Circ Ahead	U	A	7	34

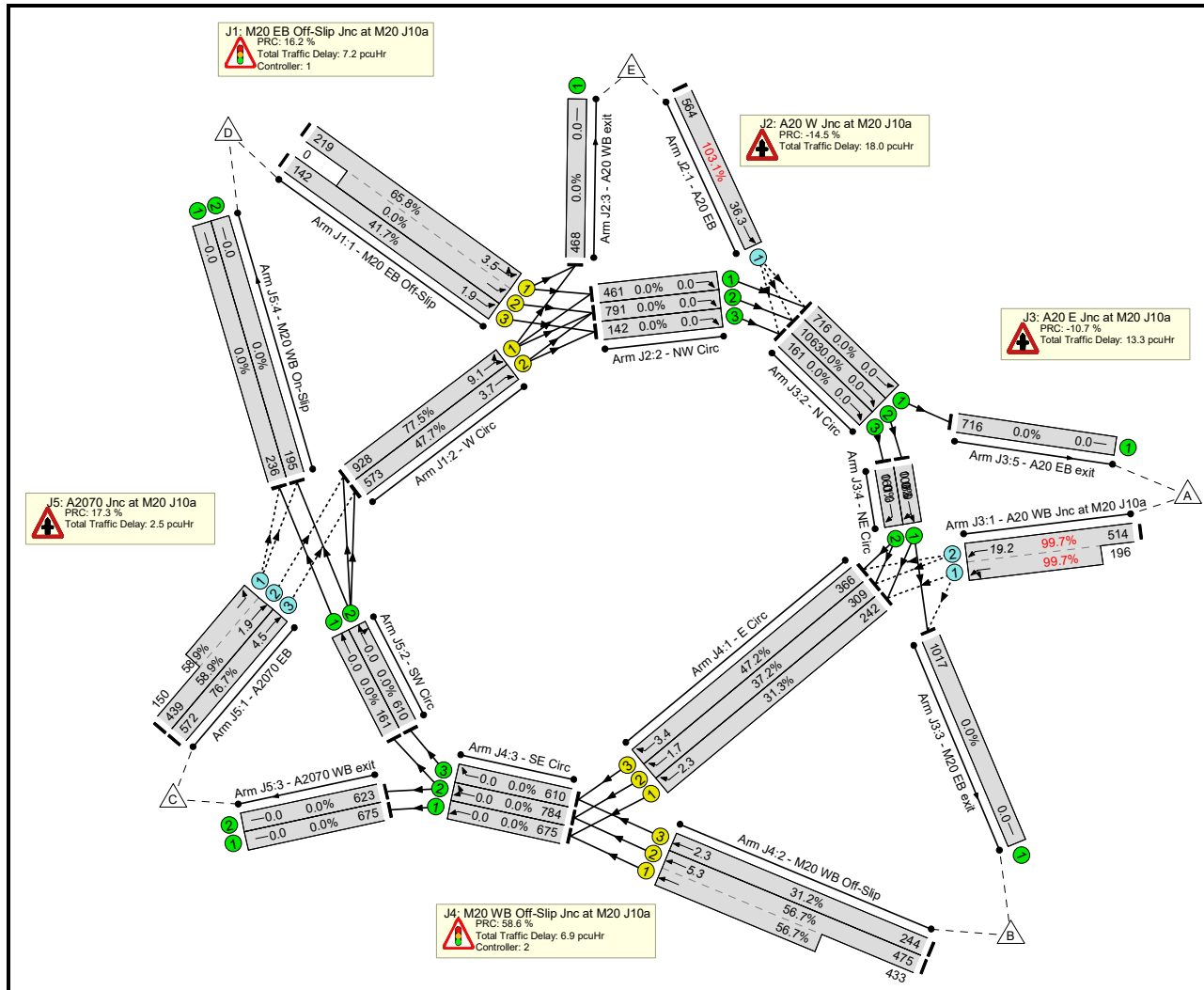
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	43	14
J4:1/2	E Circ Right	U	A	43	14
J4:1/3	E Circ Right	U	A	43	14
J4:2/1	M20 WB Off-Slip Ahead	U	B	19	36
J4:2/2	M20 WB Off-Slip Ahead	U	B	19	36
J4:2/3	M20 WB Off-Slip Ahead	U	B	19	36

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	103.1%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	77.5%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	219	1914:2200	333+0	65.8 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	142	1959	341	41.7%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	928	1968	1198	77.5%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	27	-	-	573	1972	1200	47.7%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	103.1%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	564	1970	547	103.1%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	461	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	142	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	99.7%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	710	1958:1964	516+197	99.7 : 99.7%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	724	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1072	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	162	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1024	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1072	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	162	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	724	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	56.7%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	17	-	-	244	1976	773	31.3%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	17	-	-	310	2124	831	37.2%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	17	-	-	366	1981	775	47.2%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	17	-	-	908	2142:1950	838+763	56.7 : 56.7%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	17	-	-	244	2000	783	31.2%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	677	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	785	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	610	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	76.7%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	589	2089:1988	745+255	58.9 : 58.9%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	572	2087	746	76.7%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	162	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	610	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	677	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	623	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	237	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	195	Inf	Inf	0.0%

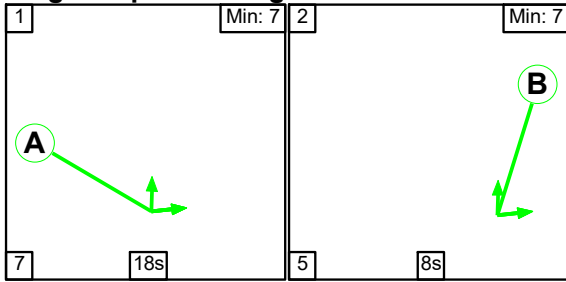
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	3717	0	0	10.8	37.1	0.0	47.9	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.7	3.5	0.0	7.2	-	-	-	-	
1/1+1/2	219	219	-	-	-	1.1	0.9	-	2.0	33.3	2.6	0.9	3.5	
1/3	142	142	-	-	-	0.7	0.4	-	1.0	26.0	1.6	0.4	1.9	
2/1	928	928	-	-	-	1.3	1.7	-	3.0	11.5	7.4	1.7	9.1	
2/2	573	573	-	-	-	0.7	0.5	-	1.2	7.3	3.3	0.5	3.7	
J2: A20 W Jnc at M20 J10a	-	-	547	0	0	1.2	16.8	0.0	18.0	-	-	-	-	
1/1	564	547	547	0	0	1.2	16.8	-	18.0	114.8	19.6	16.8	36.3	
2/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	142	142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1420	0	0	0.6	12.7	0.0	13.3	-	-	-	-	
1/2+1/1	710	710	1420	0	0	0.6	12.7	-	13.3	67.6	6.4	12.7	19.2	
2/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1063	1063	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1063	1063	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.1	1.8	0.0	6.9	-	-	-	-	
1/1	242	242	-	-	-	0.6	0.2	-	0.8	12.4	2.1	0.2	2.3	
1/2	309	309	-	-	-	0.3	0.3	-	0.6	7.2	1.4	0.3	1.7	
1/3	366	366	-	-	-	0.7	0.4	-	1.2	11.5	2.9	0.4	3.4	
2/2+2/1	908	908	-	-	-	2.8	0.7	-	3.4	13.5	4.6	0.7	5.3	
2/3	244	244	-	-	-	0.7	0.2	-	0.9	13.1	2.1	0.2	2.3	
3/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1750	0	0	0.2	2.3	0.0	2.5	-	-	-	-	
1/2+1/1	589	589	1178	0	0	0.1	0.7	-	0.8	4.7	1.2	0.7	1.9	
1/3	572	572	572	0	0	0.1	1.6	-	1.8	11.0	2.9	1.6	4.5	
2/1	161	161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		16.2	Total Delay for Signalled Lanes (pcuHr):		7.19	Cycle Time (s):		46		
			C2	PRC for Signalled Lanes (%):		58.6	Total Delay for Signalled Lanes (pcuHr):		6.92	Cycle Time (s):		46		
				PRC Over All Lanes (%):		-14.5	Total Delay Over All Lanes(pcuHr):		47.94					

