Technical Note

LAND NORTH AND WEST OF STONEPOUND JUNCTION, HASSOCKS

MARCH 2024

Reeves Transport Planning

PRODUCED for SIRUS TAGHAN

PRODUCED by REEVES TRANSPORT PLANNING LTD

TN_SGR_SJH_040124_V1

1. INTRODUCTION

1.1 Reeves Transport Planning is appointed to undertake an analysis of the traffic signals that form the junction of London Road (A273), Brighton Road (A273), Hurst Road (B2116) and Keymer Road (B2116).

1.2 The requirement to undertake an assessment of the junctions performance is to support the allocation of land to the north and west of the junction for circa 25 dwellings. The proposed allocation will be served via a new junction on to London Road (A273).

1.3 The new junction works require a filter lane to minimise the disruption to southbound traffic. These works will shorten the existing filter lane that serves right turning traffic from 104 to 80 metres.

1.4 An indicative layout of the new junction is attached at Appendix 1.

1.5 In the discussions regarding the allocation of the land it was identified that the *'district-wide junction capacity report highlights issues with the nearby Stonepound Crossroads over all possible 2039 scenarios (including the 'do nothing/baseline' scenario)'*.

1.6 In other words the traffic signal junction will be over its theoretic capacity by the end of the plan period even if there are no houses or commercial premises built between now and 15 years' time.

1.7 To test the implications of shortening the filter lane as described above the Local Planning Authority requested that the signal junction was modelled. The discussion section below sets out the process employed to model the junction and the results of this exercise.

2. DISCUSSION

2.1 In order to assess the transport implication on the traffic signal junction it is necessary to undertake an assessment of the likely trip rate of daily vehicles. For

the purposes of this Note, the same trip rates that were included in the original Transport Statement has been employed.

2.2 The estimated trip rates are shown in Table 2.1. Circa 4 to 5 vehicle movements per dwelling is the expected value and has not materially changed for at least 20 years. Recently collected data does suggest that trip rates for dwellings has reduced by 1 or 2 movements per day since working from home became common. This reduction will need to be recorded in more data sets before it becomes a trend. As such the data noted below will probably present a worst case scenario.

Table 2.1: 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Period	Trip Rates (per 100sqm)			Predicted Trips (25 dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (08:00–09:00)	0.136	0.354	0.490	3.4	8.9	12.25
PM Peak (17:00-18:00)	0.349	0.132	0.481	8.8	3.3	12.10
Daily Total	2.172	2.163	4.335	54.3	54.1	108.4

2.3 The traffic distribution was based on the latest data collection exercise discussed below. The distribution is set out in Table 2.2. In addition to the current conditions that data from the 2017 Transport Statement is included for reference.

Table 2.2: Traffic Distribution

Period	2017		2024	
Period	Northbound	Southbound	Northbound	Southbound
AM (Peak Hour)	54.8%	45.2%	52.2%	47.8%
PM (Peak Hour)	49.2%	50.8%	46.8%	53.2%

2.4 The existing traffic using the junction was recorded on January 24th 2024. This raw data was then growthed to reflect a neutral month. An assessment of local committed development and the local plan allocations was then undertaken to provide a robust calculation of the likely demand at the junction in the assessment year of 2039.

2.5 The raw data and traffic flow diagrams are attached at Appendix 2a. For comparison the data that was collected in 2017 has been included at Appendix 2b. This data

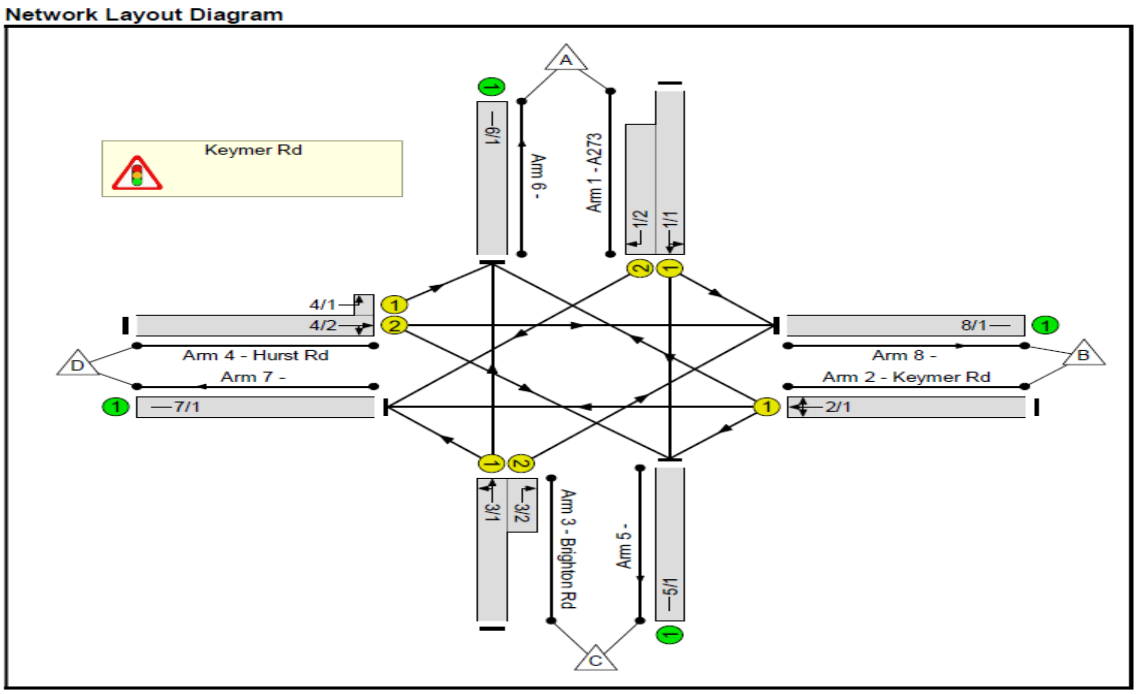
shows that the volume of traffic using London Road (A273) has reduced by 6.4%, on Brighton Road (A273) by 11.1%. The data for Keymer Road (B2116) has increased by 0.2% and for Hurst Road (B2116) by 2.0%.

2.6 The signal controller information was supplied by West Sussex County Council's Traffic Signal and Street Lighting Team on 7th February 2024. The controller information is attached at Appendix 3. Junction geometry including lane widths, filter lane lengths and turning radii measurements were undertaken during a site visit.

2.7 The four-arm traffic signal-controlled junction modelling was undertaken using LINSIG software. The junction arms are as follows:

- Arm 1 North – London Road A273;
- Arm 2 East – Keymer Road (B2116);
- Arm 3 South – Brighton Road (A273); and
- Arm 4 West – Hurst Road (B2116).

2.8 The network diagram is shown below.



2.9 The assessment estimates the likely junction capacity based on the Degree of Saturation (DoS - lower is better) of the junction, the Maximum Mean Queue (MMQ - lower is better) and Practical Reserve Capacity (PRC - higher is better) to provide a measure of performance.

2.10 The modelling exercise considered the current conditions, the conditions in 2039 with all other committed development, and the conditions in 2039 with both committed development and the traffic impact of our client's land allocated for 25 dwellings.

2.11 There are two models created one with a cyclists phase and one without. This is because LinSig is not able to test with and without cyclist phase delays in the same model.

2.12 The full outputs for both models are attached at Appendix 4a with a cyclists phase and 4b without a cyclists phase.

2.13 Table 2.3 sets out the results for the current conditions.

Table 2.3: London Road, Brighton Road, Hurst Road, Keymer Road Signal Junction Model (Current Conditions)

Year	Period	Arm	With Cyclists			Without Cyclists		
			DoS	MMQ	PRC	DoS	MMQ	PRC
2024	AM	London Rd (1/1, 1/2)	112.4%	489 , 72	-26.1%	87.8%	489 , 72	1.3%
		Keymer Road (2/1)	113.5%	381		87%	381	
		Brighton Road (3/1, 3/2)	111.1%	452 , 42		86.6%	452 , 42	
		Hurst Road (4/1, 4/2)	109.6%	71 , 288		88.9%	71 , 288	
	PM	London Rd (1/1, 1/2)	107.6%	538 , 76	-19.6%	84.3%	538 , 76	5.4%
		Keymer Road (2/1)	103.4%	381		83.4%	381	
		Brighton Road (3/1, 3/2)	95.2%	419 , 68		73%	419 , 68	
		Hurst Road (4/1, 4/2)	106.9%	76 , 179		85.4%	76 , 179	

2.14 The results illustrate that under current conditions the junction operates over capacity during both the AM and PM peak periods with the cyclist phase delays. Removing the cyclist phase delays shows that the junction is operating only just within capacity.

2.15 Table 2.4 sets out the results for the junction in 2039 with the committed development.

Table 2.4: London Road, Brighton Road, Hurst Road, Keymer Road Signal Junction Model (With Committed)

Year	Period	Arm	With Cyclists			Without Cyclists		
			DoS	MMQ	PRC	DoS	MMQ	PRC
2039	AM	London Rd (1/1, 1/2)	126.7%	551 , 81	-41.9%	98.9%	551 , 81	-11.4%
		Keymer Road (2/1)	127.8%	429		97.9%	429	
		Brighton Road (3/1, 3/2)	125%	509 , 47		97.5%	509 , 47	
		Hurst Road (4/1, 4/2)	123.6%	325 , 80		100.3%	325 , 80	
	PM	London Rd (1/1, 1/2)	121.2%	606 , 86	-34.7%	95%	606 , 86	-7.1%
		Keymer Road (2/1)	116.4%	429		93.9%	429	
		Brighton Road (3/1, 3/2)	107.3%	472 , 77		82.3%	472 , 77	
		Hurst Road (4/1, 4/2)	120.8%	86 , 202		96.4%	86 , 202	

2.16 The results illustrate that all arms of the junction, with the exception of PM Brighton Road without the cyclists phase, will be operating over capacity.

2.17 The final table 2.5 sets out the results for the junction in 2039 with the committed development and the impacts of the 25 dwellings on our clients land.

Table 2.5: London Road, Brighton Road, Hurst Road, Keymer Road Signal Junction Model (With Committed and Development)

Year	Period	Arm	With Cyclists			Without Cyclists		
			DoS	MMQ	PRC	DoS	MMQ	PRC
2039	AM	London Rd (1/1, 1/2)	128.3%	558 , 82	-42.6%	100.2%	558 , 82	-11.7%
		Keymer Road (2/1)	128.1%	430		98.2%	430	
		Brighton Road (3/1, 3/2)	125.5%	511 , 47		97.9%	511 , 47	
		Hurst Road (4/1, 4/2)	123.9%	325 , 81		100.5%	325 , 81	
	PM	London Rd (1/1, 1/2)	121.8%	609 , 87	-35.3%	95.5%	609 , 87	-7.5%
		Keymer Road (2/1)	116.9%	431		94.3%	431	
		Brighton Road (3/1, 3/2)	108.1%	476 , 77		83%	476 , 77	
		Hurst Road (4/1, 4/2)	121.1%	87 , 202		96.7%	87 , 202	

2.18 The result show a small change in the degree of saturation and the maximum mean queue lengths. The data indicates that the proposed allocation will add a small number of vehicles to the respective phases during the AM and PM peak periods.

3. SUMMARY AND CONCLUSION

3.1 Reeves Transport Planning have been commissioned to provide a Technical Note in support of an allocation of land north and west of Stonepound Junction, Hassocks.