Stage Sequence Diagram



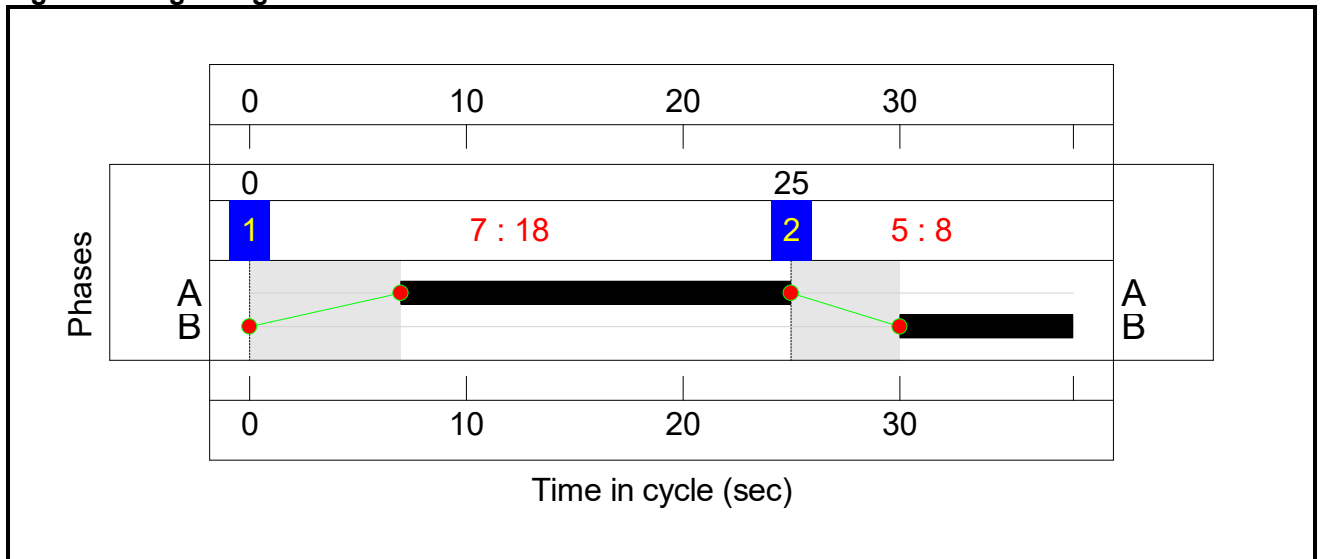
Stage Timings

Stage	1	2
Duration	18	8
Change Point	0	25

Phase Timings

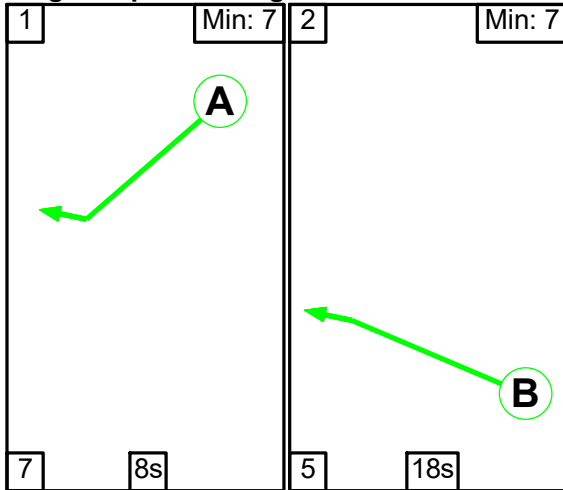
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	18	7	25
B	M20 EB Off-Slip Ahead Left	Traffic	8	30	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



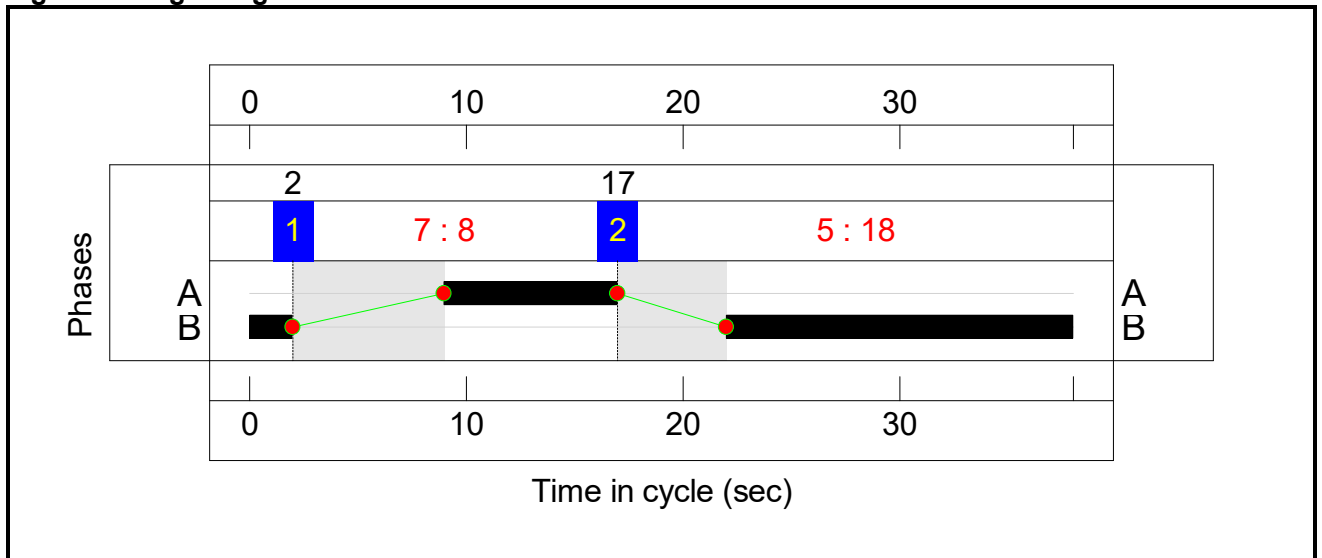
Stage Timings

Stage	1	2
Duration	8	18
Change Point	2	17

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	8	9	17
B	M20 WB Off-Slip Ahead	Traffic	18	22	2

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	30	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	30	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	30	0
J1:2/1	W Circ Ahead Left	U	A	7	25
J1:2/2	W Circ Ahead	U	A	7	25

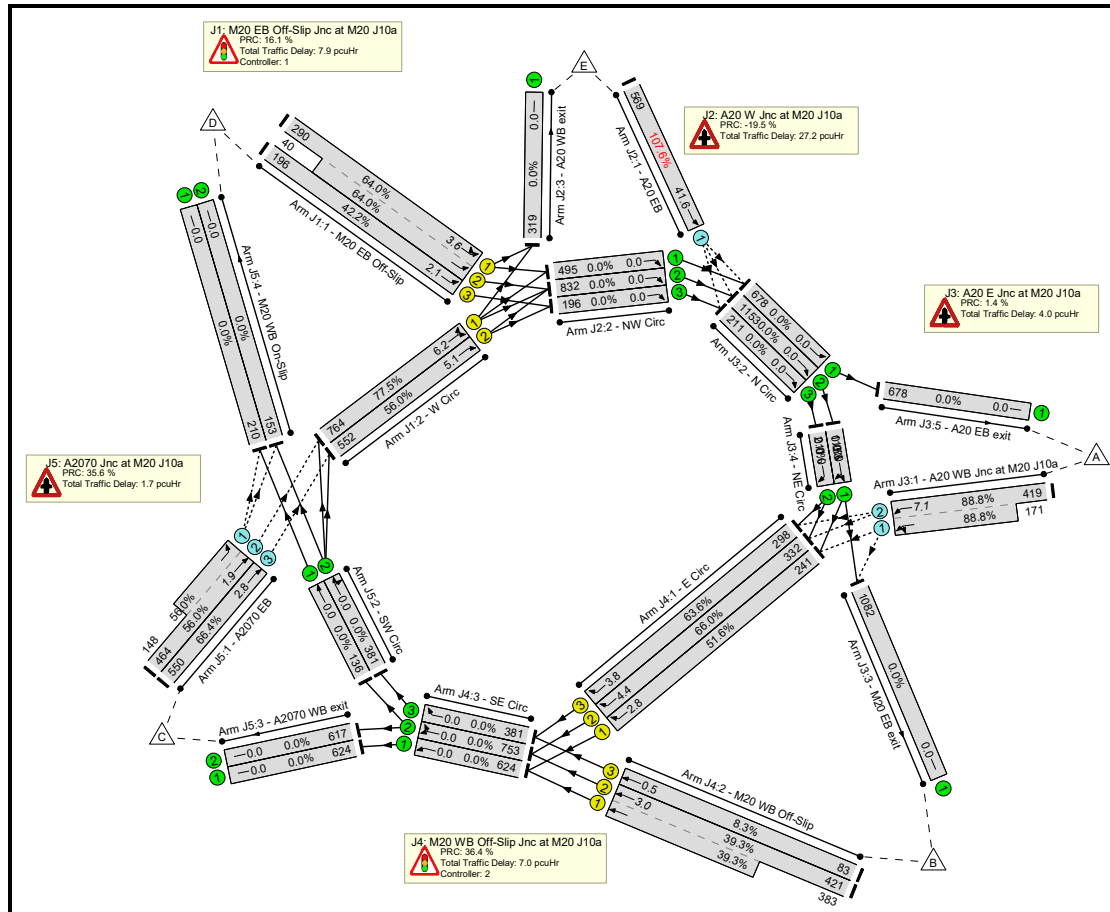
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	9	17
J4:1/2	E Circ Right	U	A	9	17
J4:1/3	E Circ Right	U	A	9	17
J4:2/1	M20 WB Off-Slip Ahead	U	B	22	2
J4:2/2	M20 WB Off-Slip Ahead	U	B	22	2
J4:2/3	M20 WB Off-Slip Ahead	U	B	22	2

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	107.6%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	77.5%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	8	-	-	330	1913:2115	453+62	64.0 : 64.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	8	-	-	196	1959	464	42.2%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	18	-	-	764	1971	986	77.5%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	18	-	-	552	1972	986	56.0%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	107.6%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	569	1970	529	107.6%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	495	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	832	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	196	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	319	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	88.8%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	590	1958:1950	472+193	88.8 : 88.8%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1187	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	213	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1110	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1187	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	213	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	692	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	66.0%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	8	-	-	248	1976	468	51.6%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	8	-	-	333	2124	503	66.0%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	8	-	-	299	1981	469	63.6%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	18	-	-	804	2142:1950	1071+975	39.3 : 39.3%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	18	-	-	83	2000	1000	8.3%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	631	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	754	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	382	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	66.4%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	612	2089:1988	829+264	56.0 : 56.0%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	550	2087	829	66.4%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	137	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	382	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	631	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	617	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	211	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	154	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: J7) M20 J10a	-	-	3483	0	0	10.7	37.1	0.0	47.8	-	-	-	-
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.3	3.6	0.0	7.9	-	-	-	-
1/1+1/2	330	330	-	-	-	1.2	0.9	-	2.1	22.5	2.7	0.9	3.6
1/3	196	196	-	-	-	0.7	0.4	-	1.0	19.0	1.7	0.4	2.1
2/1	764	764	-	-	-	1.3	1.7	-	3.0	14.0	4.5	1.7	6.2
2/2	552	552	-	-	-	1.2	0.6	-	1.9	12.1	4.5	0.6	5.1
J2: A20 W Jnc at M20 J10a	-	-	529	0	0	1.6	25.6	0.0	27.2	-	-	-	-
1/1	569	529	529	0	0	1.6	25.6	-	27.2	171.9	16.0	25.6	41.6
2/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	832	832	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J3: A20 E Jnc at M20 J10a	-	-	1180	0	0	0.4	3.6	0.0	4.0	-	-	-	-
1/2+1/1	590	590	1180	0	0	0.4	3.6	-	4.0	24.4	3.5	3.6	7.1
2/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/3	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	1082	1082	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Detailed Input Data And Results

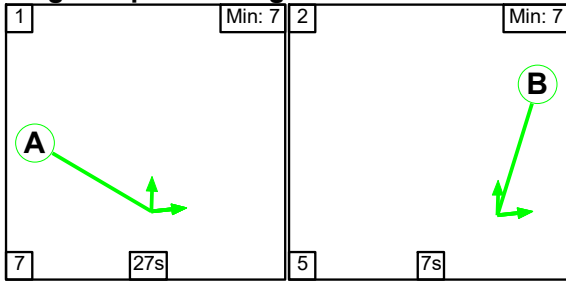
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.3	2.7	0.0	7.0	-	-	-	-	
1/1	241	241	-	-	-	0.8	0.5	-	1.3	20.0	2.3	0.5	2.8	
1/2	332	332	-	-	-	1.1	1.0	-	2.0	21.9	3.4	1.0	4.4	
1/3	298	298	-	-	-	1.0	0.9	-	1.8	22.3	3.0	0.9	3.8	
2/2+2/1	804	804	-	-	-	1.3	0.3	-	1.6	7.4	2.7	0.3	3.0	
2/3	83	83	-	-	-	0.1	0.0	-	0.2	7.0	0.4	0.0	0.5	
3/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1774	0	0	0.1	1.6	0.0	1.7	-	-	-	-	
1/2+1/1	612	612	1224	0	0	0.0	0.6	-	0.7	4.0	1.3	0.6	1.9	
1/3	550	550	550	0	0	0.1	1.0	-	1.1	7.0	1.8	1.0	2.8	
2/1	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	153	153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		16.1	Total Delay for Signalled Lanes (pcuHr):		7.93	Cycle Time (s):		38		
			C2	PRC for Signalled Lanes (%):		36.4	Total Delay for Signalled Lanes (pcuHr):		7.01	Cycle Time (s):		38		
				PRC Over All Lanes (%):		-19.5	Total Delay Over All Lanes(pcuHr):		47.85					

Detailed Input Data And Results

Scenario 9: '2036 Base AM Peak' (FG9: '2036 Base AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



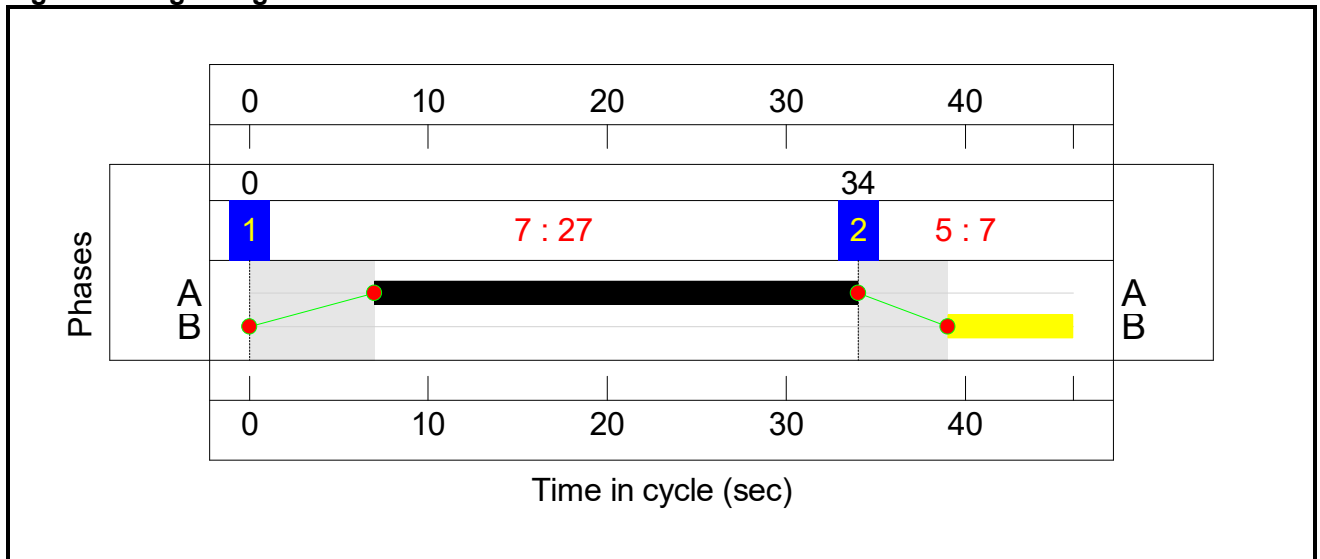
Stage Timings

Stage	1	2
Duration	27	7
Change Point	0	34

Phase Timings

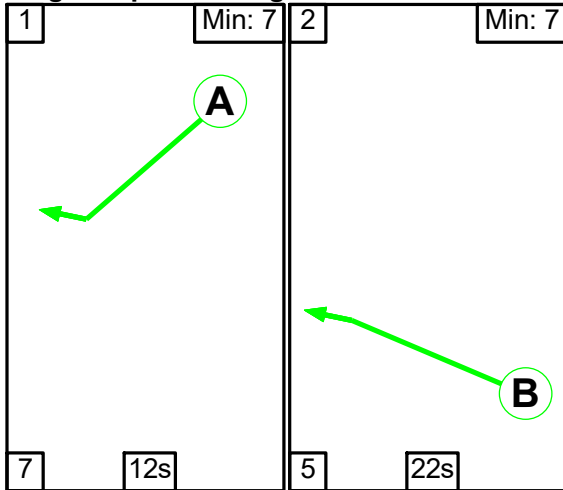
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	27	7	34
B	M20 EB Off-Slip Ahead Left	Traffic	7	39	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



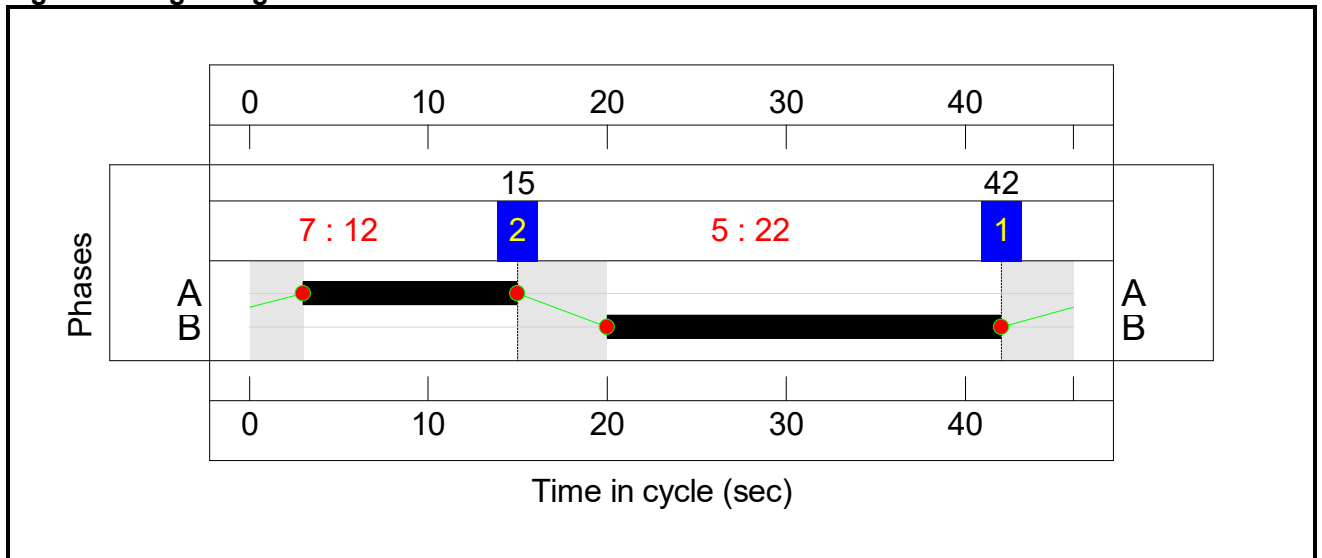
Stage Timings

Stage	1	2
Duration	12	22
Change Point	42	15

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	12	3	15
B	M20 WB Off-Slip Ahead	Traffic	22	20	42