3.2 The principle concern raised by the Local Planning Authority was the implication of reducing the overall length of the right turn filter lane as noted at paragraph 1.3.

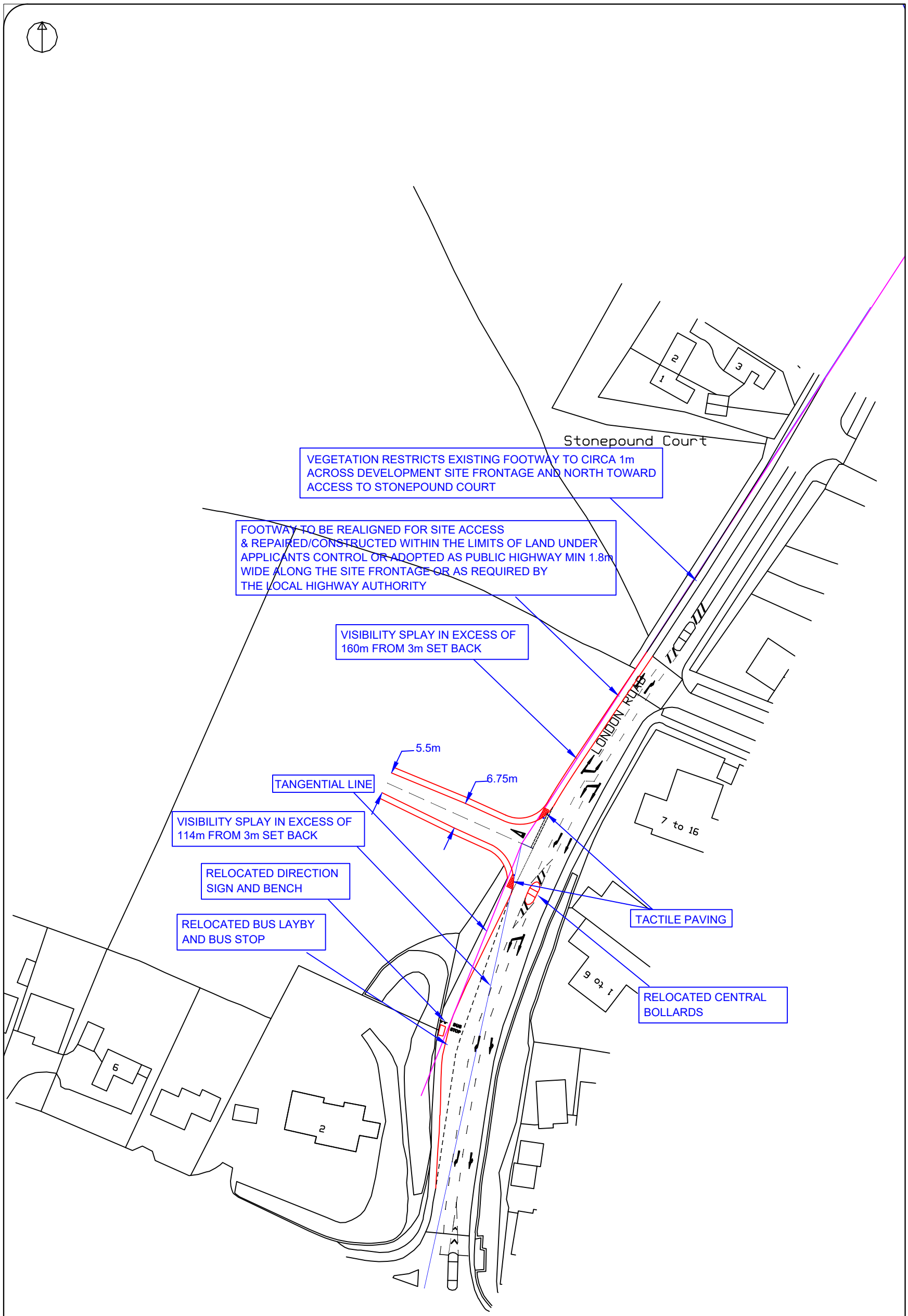
3.3 The analysis confirms that the southbound right turners (movement 1/2) has a significant queue stacking lane. The collected data notes that in the AM peak period (7AM to 10AM) there were 164 vehicles and 265 vehicles in the PM peak period (4PM to 7PM) using the stacking lane.

3.4 This equates to roughly three vehicles every cycle during the peaks that wish to turn right. Even with the likely fluctuation in traffic in one cycle this equates to approximately 30 metres of queuing traffic, which would not be impacted by the proposal for the small reduction in the length of the right turning filter lane.

3.5 To conclude the evidence noted above confirms that the traffic signal junction operates over its theoretical capacity in the majority of scenarios today and will do so at the end of the period to 2039. The proposed allocation of our clients land for 25 dwellings and the associated works to provide a suitable junction will not materially affect the operation of the traffic signal junction or the stacking capacity within the right turn filter lane.

APPENDIX 1.

INDICATIVE JUNCTION WORKS (SR/SH/201 Rev D)



Rev	Date	Details Of Issue

Reeves Transport Planning

Brighton Traffic Management

Project
STONEPOUND
HASSOCKS

Title
PROPOSED NEW ACCESS
WITH VISIBILITY SPLAY FROM 3m SET BACK

Drawn	Date:	Scale (at A3)
TE	21/04/2018	1:1000

Drg no.	Revision No.
SR/SH/201	D

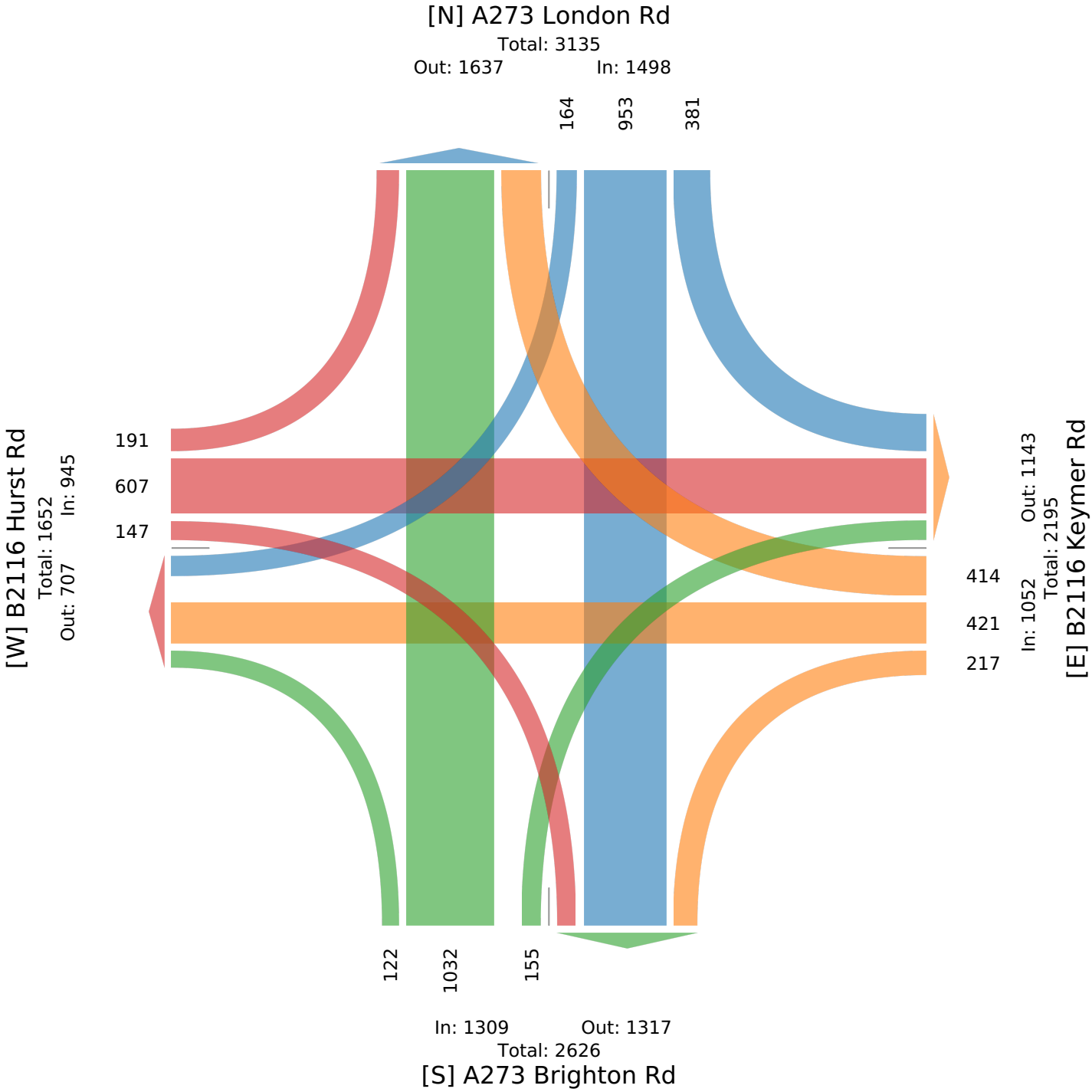
APPENDIX 2a.

2024 TRAFFIC SIGNAL JUNCTION DATA

Leg	A273 Brighton Rd					A273 London Rd					B2116 Hurst Rd					B2116 Keymer Rd					
Direction	Northbound					Southbound					Eastbound					Westbound					
Start Time	Left	Thru	Right	U-Turn	**App Total**	Left	Thru	Right	U-Turn	**App Total**	Left	Thru	Right	U-Turn	**App Total**	Left	Thru	Right	U-Turn	**App Total**	**Int Total**
2024-01-24 07:00:00	7	55	17	0	**79**	16	70	6	0	**92**	8	43	8	0	**59**	12	31	15	0	**58**	**288**
2024-01-24 07:15:00	5	85	15	0	**105**	23	87	9	0	**119**	7	31	5	0	**43**	17	35	29	0	**81**	**348**
2024-01-24 07:30:00	8	104	11	0	**123**	27	87	9	0	**123**	17	64	9	0	**90**	25	39	41	0	**105**	**441**
2024-01-24 07:45:00	12	104	13	0	**129**	34	106	13	0	**153**	17	71	16	0	**104**	13	41	37	0	**91**	**477**
2024-01-24 08:00:00	27	113	9	0	**149**	32	110	13	0	**155**	23	46	21	0	**90**	20	42	34	0	**96**	**490**
2024-01-24 08:15:00	8	75	10	0	**93**	35	97	28	0	**160**	9	73	9	0	**91**	25	44	28	0	**97**	**441**
2024-01-24 08:30:00	4	99	15	0	**118**	51	72	18	0	**141**	22	70	16	0	**108**	11	38	30	0	**79**	**446**
2024-01-24 08:45:00	10	116	8	0	**134**	41	51	13	0	**105**	17	37	16	0	**70**	23	43	43	0	**109**	**418**
2024-01-24 09:00:00	12	69	14	0	**95**	19	61	12	0	**92**	22	49	17	0	**88**	23	26	53	0	**102**	**377**
2024-01-24 09:15:00	11	71	13	0	**95**	35	66	18	0	**119**	16	51	9	0	**76**	14	24	35	0	**73**	**363**
2024-01-24 09:30:00	9	72	18	0	**99**	27	62	10	0	**99**	24	36	10	0	**70**	16	37	39	0	**92**	**360**
2024-01-24 09:45:00	9	69	12	0	**90**	41	84	15	0	**140**	9	36	11	0	**56**	18	21	30	0	**69**	**355**
2024-01-24 16:00:00	17	68	17	0	**102**	31	83	21	0	**135**	28	47	8	0	**83**	17	35	37	0	**89**	**409**
2024-01-24 16:15:00	17	89	23	0	**129**	41	94	22	0	**157**	21	37	7	0	**65**	15	34	35	0	**84**	**435**
2024-01-24 16:30:00	20	73	22	0	**115**	38	97	26	0	**161**	15	34	5	0	**54**	26	43	41	0	**110**	**440**
2024-01-24 16:45:00	12	71	15	0	**98**	40	101	26	0	**167**	20	55	5	0	**80**	16	51	41	0	**108**	**453**
2024-01-24 17:00:00	20	68	11	0	**99**	40	86	18	0	**144**	19	44	4	0	**67**	12	49	39	0	**100**	**410**
2024-01-24 17:15:00	14	89	20	0	**123**	46	119	20	0	**185**	21	35	19	0	**75**	13	39	27	0	**79**	**462**
2024-01-24 17:30:00	25	108	19	0	**152**	33	99	19	0	**151**	14	33	5	0	**52**	23	47	41	0	**111**	**466**
2024-01-24 17:45:00	19	76	17	0	**112**	30	85	20	0	**135**	25	30	10	0	**65**	14	46	34	0	**94**	**406**
2024-01-24 18:00:00	18	84	21	0	**123**	44	113	24	0	**181**	18	37	5	0	**60**	11	27	35	0	**73**	**437**
2024-01-24 18:15:00	9	83	20	0	**112**	50	82	19	0	**151**	14	52	10	0	**76**	13	36	42	0	**91**	**430**
2024-01-24 18:30:00	8	57	13	0	**78**	44	61	17	0	**122**	16	67	23	0	**106**	14	34	36	0	**84**	**390**
2024-01-24 18:45:00	8	44	13	0	**65**	39	50	33	0	**122**	19	37	9	0	**65**	13	67	45	0	**125**	**377**
Grand Total	309	1942	366	0	**2617**	857	2023	429	0	**3309**	421	1115	257	0	**1793**	404	929	867	0	**2200**	**9919**
% Approach	11.8%	74.2%	14.0%	0.0%		25.9%	61.1%	13.0%	0.0%		23.5%	62.2%	14.3%	0.0%		18.4%	42.2%	39.4%	0.0%		
% Total	3.1%	19.6%	3.7%	0.0%	**26.4%**	8.6%	20.4%	4.3%	0.0%	**33.4%**	4.2%	11.2%	2.6%	0.0%	**18.1%**	4.1%	9.4%	8.7%	0.0%	**22.2%**	
Motorcycles	1	7	1	0	**9**	0	7	1	0	**8**	0	0	1	0	**1**	1	2	3	0	**6**	**24**
% Motorcycles	0.3%	0.4%	0.3%	0.0%	**0.3%**	0.0%	0.3%	0.2%	0.0%	**0.2%**	0.0%	0.0%	0.4%	0.0%	**0.1%**	0.2%	0.2%	0.3%	0.0%	**0.3%**	**0.2%**
Cars	280	1667	312	0	**2259**	781	1699	379	0	**2859**	383	973	226	0	**1582**	337	820	804	0	**1961**	**8661**
% Cars	90.6%	85.8%	85.2%	0.0%	**86.3%**	91.1%	84.0%	88.3%	0.0%	**86.4%**	91.0%	87.3%	87.9%	0.0%	**88.2%**	83.4%	88.3%	92.7%	0.0%	**89.1%**	**87.3%**
Light Goods Vehicles	19	207	38	0	**264**	63	244	42	0	**349**	28	94	21	0	**143**	47	77	53	0	**177**	**933**
% Light Goods Vehicles	6.1%	10.7%	10.4%	0.0%	**10.1%**	7.4%	12.1%	9.8%	0.0%	**10.5%**	6.7%	8.4%	8.2%	0.0%	**8.0%**	11.6%	8.3%	6.1%	0.0%	**8.0%**	**9.4%**
Single-Unit Trucks	6	32	9	0	**47**	9	36	5	0	**50**	7	13	6	0	**26**	15	5	5	0	**25**	**148**
% Single-Unit Trucks	1.9%	1.6%	2.5%	0.0%	**1.8%**	1.1%	1.8%	1.2%	0.0%	**1.5%**	1.7%	1.2%	2.3%	0.0%	**1.5%**	3.7%	0.5%	0.6%	0.0%	**1.1%**	**1.5%**
Articulated Trucks	0	10	3	0	**13**	1	20	0	0	**21**	0	0	0	0	**0**	3	0	1	0	**4**	**38**
% Articulated Trucks	0.0%	0.5%	0.8%	0.0%	**0.5%**	0.1%	1.0%	0.0%	0.0%	**0.6%**	0.0%	0.0%	0.0%	0.0%	**0.0%**	0.7%	0.0%	0.1%	0.0%	**0.2%**	**0.4%**
Buses	3	16	2	0	**21**	2	16	0	0	**18**	0	10	3	0	**13**	1	6	0	0	**7**	**59**
% Buses	1.0%	0.8%	0.5%	0.0%	**0.8%**	0.2%	0.8%	0.0%	0.0%	**0.5%**	0.0%	0.9%	1.2%	0.0%	**0.7%**	0.2%	0.6%	0.0%	0.0%	**0.3%**	**0.6%**
Bicycles on Road	0	3	1	0	**4**	1	1	2	0	**4**	3	25	0	0	**28**	0	19	1	0	**20**	**56**
% Bicycles on Road	0.0%	0.2%	0.3%	0.0%	**0.2%**	0.1%	0.0%	0.5%	0.0%	**0.1%**	0.7%	2.2%	0.0%	0.0%	**1.6%**	0.0%	2.0%	0.1%	0.0%	**0.9%**	**0.6%**

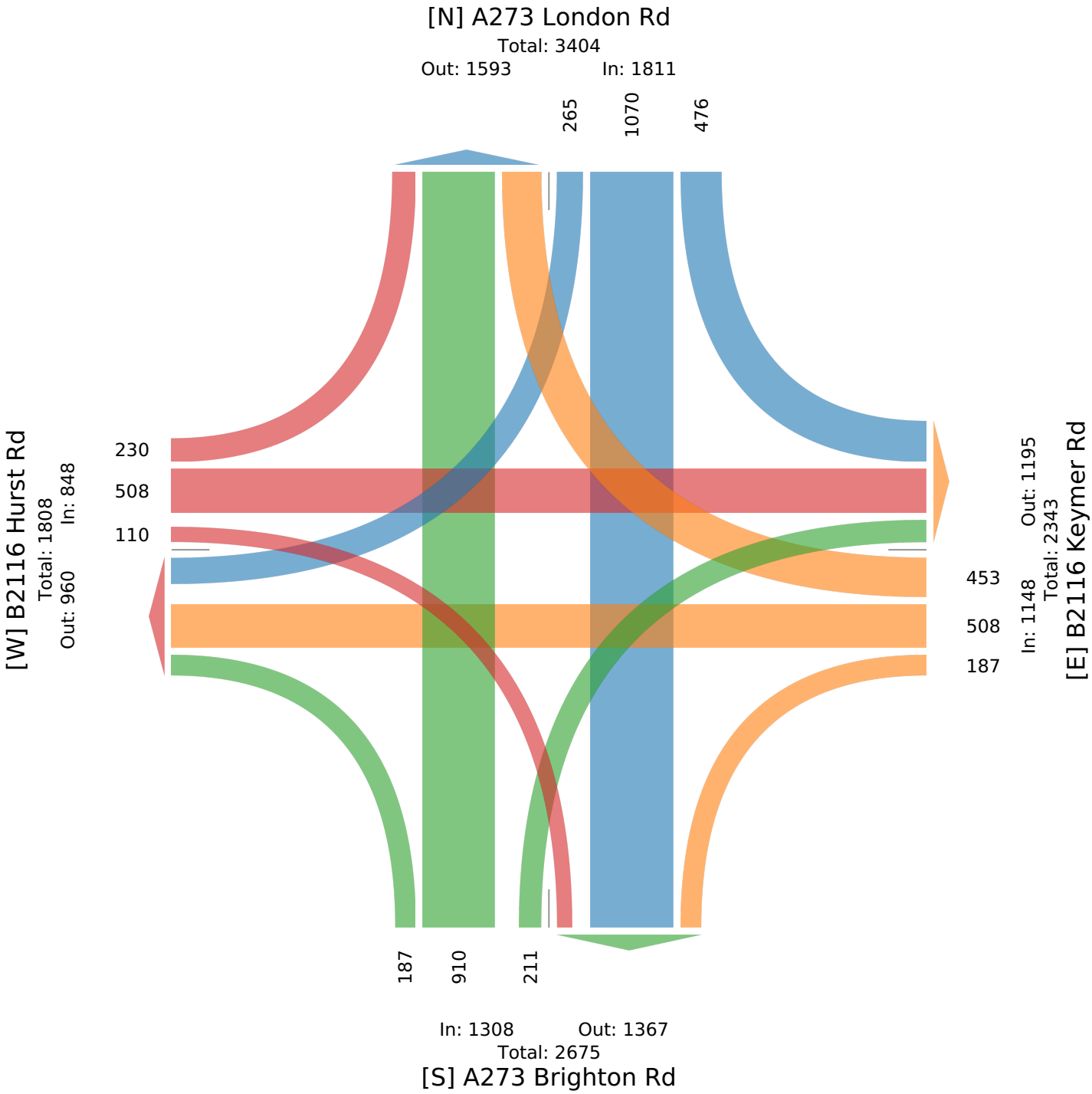
V0632 A273_B2116_Hassocks - TMC
Wed Jan 24, 2024
7 AM - 10 AM
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)
All Movements
ID: 1150276, Location: 50.924305, -0.153088, Site Code: V0632 2024

Provided by: Transport Monitoring Team, East Sussex County Council
County Hall, St Anne's Crescent,
Lewes, ENG, BN7 1UE, GB



V0632 A273_B2116_Hassocks - TMC
Wed Jan 24, 2024
4 PM - 7 PM
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)
All Movements
ID: 1150276, Location: 50.924305, -0.153088, Site Code: V0632 2024

Provided by: Transport Monitoring Team, East Sussex County Council
County Hall, St Anne's Crescent,
Lewes, ENG, BN7 1UE, GB



APPENDIX 2b.