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	39	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	39	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	39	0
J1:2/1	W Circ Ahead Left	U	A	7	34
J1:2/2	W Circ Ahead	U	A	7	34

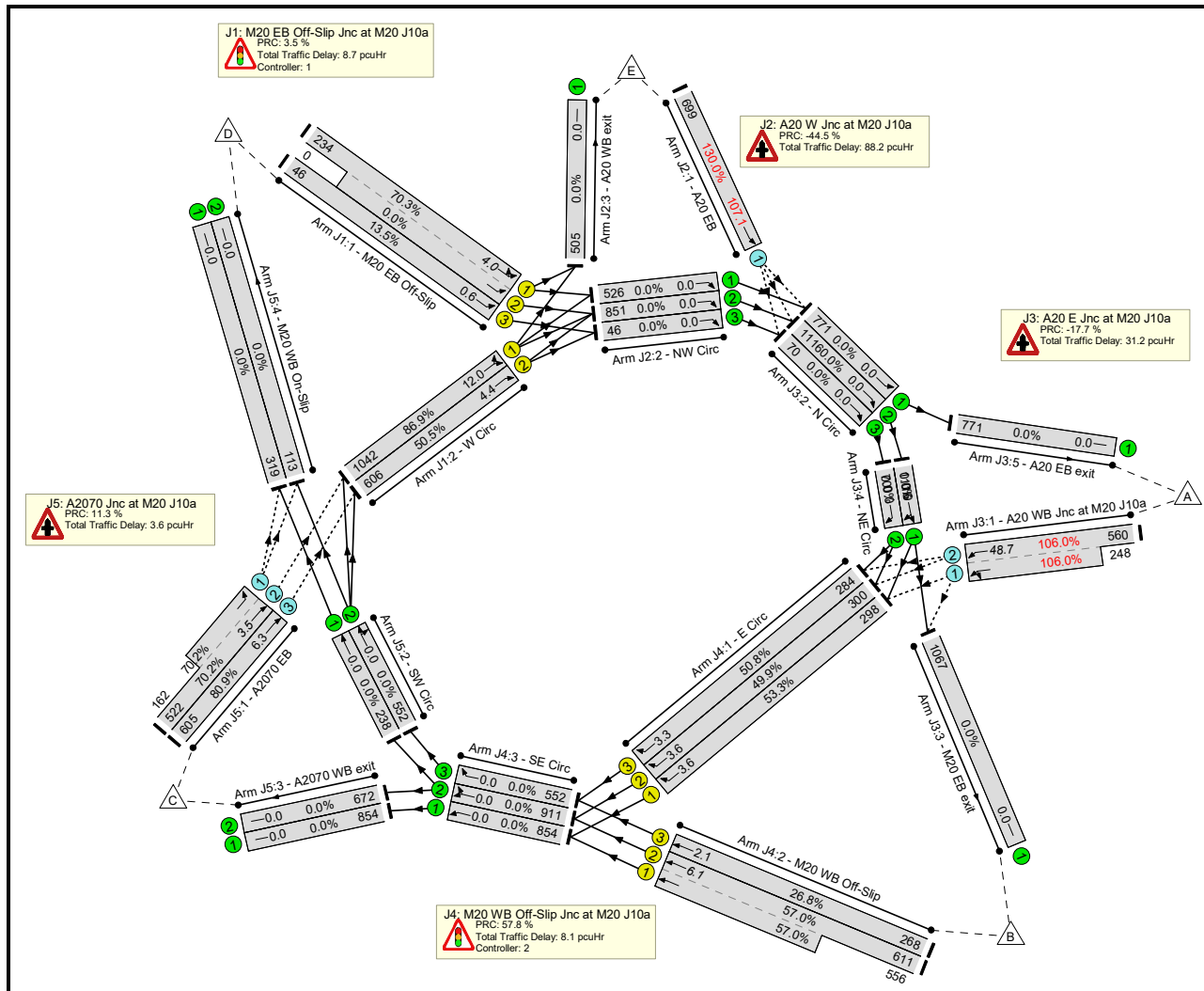
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	3	15
J4:1/2	E Circ Right	U	A	3	15
J4:1/3	E Circ Right	U	A	3	15
J4:2/1	M20 WB Off-Slip Ahead	U	B	20	42
J4:2/2	M20 WB Off-Slip Ahead	U	B	20	42
J4:2/3	M20 WB Off-Slip Ahead	U	B	20	42

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	130.0%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	86.9%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	234	1914:2200	333+0	70.3 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	46	1959	341	13.5%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	1057	1969	1199	86.9%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	27	-	-	606	1972	1200	50.5%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	130.0%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	699	1970	538	130.0%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	46	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	106.0%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	808	1958:1966	528+234	106.0 : 106.0%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1200	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	77	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1131	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1200	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	77	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	848	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	57.0%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	12	-	-	317	1976	558	53.3%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	12	-	-	335	2124	600	49.9%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	12	-	-	302	1981	560	50.8%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	22	-	-	1167	2142:1950	1071+975	57.0 : 57.0%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	22	-	-	268	2000	1000	26.8%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	873	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	946	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	570	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	80.9%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	684	2089:1988	744+231	70.2 : 70.2%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	605	2087	748	80.9%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	270	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	570	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	873	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	676	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	351	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	115	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	4064	0	0	16.9	123.0	0.0	139.9	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	3.7	4.9	0.0	8.7	-	-	-	-	
1/1+1/2	234	234	-	-	-	1.2	1.2	-	2.3	35.7	2.8	1.2	4.0	
1/3	46	46	-	-	-	0.2	0.1	-	0.3	22.2	0.5	0.1	0.6	
2/1	1042	1042	-	-	-	1.5	3.2	-	4.7	16.1	8.8	3.2	12.0	
2/2	606	606	-	-	-	0.9	0.5	-	1.4	8.4	3.9	0.5	4.4	
J2: A20 W Jnc at M20 J10a	-	-	538	0	0	5.4	82.8	0.0	88.2	-	-	-	-	
1/1	699	538	538	0	0	5.4	82.8	-	88.2	454.4	24.3	82.8	107.1	
2/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1553	0	0	1.6	29.6	0.0	31.2	-	-	-	-	
1/2+1/1	808	776	1553	0	0	1.6	29.6	-	31.2	138.9	19.1	29.6	48.7	
2/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1067	1067	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	70	70	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

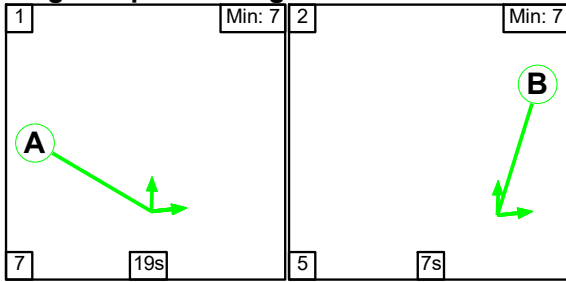
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.7	2.4	0.0	8.1	-	-	-	-	
1/1	298	298	-	-	-	1.1	0.6	-	1.6	19.8	3.1	0.6	3.6	
1/2	300	300	-	-	-	0.8	0.5	-	1.3	15.2	3.1	0.5	3.6	
1/3	284	284	-	-	-	0.8	0.5	-	1.3	16.3	2.8	0.5	3.3	
2/2+2/1	1167	1167	-	-	-	2.6	0.7	-	3.3	10.1	5.4	0.7	6.1	
2/3	268	268	-	-	-	0.5	0.2	-	0.7	9.1	1.9	0.2	2.1	
3/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1973	0	0	0.4	3.2	0.0	3.6	-	-	-	-	
1/2+1/1	684	684	1368	0	0	0.2	1.2	-	1.3	7.0	2.3	1.2	3.5	
1/3	605	605	605	0	0	0.2	2.1	-	2.3	13.7	4.2	2.1	6.3	
2/1	238	238	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	672	672	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%)		3.5	Total Delay for Signalled Lanes (pcuHr):		8.68	Cycle Time (s):		46		
			C2	PRC for Signalled Lanes (%)		57.8	Total Delay for Signalled Lanes (pcuHr):		8.14	Cycle Time (s):		46		
				PRC Over All Lanes (%)		-44.5	Total Delay Over All Lanes(pcuHr):		139.86					