2017 TRAFFIC SIGNAL JUNCTION DATA

East Sussex
County Hall, St Anne's Crescent

Lewes, United Kingdom BN7 1UE
44 1273 482248 penelope.bentley@eastsussex.gov.uk

Count Name: V0125 A273 London Rd/B2116 Keymer Rd, Hassocks
Site Code: V0125
Start Date: 12/12/2017

Turning Movement Data

Start Time	A273 London Rd Southbound					B2116 Keymer Rd Westbound					A273 Brighton Rd Northbound					B2116 Hurst Rd Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:00 AM	6	50	10	0	66	15	19	20	0	54	15	88	6	0	109	7	46	5	0	58	287
7:15 AM	7	50	11	0	68	27	23	24	0	74	16	94	10	0	120	14	31	9	0	54	316
7:30 AM	13	90	20	0	123	34	21	23	0	78	12	99	8	0	119	14	43	14	0	71	391
7:45 AM	17	116	25	0	158	42	48	14	0	104	10	115	16	0	141	15	50	13	0	78	481
Hourly Total	43	306	66	0	415	118	111	81	0	310	53	396	40	0	489	50	170	41	0	261	1475
8:00 AM	13	90	31	0	134	44	38	18	0	100	12	109	20	0	141	18	60	25	0	103	478
8:15 AM	15	93	49	0	157	44	46	15	0	105	16	116	14	0	146	9	52	20	0	81	489
8:30 AM	19	80	58	0	157	35	40	21	0	96	14	107	10	0	131	14	73	19	0	106	490
8:45 AM	13	60	43	0	116	52	32	22	0	106	8	138	7	0	153	13	52	19	0	84	459
Hourly Total	60	323	181	0	564	175	156	76	0	407	50	470	51	0	571	54	237	83	0	374	1916
9:00 AM	12	49	26	0	87	58	34	25	0	117	23	114	10	0	147	8	40	21	0	69	420
9:15 AM	13	63	41	0	117	42	29	29	0	100	22	102	17	0	141	13	37	19	0	69	427
9:30 AM	20	76	18	0	114	39	40	16	0	95	17	80	4	0	101	22	37	25	0	84	394
9:45 AM	17	91	30	0	138	38	26	25	0	89	16	79	9	0	104	7	29	17	0	53	384
Hourly Total	62	279	115	0	456	177	129	95	0	401	78	375	40	0	493	50	143	82	0	275	1625
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	21	120	47	0	188	29	40	23	0	92	25	91	21	0	137	10	44	12	0	66	483
4:15 PM	28	97	46	0	171	35	39	18	0	92	21	84	11	0	116	12	56	27	0	95	474
4:30 PM	18	106	40	0	164	36	41	22	0	99	17	92	13	0	122	13	50	16	0	79	464
4:45 PM	21	103	36	0	160	34	43	19	0	96	19	98	19	0	136	13	54	14	0	81	473
Hourly Total	88	426	169	0	683	134	163	82	0	379	82	365	64	0	511	48	204	69	0	321	1894
5:00 PM	10	131	42	0	183	24	38	16	0	78	21	89	17	0	127	15	49	21	0	85	473
5:15 PM	24	131	45	0	200	22	55	10	0	87	20	85	13	0	118	16	38	18	0	72	477
5:30 PM	11	129	34	0	174	37	46	19	0	102	19	92	17	0	128	13	40	15	0	68	472
5:45 PM	17	135	38	0	190	34	44	15	0	93	23	77	19	0	119	5	51	17	0	73	475
Hourly Total	62	526	159	0	747	117	183	60	0	360	83	343	66	0	492	49	178	71	0	298	1897
6:00 PM	21	137	39	0	197	29	39	11	0	79	18	69	11	0	98	7	37	27	0	71	445
6:15 PM	25	108	45	0	178	27	33	13	0	73	21	90	17	0	128	11	27	10	0	48	427
6:30 PM	18	88	38	0	144	23	37	17	0	77	23	55	12	0	90	17	29	20	0	66	377
6:45 PM	24	69	39	0	132	33	48	14	0	95	22	54	10	0	86	6	42	18	0	66	379
Hourly Total	88	402	161	0	651	112	157	55	0	324	84	268	50	0	402	41	135	75	0	251	1628
Grand Total	403	2262	851	0	3516	833	899	449	0	2181	430	2217	311	0	2958	292	1067	421	0	1780	10435
Approach %	11.5	64.3	24.2	0.0	-	38.2	41.2	20.6	0.0	-	14.5	74.9	10.5	0.0	-	16.4	59.9	23.7	0.0	-	-
Total %	3.9	21.7	8.2	0.0	33.7	8.0	8.6	4.3	0.0	20.9	4.1	21.2	3.0	0.0	28.3	2.8	10.2	4.0	0.0	17.1	-
Motorcycles	0	11	2	0	13	3	1	3	0	7	2	13	0	0	15	0	3	0	0	3	38
% Motorcycles	0.0	0.5	0.2	-	0.4	0.4	0.1	0.7	-	0.3	0.5	0.6	0.0	-	0.5	0.0	0.3	0.0	-	0.2	0.4
Cars	372	1977	768	0	3117	750	796	381	0	1927	352	1880	264	0	2496	263	934	382	0	1579	9119
% Cars	92.3	87.4	90.2	-	88.7	90.0	88.5	84.9	-	88.4	81.9	84.8	84.9	-	84.4	90.1	87.5	90.7	-	88.7	87.4
Light Goods Vehicles	24	196	72	0	292	61	77	51	0	189	51	236	40	0	327	24	94	32	0	150	958
% Light Goods Vehicles	6.0	8.7	8.5	-	8.3	7.3	8.6	11.4	-	8.7	11.9	10.6	12.9	-	11.1	8.2	8.8	7.6	-	8.4	9.2

Buses	0	15	1	0	16	3	7	2	0	12	2	17	3	0	22	3	10	0	0	13	63
% Buses	0.0	0.7	0.1	-	0.5	0.4	0.8	0.4	-	0.6	0.5	0.8	1.0	-	0.7	1.0	0.9	0.0	-	0.7	0.6
Single-Unit Trucks	7	53	8	0	68	16	6	10	0	32	20	57	3	0	80	2	8	6	0	16	196
% Single-Unit Trucks	1.7	2.3	0.9	-	1.9	1.9	0.7	2.2	-	1.5	4.7	2.6	1.0	-	2.7	0.7	0.7	1.4	-	0.9	1.9
Articulated Trucks	0	10	0	0	10	0	0	2	0	2	2	11	0	0	13	0	0	1	0	1	26
% Articulated Trucks	0.0	0.4	0.0	-	0.3	0.0	0.0	0.4	-	0.1	0.5	0.5	0.0	-	0.4	0.0	0.0	0.2	-	0.1	0.2
Bicycles on Road	0	0	0	0	0	0	12	0	0	12	1	3	1	0	5	0	18	0	0	18	35
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	1.3	0.0	-	0.6	0.2	0.1	0.3	-	0.2	0.0	1.7	0.0	-	1.0	0.3

East Sussex
County Hall, St Anne's Crescent

Lewes, United Kingdom BN7 1UE
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Count Name: V0125 A273 London Rd/B2116 Keymer Rd, Hassocks
Site Code: V0125
Start Date: 12/12/2017

Turning Movement Peak Hour Data (7:45 AM)

Start Time	A273 London Rd Southbound					B2116 Keymer Rd Westbound					A273 Brighton Rd Northbound					B2116 Hurst Rd Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
7:45 AM	17	116	25	0	158	42	48	14	0	104	10	115	16	0	141	15	50	13	0	78	481
8:00 AM	13	90	31	0	134	44	38	18	0	100	12	109	20	0	141	18	60	25	0	103	478
8:15 AM	15	93	49	0	157	44	46	15	0	105	16	116	14	0	146	9	52	20	0	81	489
8:30 AM	19	80	58	0	157	35	40	21	0	96	14	107	10	0	131	14	73	19	0	106	490
Total	64	379	163	0	606	165	172	68	0	405	52	447	60	0	559	56	235	77	0	368	1938
Approach %	10.6	62.5	26.9	0.0	-	40.7	42.5	16.8	0.0	-	9.3	80.0	10.7	0.0	-	15.2	63.9	20.9	0.0	-	-
Total %	3.3	19.6	8.4	0.0	31.3	8.5	8.9	3.5	0.0	20.9	2.7	23.1	3.1	0.0	28.8	2.9	12.1	4.0	0.0	19.0	-
PHF	0.842	0.817	0.703	0.000	0.959	0.938	0.896	0.810	0.000	0.964	0.813	0.963	0.750	0.000	0.957	0.778	0.805	0.770	0.000	0.868	0.989
Motorcycles	0	4	1	0	5	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	11
% Motorcycles	0.0	1.1	0.6	-	0.8	0.0	0.0	0.0	-	0.0	0.0	0.9	0.0	-	0.7	0.0	0.9	0.0	-	0.5	0.6
Cars	55	309	140	0	504	154	150	55	0	359	36	380	48	0	464	49	202	69	0	320	1647
% Cars	85.9	81.5	85.9	-	83.2	93.3	87.2	80.9	-	88.6	69.2	85.0	80.0	-	83.0	87.5	86.0	89.6	-	87.0	85.0
Light Goods Vehicles	9	45	21	0	75	8	19	11	0	38	8	47	11	0	66	6	21	6	0	33	212
% Light Goods Vehicles	14.1	11.9	12.9	-	12.4	4.8	11.0	16.2	-	9.4	15.4	10.5	18.3	-	11.8	10.7	8.9	7.8	-	9.0	10.9
Buses	0	2	0	0	2	1	2	0	0	3	0	2	1	0	3	1	4	0	0	5	13
% Buses	0.0	0.5	0.0	-	0.3	0.6	1.2	0.0	-	0.7	0.0	0.4	1.7	-	0.5	1.8	1.7	0.0	-	1.4	0.7
Single-Unit Trucks	0	18	1	0	19	2	0	2	0	4	8	14	0	0	22	0	1	2	0	3	48
% Single-Unit Trucks	0.0	4.7	0.6	-	3.1	1.2	0.0	2.9	-	1.0	15.4	3.1	0.0	-	3.9	0.0	0.4	2.6	-	0.8	2.5
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	2.1	0.0	-	1.4	0.3

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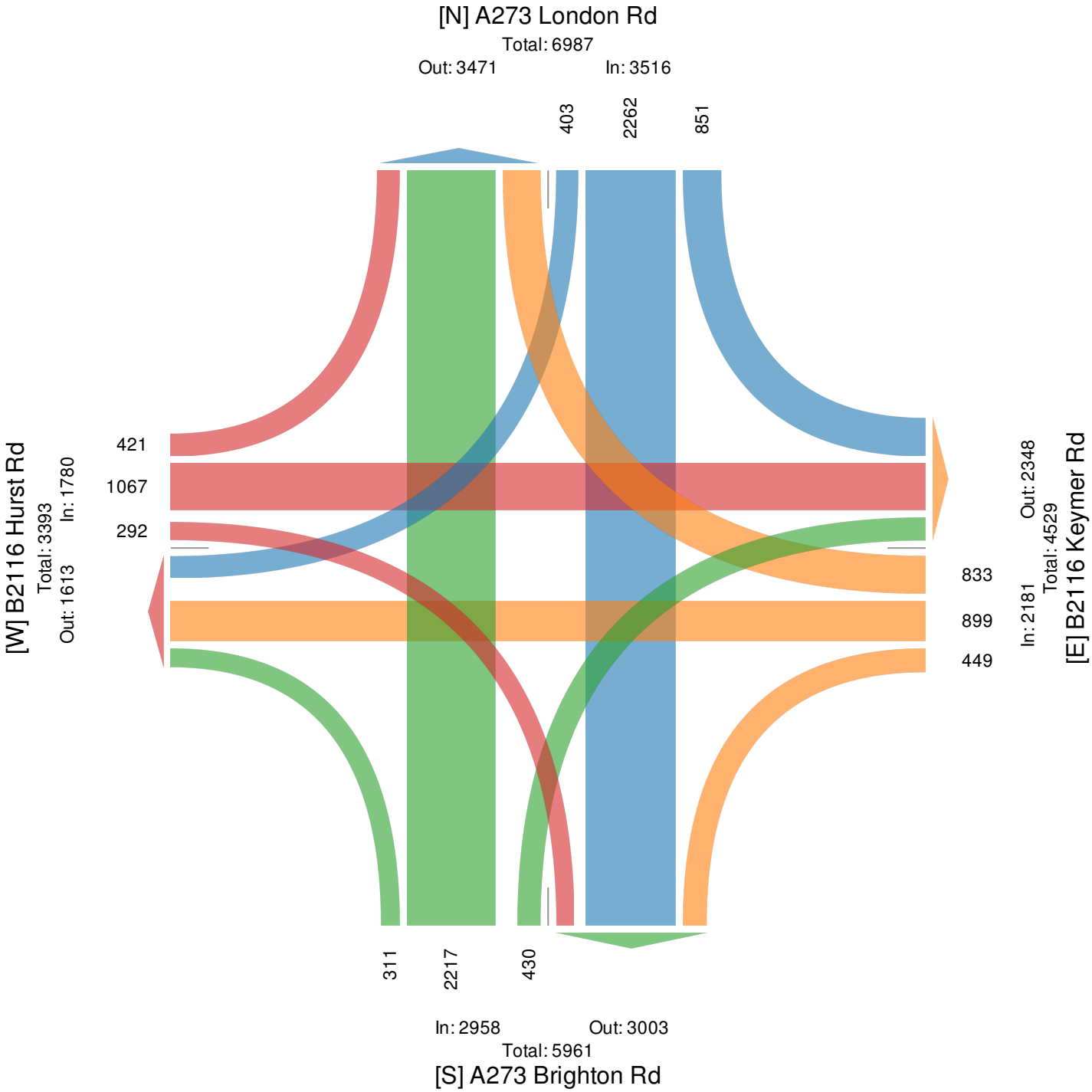
Count Name: V0125 A273 London Rd/B2116 Keymer Rd, Hassocks
Site Code: V0125
Start Date: 12/12/2017

Turning Movement Peak Hour Data (5:00 PM)

Start Time	A273 London Rd Southbound					B2116 Keymer Rd Westbound					A273 Brighton Rd Northbound					B2116 Hurst Rd Eastbound					
	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
5:00 PM	10	131	42	0	183	24	38	16	0	78	21	89	17	0	127	15	49	21	0	85	473
5:15 PM	24	131	45	0	200	22	55	10	0	87	20	85	13	0	118	16	38	18	0	72	477
5:30 PM	11	129	34	0	174	37	46	19	0	102	19	92	17	0	128	13	40	15	0	68	472
5:45 PM	17	135	38	0	190	34	44	15	0	93	23	77	19	0	119	5	51	17	0	73	475
Total	62	526	159	0	747	117	183	60	0	360	83	343	66	0	492	49	178	71	0	298	1897
Approach %	8.3	70.4	21.3	0.0	-	32.5	50.8	16.7	0.0	-	16.9	69.7	13.4	0.0	-	16.4	59.7	23.8	0.0	-	-
Total %	3.3	27.7	8.4	0.0	39.4	6.2	9.6	3.2	0.0	19.0	4.4	18.1	3.5	0.0	25.9	2.6	9.4	3.7	0.0	15.7	-
PHF	0.646	0.974	0.883	0.000	0.934	0.791	0.832	0.789	0.000	0.882	0.902	0.932	0.868	0.000	0.961	0.766	0.873	0.845	0.000	0.876	0.994
Motorcycles	0	1	0	0	1	0	1	1	0	2	1	2	0	0	3	0	0	0	0	0	6
% Motorcycles	0.0	0.2	0.0	-	0.1	0.0	0.5	1.7	-	0.6	1.2	0.6	0.0	-	0.6	0.0	0.0	0.0	-	0.0	0.3
Cars	59	496	150	0	705	110	167	55	0	332	74	304	59	0	437	41	158	70	0	269	1743
% Cars	95.2	94.3	94.3	-	94.4	94.0	91.3	91.7	-	92.2	89.2	88.6	89.4	-	88.8	83.7	88.8	98.6	-	90.3	91.9
Light Goods Vehicles	1	22	9	0	32	4	11	3	0	18	4	24	5	0	33	6	15	1	0	22	105
% Light Goods Vehicles	1.6	4.2	5.7	-	4.3	3.4	6.0	5.0	-	5.0	4.8	7.0	7.6	-	6.7	12.2	8.4	1.4	-	7.4	5.5
Buses	0	2	0	0	2	1	1	0	0	2	2	2	0	0	4	1	1	0	0	2	10
% Buses	0.0	0.4	0.0	-	0.3	0.9	0.5	0.0	-	0.6	2.4	0.6	0.0	-	0.8	2.0	0.6	0.0	-	0.7	0.5
Single-Unit Trucks	2	3	0	0	5	2	0	1	0	3	2	8	1	0	11	1	2	0	0	3	22
% Single-Unit Trucks	3.2	0.6	0.0	-	0.7	1.7	0.0	1.7	-	0.8	2.4	2.3	1.5	-	2.2	2.0	1.1	0.0	-	1.0	1.2
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
% Articulated Trucks	0.0	0.4	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	2	0	0	2	7
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	1.6	0.0	-	0.8	0.0	0.3	1.5	-	0.4	0.0	1.1	0.0	-	0.7	0.4

V0125 A273 London Rd/B2116 Keymer Rd, Hassocks - TMC
Tue Dec 12, 2017
Full Length (7AM-10AM, 4PM-7PM)
All Classes (Motorcycles, Cars, Light Goods Vehicles, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)
All Movements
ID: 480588, Location: 50.924329, -0.153085, Site Code: V0125

Provided by: Transport Monitoring Team,
East Sussex County Council
County Hall, St Anne's Crescent,
Lewes, ENG, BN7 1UE, GB



APPENDIX 3.

TRAFFIC SIGNAL JUNCTION CONTROLLER INFORMATION

Telent Traffic Controller Configuration Forms

Customer: WEST SUSSEX COUNTY COUNCIL

Intersection description: STONEPOUND CROSSROADS - LONDON RD / BRIGHTON RD / KEYMER RD / HURST RD, (SITE 2711)

Telent tender no.: **Telent works order no.:**

Customers order no.: **Dated:**

Customers engineer: LEE MASKELL

Customers telephone no.: 0330-222-3018 **Ext:**

Equipment installation by: TELENT

Slot cutting by: N/A

Civil works by: N/A

Configuration no.: CFGSE0287 **Issue:** 2.0 **Configuration engineer:** D.A.LAWRENCE (TCT CONSULTANCY LTD)

Index

General Data

Power supply data	
Lamp Supply	48 Volts
Peak current	0 Amps

Solar switch data				
Detector timing set data	Set 1	Set 2	Set 3	Set 4
Call delay period (Seconds)	10	10	10	10
Cancel delay period (Seconds)	10	10	10	10
DFM active times (Hours or minutes)	24H	24H	24H	24H
DFM inactive times (Hours or minutes)	24H	24H	24H	24H

Options	
Is manual disable via handset option required?	Yes
Inhibit pedestrian demand delay in FVP mode?	
Inhibit pedestrian demand delay in PTM mode?	
Limit handset warnings to UTC enabled warnings?	No

RTEM CARDS
==========
RTEM CARDS ARE BEING USED TO PROVIDE HGV DETECTION ON MAIN ROAD PHASES A, B & C. THE MOVA IN & HGV LOOPS MUST BE CONNECTED TO THE RTEM CARD WHICH WILL IN TURN PROVIDE MOVA IN & HGV LOOP OUTPUTS FOR CONNECTED TO THE CONTROLLER VIA A SERIAL I/O CARD.

SPECIAL DFM REPORTING TO RM
===========================
AFTER MOVA HAS RUN ONCE AT INITIAL SWITCH-ON IF IT DROPS OFF FOR A MINUTE THEN A DFM FAULT WILL BE RAISED VIA THE _MOVA_ VIRTUAL DETECTOR. IF A MOVA PROBLEM HAS BEEN FIXED THEN AFTER IT HAS COME BACK ON LINE THE DFM CAN BE RESET USING THE RDF COMMAND.

IF EITHER THE MANUAL PANEL DOOR OR CABINET DOOR IS OPENED THIS WILL GENERATE A DFM FAULT A MINUTE LATER VIA THE _DOOR_ VIRTUAL DETECTOR. IF AN ENGINEER HAS BEEN WORKING ON SITE WITH EITHER DOOR OPEN THEN RDF CAN BE USED TO RESET THE DFM BEFORE LEAVING SITE, AS THE _DOOR_ VIRTUAL DETECTOR IS ONLY DRIVEN FOR THE DURATION OF SCT/3 AFTER THE DOOR IS OPENED. IF EITHER DOOR REMAINS OPEN FOLLOWING DFM RESET FOR THE DURATION OF SCT/4 THEN A FURTHER DFM FAULT WILL BE RAISED.

ADVANCE APPEARANCE OF CYCLE PHASES
==================================
IF MOVING TO STAGE 1 OR 5 WITH A DEMAND FOR CYCLE PHASE J THEN VEHICLE PHASE A WILL BE DELAYED BY THE DURATION OF SCT/5.

IF MOVING TO STAGE 1 OR 2 WITH A DEMAND FOR CYCLE PHASE K THEN VEHICLE PHASE B WILL BE DELAYED BY THE DURATION OF SCT/6.

IF MOVING TO STAGE 2 WITH A DEMAND FOR CYCLE PHASE L THEN VEHICLE PHASE C WILL BE DELAYED BY THE DURATION SCT/7.

IF MOVING TO STAGE 2 OR 3 WITH A DEMAND FOR CYCLE PHASE P THEN VEHICLE PHASE G WILL BE DELAYED BY THE DURATION OF SCT/11.

IF MOVING TO STAGE 3 WITH A DEMAND FOR CYCLE PHASE N THEN VEHICLE PHASE E WILL BE DELAYED BY THE DURATION OF SCT/9.

IF MOVING TO STAGE 4 WITH A DEMAND FOR CYCLE PHASE O THEN VEHICLE PHASE F WILL BE DELAYED BY THE DURATION OF SCT/10.

IF MOVING TO STAGE 5 WITH A DEMAND FOR CYCLE PHASE M THEN VEHICLE PHASE D WILL BE DELAYED BY THE DURATION SCT/8.

NB. THE ABOVE DELAYS ARE ACHIEVED USING INTERGREEN EXTENSIONS. NOTE THAT THE MAXIMUM INTERGREEN (MIG) VALUES CONFIGURED MUST NOT BE ALTERED.

STOP LINE DETECTORS
===================
BY DEFAULT THIS CONFIGURATION USES THE STOP LINE LOOPS, BUT ALTERNATIVE THERMICAM STOP LINE DETECTORS CAN BE USED INSTEAD BY SETTING SCB COMMANDS AS FOLLOWS:

SCB/1=1 ENABLES ASL4T THERMICAM AND DISABLES ASL4 LOOP.
SCB/2=1 ENABLES DSL5T THERMICAM AND DISABLES DSL5 LOOP.
SCB/3=1 ENABLES BSL10T THERMICAM AND DISABLES BSL10 LOOP.
SCB/4=1 ENABLES CSL11T THERMICAM AND DISABLES CSL11 LOOP.
SCB/5=1 ENABLES GSL14T THERMICAM AND DISABLES GSL14 LOOP.
SCB/6=1 ENABLES ESL15T THERMICAM AND DISABLES ESL15 LOOP.
SCB/7=1 ENABLES FSL18T THERMICAM AND DISABLES FSL18 LOOP.