Detailed Input Data And Results

Scenario 10: '2036 Base PM Peak' (FG10: '2036 Base PM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



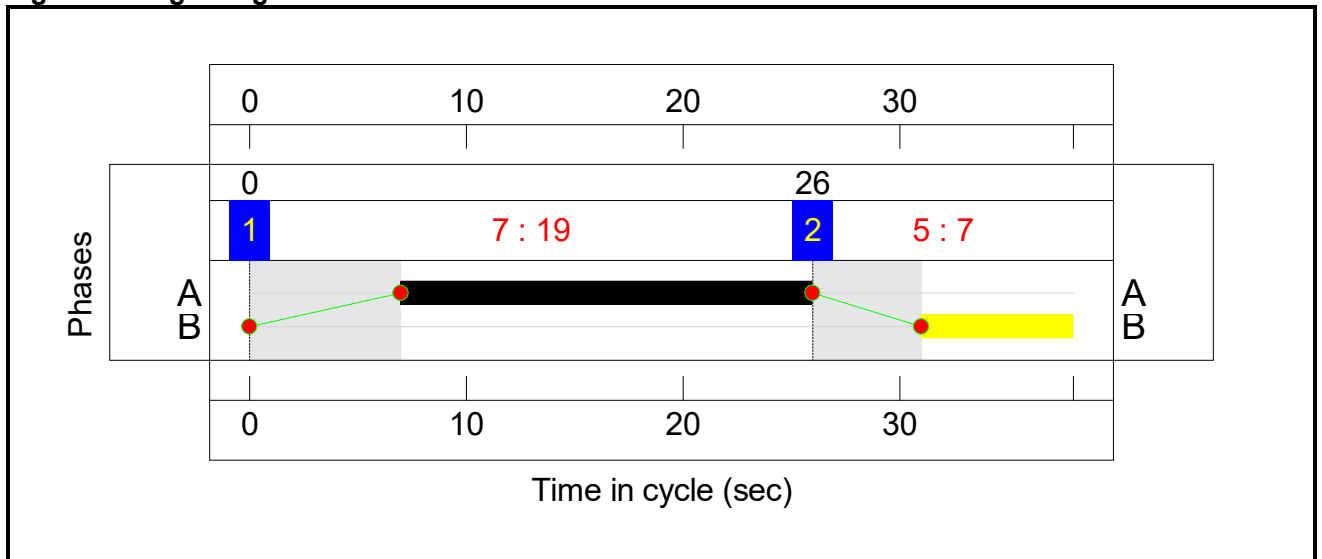
Stage Timings

Stage	1	2
Duration	19	7
Change Point	0	26

Phase Timings

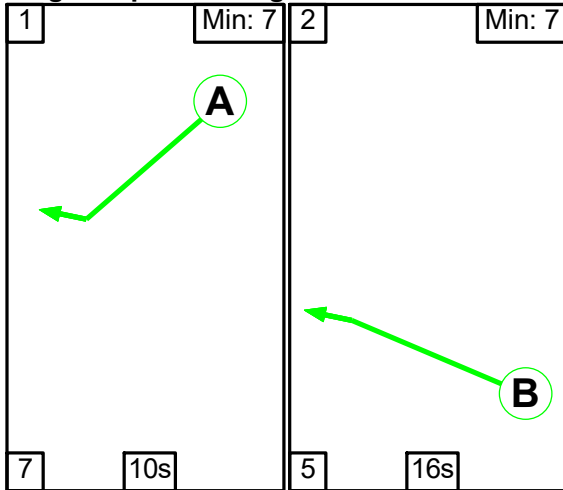
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	19	7	26
B	M20 EB Off-Slip Ahead Left	Traffic	7	31	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



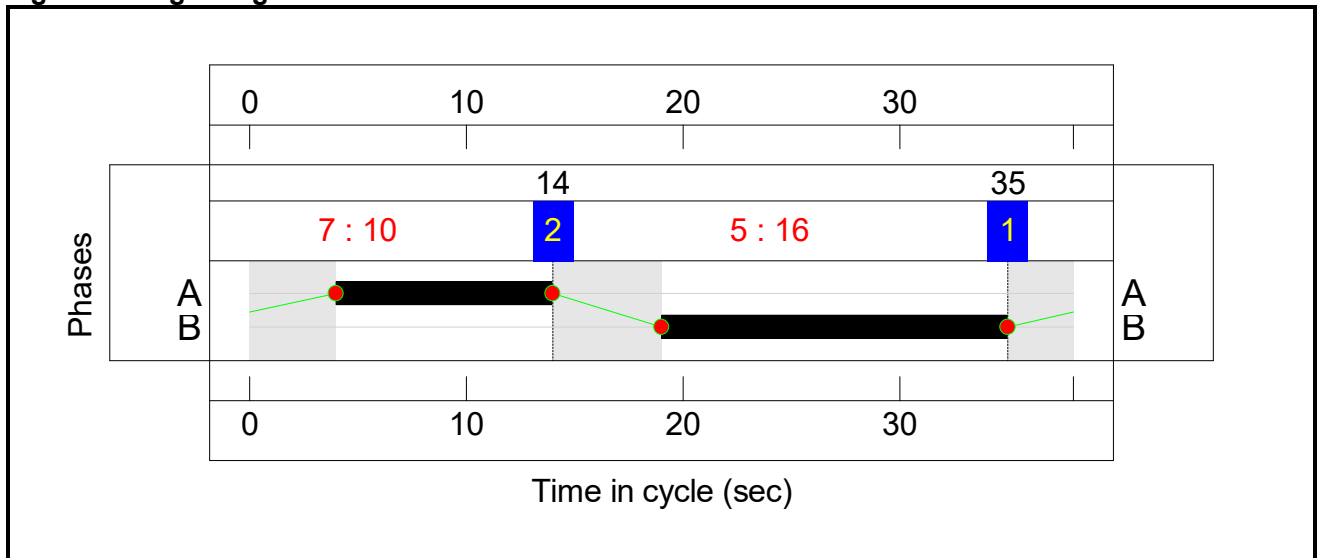
Stage Timings

Stage	1	2
Duration	10	16
Change Point	35	14

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	10	4	14
B	M20 WB Off-Slip Ahead	Traffic	16	19	35

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	31	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	31	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	31	0
J1:2/1	W Circ Ahead Left	U	A	7	26
J1:2/2	W Circ Ahead	U	A	7	26

Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	4	14
J4:1/2	E Circ Right	U	A	4	14
J4:1/3	E Circ Right	U	A	4	14
J4:2/1	M20 WB Off-Slip Ahead	U	B	19	35
J4:2/2	M20 WB Off-Slip Ahead	U	B	19	35
J4:2/3	M20 WB Off-Slip Ahead	U	B	19	35

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	123.7%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	83.5%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	308	1913:2115	403+1	76.2 : 76.2%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	122	1959	412	29.6%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	19	-	-	866	1970	1037	83.5%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	19	-	-	614	1972	1038	59.2%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	123.7%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	637	1970	515	123.7%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	831	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	122	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	386	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	94.6%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	683	1958:1953	496+227	94.6 : 94.3%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1234	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	141	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1176	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1234	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	141	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	786	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	55.4%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	272	1976	572	44.2%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	323	2124	615	51.8%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	10	-	-	287	1981	573	49.9%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	1014	2142:1950	958+872	55.4 : 55.4%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	16	-	-	106	2000	895	11.8%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	755	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	854	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	393	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	75.9%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	660	2089:1988	805+249	62.6 : 62.6%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	612	2087	806	75.9%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	201	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	393	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	755	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	653	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	279	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	107	Inf	Inf	0.0%

Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	3813	0	0	12.5	79.4	0.0	91.9	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.1	4.9	0.0	9.0	-	-	-	-	
1/1+1/2	308	308	-	-	-	1.2	1.6	-	2.8	32.3	3.0	1.6	4.5	
1/3	122	122	-	-	-	0.4	0.2	-	0.6	18.8	1.1	0.2	1.3	
2/1	866	866	-	-	-	1.3	2.5	-	3.8	15.8	7.2	2.5	9.7	
2/2	614	614	-	-	-	1.1	0.7	-	1.8	10.6	4.1	0.7	4.8	
J2: A20 W Jnc at M20 J10a	-	-	515	0	0	3.5	63.5	0.0	67.0	-	-	-	-	
1/1	637	515	515	0	0	3.5	63.5	-	67.0	378.4	17.9	63.5	81.4	
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	122	122	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1366	0	0	0.5	6.5	0.0	7.0	-	-	-	-	
1/2+1/1	683	683	1366	0	0	0.5	6.5	-	7.0	36.7	4.4	6.5	10.9	
2/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1109	1109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	137	137	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	745	745	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