PED LINK TO LONDON ROAD TOUCAN CROSSING
==========
AN INHIBIT LINK OUTPUT 'PEDLNK' IS SENT AT THE START OF A MOVE TO PHASE B AND IS REMOVED EITHER WHEN PHASE B TERMINATES OR WHEN THE OVERRIDE TIMER (SCT/12) EXPIRES.

THIS FACILITY IS ENABLED/DISABLED BY TIMETABLE EVENT FLAG 1 ON/OFF. ADDITIONALLY THE LINK CAN BE COMPLETELY DISABLED BY SETTING SCB/8=1.

MANUAL PANEL
==========
SW 1 BUTTON = VA MODE SELECT.

AUX 1 LED = MOVA MODE ACTIVE.
AUX 2 LED = 'PEDLNK' OUTPUT ACTIVE.

Configuration History

Issue	Date	Description
0.1	03/10/2019	Initial configuration
0.2	03/10/2019	Intermediate edit
1.0	03/10/2019	Raise to issue 1.0 following CAT.
2.0	17/11/2021	Raise to issue 2.0 following recompile for V2.18 firmware.

Phase General

Phase Id	Road Name(s)	Phs. type	Appearance assoc'ted		Termination assoc'ted		Restart allowed	App. in man
			type	phase(s)	type	phase(s)		
A	BRIGHTON ROAD AHEAD + LEFT TURN	T	0		0		No	0
B	LONDON ROAD AHEAD + LEFT TURN	T	0		0		No	0
C	LONDON ROAD RIGHT TURN	T	0		0		No	0
D	BRIGHTON ROAD RIGHT TURN	T	0		0		No	0
E	HURST ROAD AHEAD + RIGHT TURN	T	0		0		No	0
F	KEYMER ROAD	T	0		0		No	0
G	HURST ROAD LEFT TURN	T	0		0		No	0
H	PEDS X HURST ROAD LEFT TURN	NP	0		0		No	0
I	PEDS X LONDON ROAD	NP	0		0		No	0
J	BRIGHTON ROAD AHEAD + LEFT TURN CYCLES	T	0		0		No	0
K	LONDON ROAD AHEAD + LEFT TURN CYCLES	T	0		0		No	0
L	LONDON ROAD RIGHT TURN CYCLES	T	0		0		No	0
M	BRIGHTON ROAD RIGHT TURN CYCLES	T	0		0		No	0
N	HURST ROAD AHEAD + RIGHT TURN CYCLES	T	0		0		No	0
O	KEYMER ROAD CYCLES	T	0		0		No	0
P	HURST ROAD LEFT TURN CYCLES	T	0		0		No	0
DA	ALL RED DUMMY	G	0		0		No	0

Phase Minimum Greens

Phase Id	Min green Time	Min green limit	Window time	Speed measurement facilities		Assoc to ped. phases	Varimax required	Cond demand type	Conditioning phases
				Exist	Ped. phases				
A	7	7		No		False	No	None	
B	7	7		No		False	No	None	
C	7	7		No		False	No	None	
D	7	7		No		False	No	None	
E	7	7		No		False	No	None	
F	7	7		No		False	No	None	
G	7	7		No		False	No	None	
H	5	4		-			-	None	
I	6	5		-			-	None	
J	7	7		No		False	No	None	
K	7	7		No		False	No	None	
L	7	7		No		False	No	None	
M	7	7		No		False	No	None	
N	7	7		No		False	No	None	
O	7	7		No		False	No	None	
P	7	7		No		False	No	None	
DA	3	1		No		False	No	None	

Phase Maximum Greens

Phase Id	Maximum greens (VA)								Maximum greens (PTM)								Maximum greens (FVP)							
	Set 1	Set 2	Set 3	Set 4	Set 5	Set 6	Set 7	Set 8	Set 1	Set 2	Set 3	Set 4	Set 5	Set 6	Set 7	Set 8	Set 1	Set 2	Set 3	Set 4	Set 5	Set 6	Set 7	Set 8
A	40.0	30.0	30.0	40.0	40.0	40.0	30.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	40.0	30.0	30.0	40.0	40.0	40.0	30.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	15.0	12.0	12.0	15.0	15.0	15.0	12.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	15.0	12.0	12.0	15.0	15.0	15.0	12.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	25.0	20.0	20.0	25.0	25.0	25.0	20.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
F	25.0	20.0	20.0	25.0	25.0	25.0	20.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
G	25.0	20.0	20.0	25.0	25.0	25.0	20.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
J	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
K	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
M	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
O	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
P	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrain Sequences and Linking

Phs Id	Fixed seq.	Ped type	Dithering		Pedestrian intergreen sequence times						PV info		PV associated to			PV delay	PV Window	Local override
			Quiescent	Normal	Gap	Frc	Min	Max	Clr	Xtr	UTC	Local	Phase	Str/Stg	Input			
A	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
B	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
C	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
D	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
E	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
F	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
G	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
H	Yes	-	0	1	1.0	1.0	1.0	-	1.0	-	0	No Trigger		-	0	-	-	-
I	No	Puffin	0	1	1.0	1.0	3.0	10.0	0.0	0.0	0	No Trigger		-	0	-	-	-
J	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
L	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
N	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-
DA	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-

Phase Compensation

Phase Id	Phase compensation sets			
	Set 1	Set 2	Set 3	Set 4
A	0	0	0	0
B	0	0	0	0
C	0	0	0	0
D	0	0	0	0
E	0	0	0	0
F	0	0	0	0
G	0	0	0	0
H				
I				
J	0	0	0	0
K	0	0	0	0
L	0	0	0	0
M	0	0	0	0
N	0	0	0	0
O	0	0	0	0
P	0	0	0	0
DA	0	0	0	0

Pedestrian Supplementary Signals

Phase Id	Illuminate wait lamps on phase	Pedestrian supplementary signals							
		Tactile	Confirmation input	State	Audible	Confirmation input	Active state	Drive phase	Duration
A	-	-	-	-	-	-	-	-	-
B	-	-	-	-	-	-	-	-	-
C	-	-	-	-	-	-	-	-	-
D	-	-	-	-	-	-	-	-	-
E	-	-	-	-	-	-	-	-	-
F	-	-	-	-	-	-	-	-	-
G	-	-	-	-	-	-	-	-	-
H	H	False	False	OC	False	False	OC	H	
I	I	False	False	OC	False	False	OC	I	
J	-	-	-	-	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-
L	-	-	-	-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-
N	-	-	-	-	-	-	-	-	-
O	-	-	-	-	-	-	-	-	-
P	-	-	-	-	-	-	-	-	-
DA	-	-	-	-	-	-	-	-	-

Phase Conflicts, Opposing and Revertive Demands

Phase Id	Conflicting greens	Opposed by phase demands	Opposed by stage demands	Revertive phase demands
A	C,E,F,G,I,L,N,O,P	ALL		A
B	D,E,F,I,M,N,O	ALL		B
C	A,E,F,I,J,N,O	ALL		C
D	B,E,F,K,N,O	ALL		D
E	A,B,C,D,F,J,K,L,M,O	ALL		E
F	A,B,C,D,E,G,I,J,K,L,M,N,P	ALL		F
G	A,F,H,J,O	ALL		G
H	G,P	ALL		
I	A,B,C,F,J,K,L,O	ALL		
J	C,E,F,G,I,L,N,O,P	ALL		
K	D,E,F,I,M,N,O	ALL		
L	A,E,F,I,J,N,O	ALL		
M	B,E,F,K,N,O	ALL		
N	A,B,C,D,F,J,K,L,M,O	ALL		
O	A,B,C,D,E,G,I,J,K,L,M,N,P	ALL		
P	A,F,H,J,O	ALL		
DA		ALL		

Lamp Sequences

Phs. type	Sequence description	Start-up starting			Start-up stoping			Normal starting			Normal stopping			Running		Stopped		Shutdown	
		State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	Duration	State 1	State 2	State 1	State 2	State 1	State 2
FP	Far/Side pedestrian	G	G	0	R	R	0	G	G	0	B	B	3	G	G	R	R	B	B
G	Ind/Filter	G	G	0	B	B	0	G	G	0	B	B	0	G	G	B	B	B	B
L	LRT	G	G	0	A	A	5	G	G	0	A	A	5	G	G	R	R	B	B
NP	Near/Side pedestrian	G	G	0	R	R	0	G	G	0	R	R	3	G	G	R	R	B	B
P	Pedestrian	G	G	0	R	R	0	G	G	0	B	B	PBT	G	G	R	R	B	B
PP	Pelican Pedestrian	R	R	0	B	G	3	G	G	0	B	G	0.1	G	G	R	R	B	B
PT	Pelican Traffic	B	A	5	A	A	3	B	A	6	A	A	3	G	G	R	R	B	B
T	Traffic	G	G	0	A	A	3	R,A	R,A	2	A	A	3	G	G	R	R	B	B
W	Wig-Wag	A	A	5	B	B	0	A	A	5	B	B	0	R	G	B	B	B	B

Stage Data

Stream 1		Start-up stage no.	1	Stand alone ped. stream	No
Stage	Active phases				
0	DA				
1	A,B,H,J,K				
2	B,C,G,K,L,P				
3	E,G,I,N,P				
4	F,H,O				
5	A,D,H,J,M				

Controller Modes

Stream 1		Starting intergreen duration	12
Mode	Priority no.	All red extension auto to max	
C.L.F	4	No	
PSV emergency			
Hurry Call 1			
Hurry Call 2			
Hurry Call 3			
Hurry Call 4			
LRT			
Manual	1	No	
Manual FT	2	No	
Normal - VA	5	No	
PSV priority			
Part time			
UTC	3	No	
Phase demands to be inserted on start-up and when leaving manual or fixed time modes			
A,B,C,D,E,F,G,H,I			

Manual Mode

Manual button no.	Stage number for each stream																Street name(s)
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
All red	0																ALL RED
1	1																LONDON ROAD & BIRGHTON ROAD
2	2																LONDON ROAD RIGHT TURN & HURST ROAD LEFT TURN
3	3																HURST ROAD
4	4																KEYMER ROAD
5	5																BRIGHTON ROAD RIGHT TURN
6																	
7																	
8																	
9																	
10																	

Button no. for initial manual stage set	1	Streams that must be in manual mode together	

UTC General, Confirm and SF/LO Qualification Periods

UTC General data

UTC option	1 (MCE 0105/0106)	Stream linking options															Sync confirm times		Time sync data	
TF Reset time	00:00:00	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	RT reply bit	3	Day type	Any
		U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	SR reply bit	3	Reference time	00:00:00
																				Repeat rate	24H
																				Window time	24H

UTC confirm data

Stream	Confirm bit(s) to be used for manual mode running on stream	Confirm bit(s) to be used for fixed time running on stream
1		

Controller state	Confirm bit(s) to be used for controller state
Manual mode selected	
Signals off failed	
Signals off manually	
Detectors fault	
Controller fault	
Controller warning	
Manual fixed time selected	

SR reply output:	
RT reply output:	
TF reply output:	
DC reply output:	
SG input:	
SO input:	
TS input:	
TC input:	

SF/LO qualification periods

L01	10.0	L02	10.0	L03	10.0	L04	10.0	L05	10.0	L06	10.0	L07	10.0	L08	10.0
SF01	7.0	SF02	7.0	SF03	7.0	SF04	7.0	SF05	7.0	SF06	7.0	SF07	7.0	SF08	7.0
SF09	7.0	SF10	7.0	SF11	7.0	SF12	7.0	SF13	7.0	SF14	7.0	SF15	7.0	SF16	7.0

UTC Force Bits

Force bit	Phase demands to be considered for demand depended stages	Required phase extensions	Stage to force in each stream															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
F01			1															
F02			2															
F03			3															
F04			4															
F05			5															

UTC Control/Reply Bit Stage Stream Associations

	Associated input bits							Associated output bits				
Stream	FM	LO	LL	GO	LRTI	TO	PV	FC	HC	FGR	TOR	LRTR
1						TO						

UTC Timeouts and Local Link Inhibits

UTC Timeout data										
	UTC bits									
	F	D	DX	SF	FM	LO	GO	LL	LRTI	PV
Timeout duration	200									500
No timeouts allowed	False	True	True	True	True	True	True	True	True	False

FT and VA

Stream 1																
FT mode data													Normal FT or VA to max			VA
From stage	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Stage time																
To stage																
Demand dependent phases during VA to max	J,K,L,M,N,O,P,DA															
VA mode data																
Arterial reversion to stage/phase	1	VA stage selection option required	Near													

Intergreen Minimums

From phs	To phs																
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	DA
A			7		7	7	9		9			7		7	7	9	3
B				7	7	7			7				7	7	7		3
C	7				7	7			7	7				7	7		3
D		7			7	7					7			7	7		3
E	5	5	5	5		5				5	5	5	5		5		3
F	5	5	5	5	5		7		8	5	5	5	5	5		7	3
G	5					5		5		5					5		3
H							6									6	3
I	5	5	5			5				5	5	5			5		3
J			7		7	7	9		9			7		7	7	9	3
K				7	7	7			7				7	7	7		3
L	7				7	7			7	7				7	7		3
M		7			7	7					7			7	7		3
N	5	5	5	5		5				5	5	5	5		5		3
O	5	5	5	5	5		7		8	5	5	5	5	5		7	3
P	5					5		5		5					5		3
DA	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2	2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	

Intergreen Maximums

From phs	To phs																
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	DA
A			30		30	30	30										
B				30	30	30											
C	30				30	30											
D		30			30	30											
E	30	30	30	30		30											
F	30	30	30	30	30		30										
G	30					30											
H							30										
I	30	30	30			30											
J																	
K																	
L																	
M																	
N																	
O																	
P																	
DA	30	30	30	30	30	30	30										

Intergreen Limits

From phs	To phs																
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	DA
A			5		5	5	5		5			5		5	5	5	3
B				5	5	5			5				5	5	5		3
C	5				5	5			5	5				5	5		3
D		5			5	5					5			5	5		3
E	5	5	5	5		5				5	5	5	5		5		3
F	5	5	5	5	5		5		5	5	5	5	5	5		5	3
G	5					5		5		5					5		3
H							5									5	3
I	5	5	5			5				5	5	5			5		3
J			5		5	5	5		5			5		5	5	5	3
K				5	5	5			5				5	5	5		3
L	5				5	5			5	5				5	5		3
M		5			5	5					5			5	5		3
N	5	5	5	5		5				5	5	5	5		5		3
O	5	5	5	5	5		5		5	5	5	5	5	5		5	3
P	5					5		5		5					5		3
DA	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2	2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	

Detector Data 1

Det. name	Det. type	Dummy	Vis. unit no.	Active state	Count det.	Self reset	Detector reset		Prority Units	Latched phase demand(s)	Unlatched phase demand(s)	Green extension(s)		Varimax phases	PSV normal demands unlatched
							Gap period	Gap count				Phase	Taper %		
AX2	NM	No		SC	No	No	-	-		A		A(4.0)	100		-
DXSNK3	NM	No		SC	No	No	-	-		D		D(2.0)	100		-
ASL4	NM	No		SC	No	No	-	-		A		A(1.0)	100		-
DSL5	NM	No		SC	No	No	-	-		D		D(1.0)	100		-
BX8	NM	No		SC	No	No	-	-		B		B(4.0)	100		-
CX9	NM	No		SC	No	No	-	-		C		C(4.0)	100		-
BSL10	NM	No		SC	No	No	-	-		B		B(1.0)	100		-
CSL11	NM	No		SC	No	No	-	-		C		C(1.0)	100		-
EIN12	NM	No		SC	No	No	-	-					100		-
EX13	NM	No		SC	No	No	-	-		E		E(4.0)	100		-
GSL14	NM	No		SC	No	No	-	-		G		G(1.0)	100		-
ESL15	NM	No		SC	No	No	-	-		E		E(1.0)	100		-
FIN16	NM	No		SC	No	No	-	-					100		-
FX17	NM	No		SC	No	No	-	-		F		F(4.0)	100		-
FSL18	NM	No		SC	No	No	-	-		F		F(1.0)	100		-
AIN1	NM	No		SC	No	No	-	-					100		-
AHGV21	NM	No		SC	No	No	-	-		A		A(0.2)	100		-
BIN6	NM	No		SC	No	No	-	-					100		-
BHGV22	NM	No		SC	No	No	-	-		B		B(0.2)	100		-
CIN7	NM	No		SC	No	No	-	-					100		-
CHGV23	NM	No		SC	No	No	-	-		C		C(0.2)	100		-
ASL4T	NM	No		SC	No	No	-	-		A		A(1.0)	100		-
DSL5T	NM	No		SC	No	No	-	-		D		D(1.0)	100		-
BSL10T	NM	No		SC	No	No	-	-		B		B(1.0)	100		-
CSL11T	NM	No		SC	No	No	-	-		C		C(1.0)	100		-
GSL14T	NM	No		SC	No	No	-	-		G		G(1.0)	100		-
ESL15T	NM	No		SC	No	No	-	-		E		E(1.0)	100		-
FSL18T	NM	No		SC	No	No	-	-		F		F(1.0)	100		-
HPBU9	PB	No		SC	No	No	-	-			H		-		-
HPBU10	PB	No		SC	No	No	-	-			H		-		-
HPBU11	PB	No		SC	No	No	-	-			H		-		-
HKSD9	KS	No		OC	No	No	-	-					-		-
HKSD11	KS	No		OC	No	No	-	-					-		-
IPBU1	PB	No		SC	No	No	-	-			I		-		-
IPBU8	PB	No		SC	No	No	-	-			I		-		-
IKSD1	KS	No		OC	No	No	-	-					-		-
IKSD8	KS	No		OC	No	No	-	-					-		-

Detector Data 1

Det. name	Det. type	Dummy	Vis. unit no.	Active state	Count det.	Self reset	Detector reset		Prority Units	Latched phase demand(s)	Unlatched phase demand(s)	Green extension(s)		Varimax phases	PSV normal demands unlatched
							Gap period	Gap count				Phase	Taper %		
IONC1	ON	No		OC	No	No	-	-					-		-
IONC8	ON	No		OC	No	No	-	-					-		-
CYCLEJ	NM	No		SC	No	No	-	-		J			100		-
CYCLEK	NM	No		SC	No	No	-	-		K			100		-
CYCLEL	NM	No		SC	No	No	-	-		L			100		-
CYCLEM	NM	No		SC	No	No	-	-		M			100		-
CYCLEN	NM	No		SC	No	No	-	-		N			100		-
CYCLEO	NM	No		SC	No	No	-	-		O			100		-
CYCLEP	NM	No		SC	No	No	-	-		P			100		-
DOORSW	NM	No		SC	No	No	-	-					100		-
MOVA	NM	No		SC	No	No	-	-					100		-
DOOR	NM	No		SC	No	No	-	-					100		-
IGEXTG	NM	Yes		SC	No	No	-	-					100		-
IGEXTF	NM	Yes		SC	No	No	-	-					100		-
IGEXTE	NM	Yes		SC	No	No	-	-					100		-
IGEXTD	NM	Yes		SC	No	No	-	-					100		-
IGEXTC	NM	Yes		SC	No	No	-	-					100		-
IGEXTB	NM	Yes		SC	No	No	-	-					100		-
IGEXTA	NM	Yes		SC	No	No	-	-					100		-

Detector Data 2

Det. name	DFM Timings								DFM force states		Call/cancel timings								Associated to ped.			
	DFA				DFI						DCL				DCN							
	Set 1	Set 2	Set 3	Set 4	Set 1	Set 2	Set 3	Set 4	Active	Inactive	Set 1	Set 2	Set 3	Set 4	Set 1	Set 2	Set 3	Set 4	Phase	Extn.	Push Buttons	Confirm Self
AX2	30M				18H				A	A										-		-
DXSNK3	30M				18H				A	A										-		-
ASL4	30M				18H				A	A										-		-
DSL5	30M				18H				A	A										-		-
BX8	30M				18H				A	A										-		-
CX9	30M				18H				A	A										-		-
BSL10	30M				18H				A	A										-		-
CSL11	30M				18H				A	A										-		-
EIN12	30M				18H				A	A										-		-
EX13	30M				18H				A	A										-		-
GSL14	30M				18H				A	A										-		-
ESL15	30M				18H				A	A										-		-
FIN16	30M				18H				A	A										-		-
FX17	30M				18H				A	A										-		-
FSL18	30M				18H				A	A	3.0									-		-
AIN1	30M				18H				A	A										-		-
AHGV21	10M								I	N										-		-
BIN6	30M				18H				A	A										-		-
BHGV22	10M								I	N										-		-
CIN7	30M				18H				A	A										-		-
CHGV23	10M								I	N										-		-
ASL4T	30M				18H				A	A										-		-
DSL5T	30M				18H				A	A										-		-
BSL10T	30M				18H				A	A										-		-
CSL11T	30M				18H				A	A										-		-
GSL14T	30M				18H				A	A										-		-
ESL15T	30M				18H				A	A										-		-
FSL18T	30M				18H				A	A	3.0									-		-
HPBU9	10M								N	N										1.0		false
HPBU10	10M								N	N										1.0		false
HPBU11	10M								N	N										1.0		false
HKSD9	1H								N	N										1.0	HPBU9, HPBU10	-
HKSD11	1H								N	N										1.0	HPBU11	-
IPBU1	10M								N	N										1.0		false