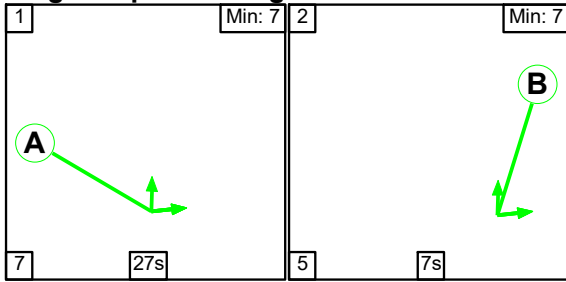
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.3	2.1	0.0	6.4	-	-	-	-	
1/1	253	253	-	-	-	0.7	0.4	-	1.1	15.5	2.0	0.4	2.4	
1/2	318	318	-	-	-	0.6	0.5	-	1.1	12.9	2.8	0.5	3.3	
1/3	286	286	-	-	-	0.6	0.5	-	1.1	14.0	2.3	0.5	2.8	
2/2+2/1	1014	1014	-	-	-	2.2	0.6	-	2.8	9.9	4.0	0.6	4.6	
2/3	106	106	-	-	-	0.2	0.1	-	0.2	8.4	0.6	0.1	0.7	
3/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	1932	0	0	0.2	2.4	0.0	2.6	-	-	-	-	
1/2+1/1	660	660	1320	0	0	0.1	0.8	-	0.9	5.0	1.7	0.8	2.5	
1/3	612	612	612	0	0	0.1	1.6	-	1.7	10.0	2.7	1.6	4.3	
2/1	196	196	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	392	392	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		7.8	Total Delay for Signalled Lanes (pcuHr):		9.02	Cycle Time (s):		38		
			C2	PRC for Signalled Lanes (%):		62.4	Total Delay for Signalled Lanes (pcuHr):		6.38	Cycle Time (s):		38		
				PRC Over All Lanes (%):		-37.4	Total Delay Over All Lanes(pcuHr):		91.94					

Detailed Input Data And Results

Scenario 11: '2036 Base+Sev AM Peak' (FG11: '2036 Base+Sev AM Peak', Plan 1: 'Network Control Plan 1')

Controller :C1

Stage Sequence Diagram



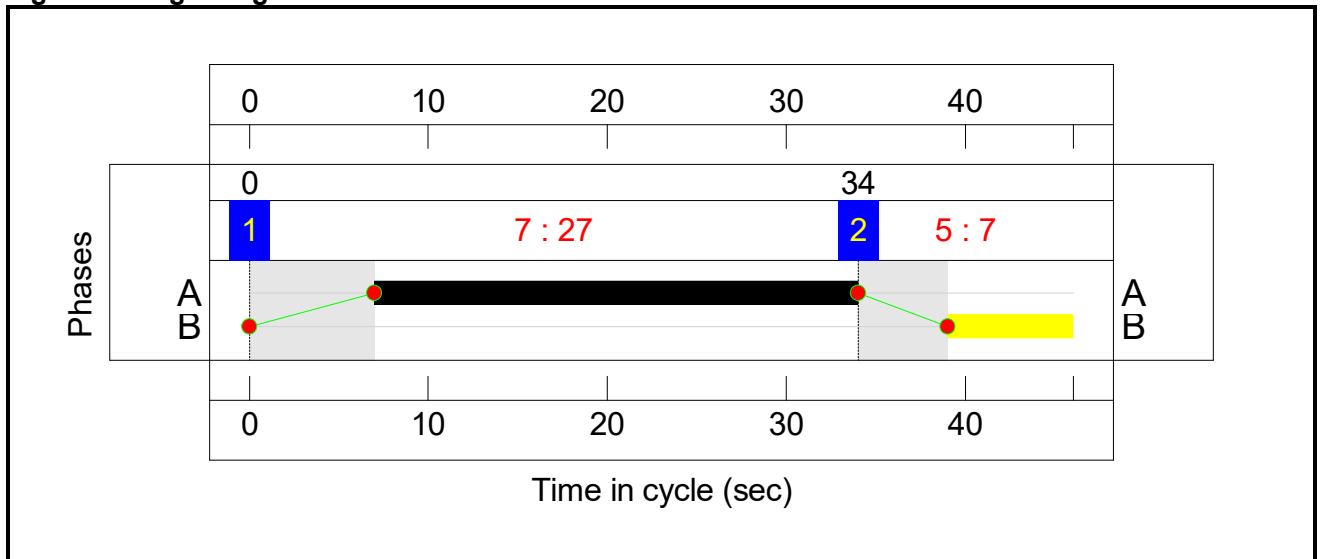
Stage Timings

Stage	1	2
Duration	27	7
Change Point	0	34

Phase Timings

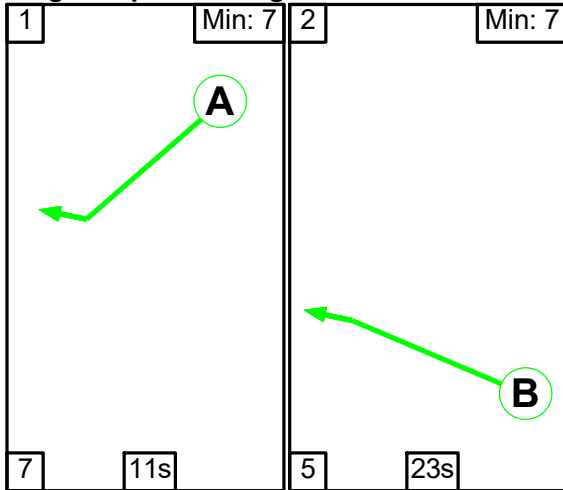
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	27	7	34
B	M20 EB Off-Slip Ahead Left	Traffic	7	39	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



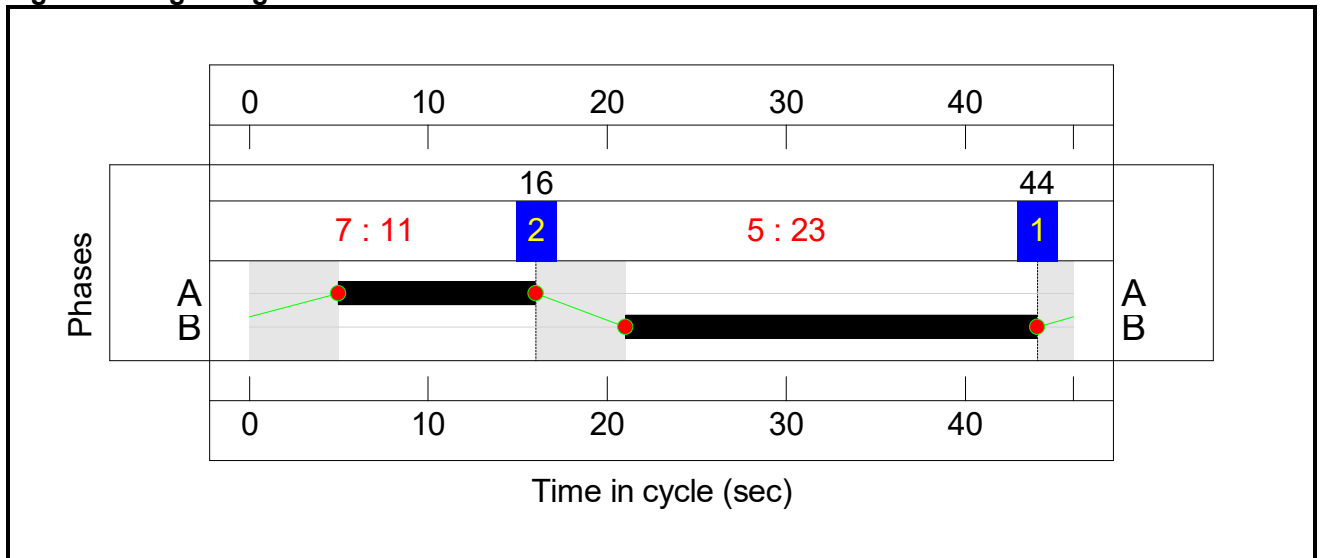
Stage Timings

Stage	1	2
Duration	11	23
Change Point	44	16

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	11	5	16
B	M20 WB Off-Slip Ahead	Traffic	23	21	44

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	39	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	39	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	39	0
J1:2/1	W Circ Ahead Left	U	A	7	34
J1:2/2	W Circ Ahead	U	A	7	34

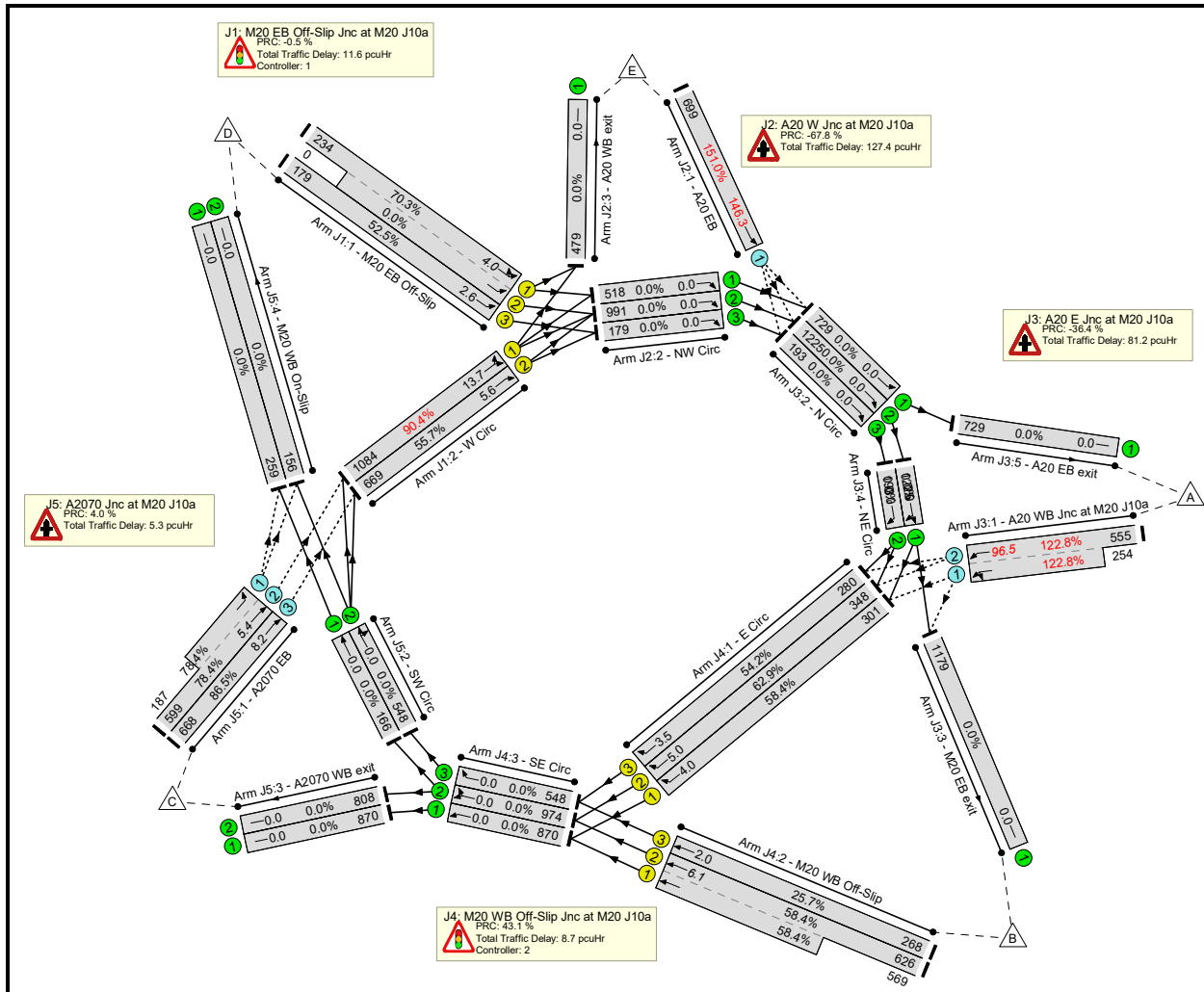
Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	5	16
J4:1/2	E Circ Right	U	A	5	16
J4:1/3	E Circ Right	U	A	5	16
J4:2/1	M20 WB Off-Slip Ahead	U	B	21	44
J4:2/2	M20 WB Off-Slip Ahead	U	B	21	44
J4:2/3	M20 WB Off-Slip Ahead	U	B	21	44

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Detailed Input Data And Results
Network Layout Diagram



Detailed 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)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: J7) M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	151.0%
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	90.4%
1/1+1/2	M20 EB Off-Slip Ahead Left	U	N/A	N/A	C1:B		1	7	-	-	234	1914:2200	333+0	70.3 : 0.0%
1/3	M20 EB Off-Slip Ahead	U	N/A	N/A	C1:B		1	7	-	-	179	1959	341	52.5%
2/1	W Circ Ahead Left	U	N/A	N/A	C1:A		1	27	-	-	1134	1970	1199	90.4%
2/2	W Circ Ahead	U	N/A	N/A	C1:A		1	27	-	-	669	1972	1200	55.7%
J2: A20 W Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	151.0%
1/1	A20 EB Ahead	O	N/A	N/A	-		-	-	-	-	699	1970	463	151.0%
2/1	NW Circ Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circ Right	U	N/A	N/A	-		-	-	-	-	991	Inf	Inf	0.0%
2/3	NW Circ Right	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
3/1	A20 WB exit	U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%
J3: A20 E Jnc at M20 J10a	-	-	N/A	-	-		-	-	-	-	-	-	-	122.8%
1/2+1/1	A20 WB Jnc at M20 J10a Left Ahead	O	N/A	N/A	-		-	-	-	-	809	1958:1966	452+207	122.8 : 122.8%
2/1	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
2/2	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	1349	Inf	Inf	0.0%
2/3	N Circ Ahead	U	N/A	N/A	-		-	-	-	-	201	Inf	Inf	0.0%
3/1	M20 EB exit	U	N/A	N/A	-		-	-	-	-	1271	Inf	Inf	0.0%

Detailed Input Data And Results

4/1	NE Circ Ahead Right	U	N/A	N/A	-	-	-	-	-	1349	Inf	Inf	0.0%
4/2	NE Circ Right	U	N/A	N/A	-	-	-	-	-	201	Inf	Inf	0.0%
5/1	A20 EB exit	U	N/A	N/A	-	-	-	-	-	848	Inf	Inf	0.0%
J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	62.9%
1/1	E Circ Right	U	N/A	N/A	C2:A	1	11	-	-	332	1976	515	58.4%
1/2	E Circ Right	U	N/A	N/A	C2:A	1	11	-	-	411	2124	554	62.9%
1/3	E Circ Right	U	N/A	N/A	C2:A	1	11	-	-	345	1981	517	54.2%
2/2+2/1	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	23	-	-	1195	2142:1950	1072+974	58.4 : 58.4%
2/3	M20 WB Off-Slip Ahead	U	N/A	N/A	C2:B	1	23	-	-	268	2000	1043	25.7%
3/1	SE Circ Ahead	U	N/A	N/A	-	-	-	-	-	901	Inf	Inf	0.0%
3/2	SE Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	1037	Inf	Inf	0.0%
3/3	SE Circ Right	U	N/A	N/A	-	-	-	-	-	613	Inf	Inf	0.0%
J5: A2070 Jnc at M20 J10a	-	-	N/A	-	-	-	-	-	-	-	-	-	86.5%
1/2+1/1	A2070 EB Ahead Left	O	N/A	N/A	-	-	-	-	-	786	2089:1988	764+239	78.4 : 78.4%
1/3	A2070 EB Ahead	O	N/A	N/A	-	-	-	-	-	668	2087	772	86.5%
2/1	SW Circ Ahead	U	N/A	N/A	-	-	-	-	-	227	Inf	Inf	0.0%
2/2	SW Circ Right Ahead	U	N/A	N/A	-	-	-	-	-	613	Inf	Inf	0.0%
3/1	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	901	Inf	Inf	0.0%
3/2	A2070 WB exit	U	N/A	N/A	-	-	-	-	-	810	Inf	Inf	0.0%
4/1	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	320	Inf	Inf	0.0%
4/2	M20 WB On-Slip	U	N/A	N/A	-	-	-	-	-	171	Inf	Inf	0.0%

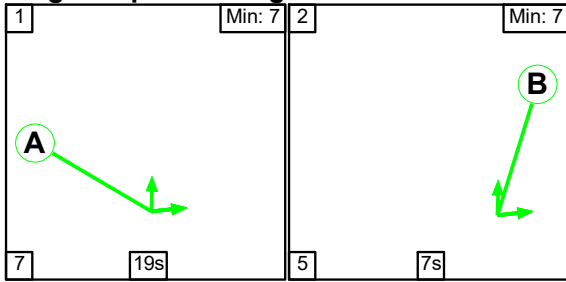
Detailed Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: J7) M20 J10a	-	-	4115	0	0	22.5	211.7	0.0	234.2	-	-	-	-	
J1: M20 EB Off-Slip Jnc at M20 J10a	-	-	0	0	0	4.9	6.7	0.0	11.6	-	-	-	-	
1/1+1/2	234	234	-	-	-	1.2	1.2	-	2.3	35.7	2.8	1.2	4.0	
1/3	179	179	-	-	-	0.9	0.5	-	1.4	28.3	2.0	0.5	2.6	
2/1	1084	1084	-	-	-	1.7	4.4	-	6.1	20.1	9.3	4.4	13.7	
2/2	669	669	-	-	-	1.2	0.6	-	1.8	9.6	4.9	0.6	5.6	
J2: A20 W Jnc at M20 J10a	-	-	463	0	0	7.8	119.5	0.0	127.4	-	-	-	-	
1/1	699	463	463	0	0	7.8	119.5	-	127.4	656.0	26.8	119.5	146.3	
2/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J3: A20 E Jnc at M20 J10a	-	-	1412	0	0	3.6	77.6	0.0	81.2	-	-	-	-	
1/2+1/1	809	706	1412	0	0	3.6	77.6	-	81.2	361.4	19.0	77.6	96.5	
2/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	1225	1225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	193	193	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

Detailed Input Data And Results

J4: M20 WB Off-Slip Jnc at M20 J10a	-	-	0	0	0	5.7	3.0	0.0	8.7	-	-	-	-	
1/1	301	301	-	-	-	1.2	0.7	-	1.8	22.1	3.3	0.7	4.0	
1/2	348	348	-	-	-	0.9	0.8	-	1.7	17.7	4.2	0.8	5.0	
1/3	280	280	-	-	-	0.8	0.6	-	1.4	17.8	2.9	0.6	3.5	
2/2+2/1	1195	1195	-	-	-	2.5	0.7	-	3.2	9.5	5.4	0.7	6.1	
2/3	268	268	-	-	-	0.5	0.2	-	0.6	8.4	1.9	0.2	2.0	
3/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/3	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
J5: A2070 Jnc at M20 J10a	-	-	2240	0	0	0.4	4.8	0.0	5.3	-	-	-	-	
1/2+1/1	786	786	1572	0	0	0.2	1.8	-	2.0	9.0	3.7	1.8	5.4	
1/3	668	668	668	0	0	0.3	3.0	-	3.3	17.8	5.2	3.0	8.2	
2/1	166	166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/1	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	156	156	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
			C1	PRC for Signalled Lanes (%):		-0.5	Total Delay for Signalled Lanes (pcuHr):		11.58	Cycle Time (s):		46		
			C2	PRC for Signalled Lanes (%):		43.1	Total Delay for Signalled Lanes (pcuHr):		8.74	Cycle Time (s):		46		
				PRC Over All Lanes (%):		-67.8	Total Delay Over All Lanes(pcuHr):		234.16					

Stage Sequence Diagram



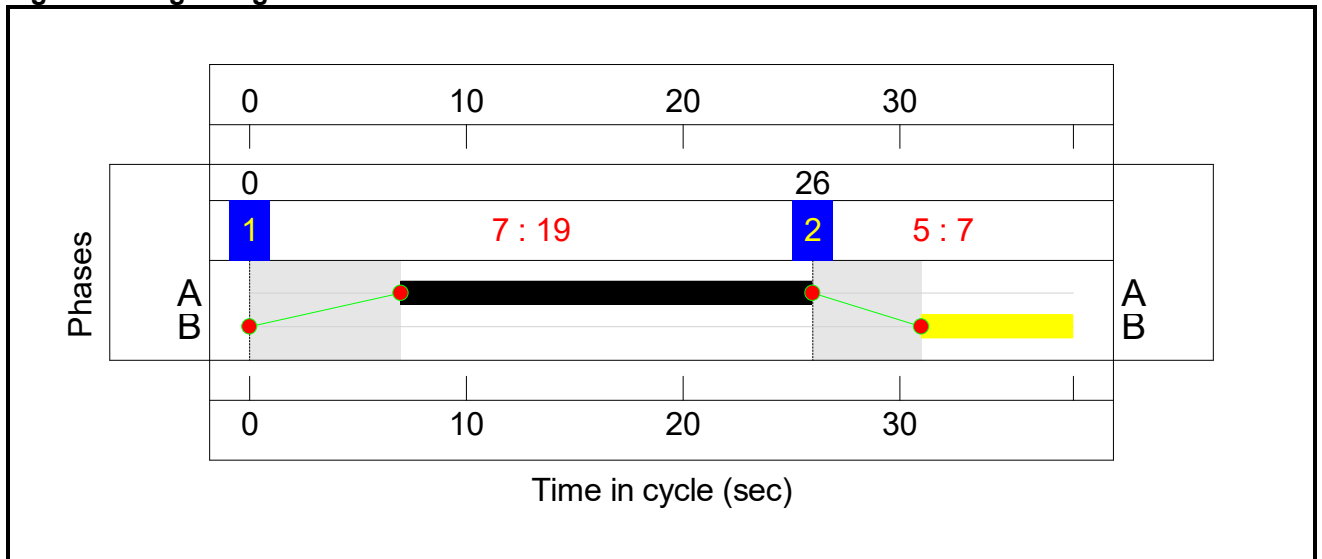
Stage Timings

Stage	1	2
Duration	19	7
Change Point	0	26

Phase Timings

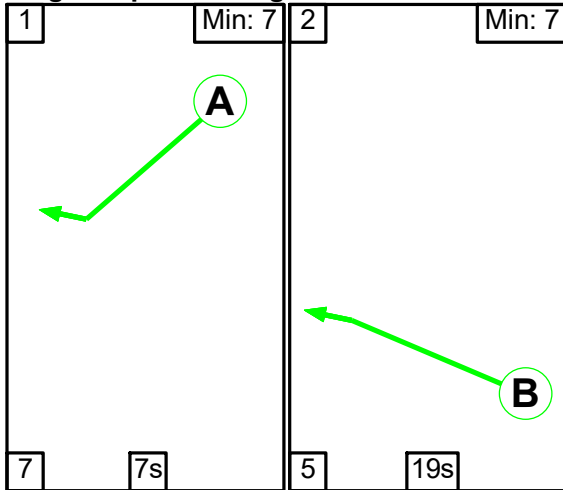
Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	W Circ Ahead Left	Traffic	19	7	26
B	M20 EB Off-Slip Ahead Left	Traffic	7	31	0

Signal Timings Diagram



Controller :C2

Stage Sequence Diagram



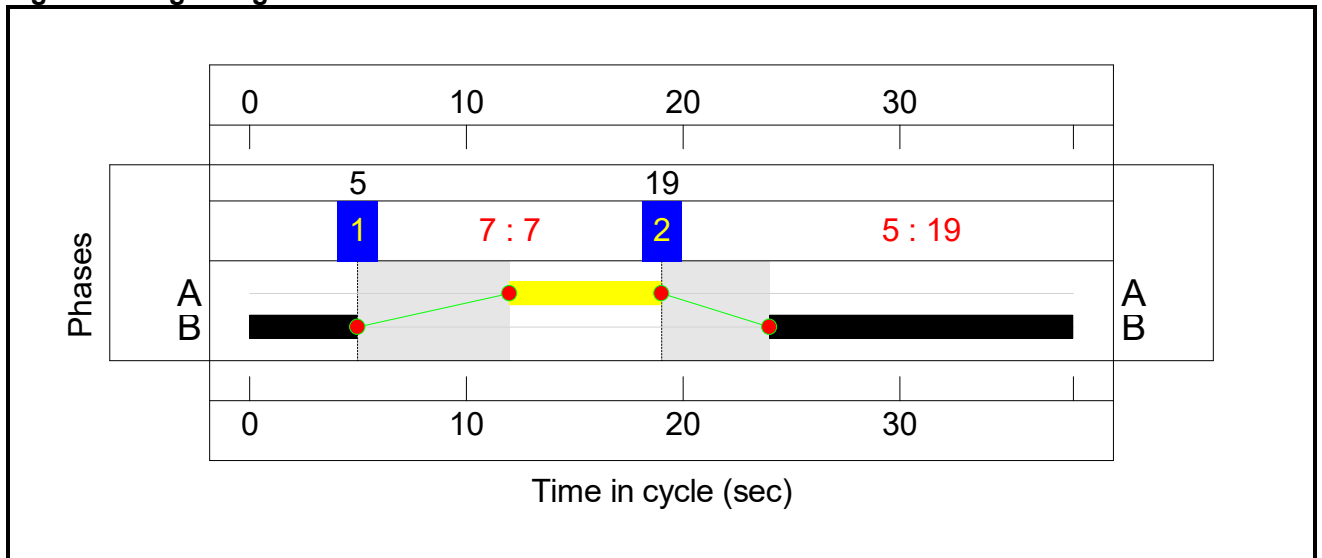
Stage Timings

Stage	1	2
Duration	7	19
Change Point	5	19

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	E Circ Right	Traffic	7	12	19
B	M20 WB Off-Slip Ahead	Traffic	19	24	5

Signal Timings Diagram



Lane Green Times

Junction: J1: M20 EB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J1:1/1	M20 EB Off-Slip Ahead Left	U	B	31	0
J1:1/2	M20 EB Off-Slip Ahead	U	B	31	0
J1:1/3	M20 EB Off-Slip Ahead	U	B	31	0
J1:2/1	W Circ Ahead Left	U	A	7	26
J1:2/2	W Circ Ahead	U	A	7	26

Junction: J2: A20 W Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J3: A20 E Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					

Junction: J4: M20 WB Off-Slip Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
J4:1/1	E Circ Right	U	A	12	19
J4:1/2	E Circ Right	U	A	12	19
J4:1/3	E Circ Right	U	A	12	19
J4:2/1	M20 WB Off-Slip Ahead	U	B	24	5
J4:2/2	M20 WB Off-Slip Ahead	U	B	24	5
J4:2/3	M20 WB Off-Slip Ahead	U	B	24	5

Junction: J5: A2070 Jnc at M20 J10a					
Lane	Description	Type	Phases	Start Green	End Green
No data to display					