Detector Data 2

Det. name	DFM Timings								DFM force states		Call/cancel timings								Associated to ped.			
	DFA				DFI						DCL				DCN							
	Set 1	Set 2	Set 3	Set 4	Set 1	Set 2	Set 3	Set 4	Active	Inactive	Set 1	Set 2	Set 3	Set 4	Set 1	Set 2	Set 3	Set 4	Phase	Extn.	Push Buttons	Confirm Self
IPBU8	10M								N	N										1.0		false
IKSD1	1H								N	N										1.0	IPBU1	-
IKSD8	1H								N	N										1.0	IPBU8	-
IONC1	30M				18H				A	A									I	1.0		-
IONC8	30M				18H				A	A									I	1.0		-
CYCLEJ	30M				255H				A	A										-		-
CYCLEK	30M				255H				A	A										-		-
CYCLEL	30M				255H				A	A										-		-
CYCLEM	30M				255H				A	A										-		-
CYCLEN	30M				255H				A	A										-		-
CYCLEO	30M				255H				A	A	3.0									-		-
CYCLEP	30M				255H				A	A										-		-
DOORSW									N	N										-		-
MOVA	1M	1M	1M	1M					N	N										-		-
DOOR	1M	1M	1M	1M					N	N										-		-
IGEXTG																				-		-
IGEXTF																				-		-
IGEXTE																				-		-
IGEXTD																				-		-
IGEXTC																				-		-
IGEXTB																				-		-
IGEXTA																				-		-

Intergreen Extensions

Ig-Ext no.	Losing phase	Gaining phase	Assoc. det.	Extn. time
1	C	A	IGEXTA	0.0
2	E	A	IGEXTA	0.0
3	F	A	IGEXTA	0.0
4	G	A	IGEXTA	0.0
5	I	A	IGEXTA	0.0
6	DA	A	IGEXTA	0.0
7	D	B	IGEXTB	0.0
8	E	B	IGEXTB	0.0
9	F	B	IGEXTB	0.0
10	I	B	IGEXTB	0.0
11	DA	B	IGEXTB	0.0
12	A	C	IGEXTC	0.0
13	E	C	IGEXTC	0.0
14	F	C	IGEXTC	0.0
15	I	C	IGEXTC	0.0
16	DA	C	IGEXTC	0.0
17	B	D	IGEXTD	0.0
18	E	D	IGEXTD	0.0
19	F	D	IGEXTD	0.0
20	DA	D	IGEXTD	0.0
21	A	E	IGEXTE	0.0
22	B	E	IGEXTE	0.0
23	C	E	IGEXTE	0.0
24	D	E	IGEXTE	0.0
25	F	E	IGEXTE	0.0
26	DA	E	IGEXTE	0.0
27	A	F	IGEXTF	0.0
28	B	F	IGEXTF	0.0
29	C	F	IGEXTF	0.0
30	D	F	IGEXTF	0.0
31	E	F	IGEXTF	0.0
32	G	F	IGEXTF	0.0
33	I	F	IGEXTF	0.0
34	DA	F	IGEXTF	0.0
35	A	G	IGEXTG	0.0
36	F	G	IGEXTG	0.0
37	H	G	IGEXTG	0.0
38	DA	G	IGEXTG	0.0

Timetable

No.	Day type	Time	Event list	Priorities
1	WKD	07:00:00	1	1
2	WKD	09:30:00	2	1
3	WKD	12:00:00	3	1
4	WKD	14:00:00	2	1
5	FRI	15:00:00	4	1
6	SEL1	16:00:00	4	1
7	WKD	19:00:00	7	1
8	SAT	08:30:00	5	1
9	SAT	19:00:00	7	1
10	SUN	10:30:00	6	1
11	SUN	18:00:00	7	1
12	WEK	07:00:01	9	1
13	WEK	19:00:01	10	1

Timetable Event Lists

List no.	Event Action 1		Event Action 2		Event Action 3		Event Action 4		Event Action 5		Event Action 6		Event Action 7		Event Action 8	
	Type	Params	Type	Params	Type	Params	Type	Params	Type	Params	Type	Params	Type	Params	Type	Params
1	TTS	1														
2	TTS	2														
3	TTS	3														
4	TTS	4														
5	TTS	5														
6	TTS	6														
7	TTS	7														
8	TTS	8														
9	TEF	1=ON														
10	TEF	1=OFF														

Timetable Priorities

Priority level 1. All year round					
Start			End		
Month	Day	Hour	Month	Day	Hour
Jan	1	0	Dec	31	24

Timetable User Defined Days

Name	Days
SEL1	Monday, Tuesday, Wednesday, Thursday

Special Conditioning Timers

Timer no.	Timer name	Duration	Fixed	Comment
1	CRBTOG	2	No	CRB TOGGLE DURATION
2	CRBGAP	180	No	GAP BETWEEN CRB TOGGLES
3	DOOR1	65	No	DURATION TO DRIVE _DOOR_ INPUT TO RECORD DFM FAULT
4	DOOR2	3600	No	DURATION AFTER DFM CLEAR BEFORE CHECKING IF EITHER DOOR IS STILL OPEN
5	CYCLEJ	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE J (DELAYS PHASE A)
6	CYCLEK	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE K (DELAYS PHASE B)
7	CYCLEL	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE L (DELAYS PHASE C)
8	CYCLEM	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE M (DELAYS PHASE D)
9	CYCLEN	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE N (DELAYS PHASE E)
10	CYCLEO	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE O (DELAYS PHASE F)
11	CYCLEP	5	No	ADVANCE CYCLE APPEARANCE FOR PHASE P (DELAYS PHASE G)
12	LNKOVR	40	No	PEDLNK OUTPUT OVERRIDE
13	ST1MIN	1	No	STAGE 1 MINIMUM DURATION
14	AHGVEX	12	No	AHGV21 EXTENSION TIME
15	BHGVEX	12	No	BHGV22 EXTENSION TIME
16	CHGVEX	12	No	CHGV23 EXTENSION TIME

Special Conditioning Statements

Statement 1									Name
Comments	VA mode select button (SW1) inhibits UTC/CLF modes.								
If	MANIP-SW1								
Then	UTCI-1	CLFINHIB-1							
Else	UTCN-1	CLFALLOW-1							

Statement 2									Name
Comments	MOVA (UTC) mode active lights AUX1 led. Also sets flag256 to indicate MOVA has run at least once already.								
If	UTCMODE-1								
Then	MPLEDON-AUX1	SCFLGON-256							
Else	MPLEDOFF-AUX1								

Statement 3									Name
Comments	Not running MOVA (UTC) mode starts CRBTOG and CRBGAP timers, else stops CRBGAP timer.								
NotIf	UTCMODE-1								
Then	SCTSTART-CRBTOG	SCTSTART-CRBGAP							
Else	SCTSTOP-CRBGAP								

Statement 4									Name
Comments	CRBGAP timer expired and still not in MOVA (UTC) mode starts CRBTOG timer and restarts CRBGAP timer.								
If	SCTEXPRD-CRBGAP	**And not**	UTCMODE-1						
Then	SCTSTART-CRBTOG	SCTSTART-CRBGAP							

Statement 5									Name
Comments	CRBTOG timer running, SHD/MSD/STU mode active or MAN/MFT/VA mode select switch active then toggle CRB reply. SCB/256=1 disables for testing.								
If	SCTRUNNG-CRBTOG	**Or**	SHDMODE-1	**Or**	MSDMODE-1	**Or**	STUMODE-1	**Or**	MANIP-MANSEL
Or	MANIP-FTSEL	**Or**	MANIP-SW1	**And not**	SCBITS-256				
Then	OUTPUTA-CRB								
Else	OUTPUTN-CRB								

Statement 6									Name
Comments	Not running Manual mode inhibits the all red button.								
NotIf	MANMODE-1								
Then	MANIPI-PB0								
Else	MANIPN-PB0								

Special Conditioning Statements

Statement 7								Name
Comments	Not running MOVA mode and flag256 true sets _MOVA_ output.							
NotIf	UTCMODE-1	**And**	SCFLAG-256					
Then	OUTPUTA-_MOVA_							
Else	OUTPUTN-_MOVA_							

Statement 8								Name
Comments	Manual panel door or cabinet door open starts DOOR1 timer.							
If	MANIP-DOOR	**And**	FDET-DOORSW	**Not**				
Then	SCTSTART-DOOR1							

Statement 9								Name
Comments	DOOR1 timer running sets output _DOOR_.							
If	SCTRUNNG-DOOR1							
Then	OUTPUTA-_DOOR_							
Else	OUTPUTN-_DOOR_							

Statement 10								Name
Comments	_DOOR_ input in DFM sets flag1, else removes it.							
If	DFM-_DOOR_							
Then	SCFLGON-1							
Else	SCFLGOFF-1							

Statement 11								Name
Comments	DFM just cleared on _DOOR_ input starts DOOR2 timer.							
NotIf	DFM-_DOOR_	**And**	SCFLAG-1					
Then	SCTSTART-DOOR2							

Statement 12								Name
Comments	DOOR2 timer expired and either manual panel door or cabinet door open starts DOOR1 timer.							
If	SCTEXPRD-DOOR2	**And**	STMNT-8					
Then	SCTSTART-DOOR1							

Statement 13								Name
Comments	Moving to stage 1 with demJ and not in STU mode sets dummy detector IGEXTA. See also next statement.							
If	NXTSTG-1.1	**And not**	CURSTG-1.1	**And**	PHSDMD-J	**And not**	STUMODE-1	

Special Conditioning Statements

Statement 14									Name
Comments	Moving to stage 5 with demJ and not in STU mode sets dummy detector IGEXTA. See also previous statement.								
If	NXTSTG-1.5	**And not**	CURSTG-1.5	**And**	PHSDMD-J	**And not**	STUMODE-1	**Or**	STMNT-13
Then	DETA-IGEXTA								

Statement 15				Name
Comments	Phase J red/amber and phase A still red starts CYCLEJ timer.			
If	START-J	**And**	STOPD-A	
Then	SCTSTART-CYCLEJ			

Statement 16				Name
Comments	CYCLEJ timer expired or phase A green removes dummy detector IGEXTA.			
If	SCTEXPRD-CYCLEJ	**Or**	PHASE-A	
Then	DETN-IGEXTA			

Statement 17								Name
Comments	Moving to stage 1 with demK and not in STU mode sets dummy detector IGEXTB. See also next statement.							
If	NXTSTG-1.1	**And not**	CURSTG-1.1	**And**	PHSDMD-K	**And not**	STUMODE-1	

Statement 18								Name
Comments	Moving to stage 2 with demK sets dummy detector IGEXTB. See also previous statement.							
If	NXTSTG-1.2	**And not**	CURSTG-1.2	**And**	PHSDMD-K	**Or**	STMNT-17	
Then	DETA-IGEXTB							

Statement 19				Name
Comments	Phase K red/amber and phase B still red starts CYCLEK timer.			
If	START-K	**And**	STOPD-B	
Then	SCTSTART-CYCLEK			

Statement 20				Name
Comments	CYCLEK timer expired or phase B green removes dummy detector IGEXTB.			
If	SCTEXPRD-CYCLEK	**Or**	PHASE-B	
Then	DETN-IGEXTB			

Special Conditioning Statements

Statement 21	Name
Comments	Moving to stage 2 with demL sets dummy detector IGEXTC.

If NXTSTG-1.2 **And not** CURSTG-1.2 **And** PHSDMD-L
Then DETA-IGEXTC

Statement 22	Name
Comments	Phase L red/amber and phase C still red starts CYCLEL timer.

If START-L **And** STOPD-C
Then SCTSTART-CYCLEL

Statement 23	Name
Comments	CYCLEL timer expired or phase C green removes dummy detector IGEXTC.

If SCTEXPRD-CYCLEL **Or** PHASE-C
Then DETN-IGEXTC

Statement 24	Name
Comments	Moving to stage 2 with demP sets dummy detector IGEXTG. See also next statement.

If NXTSTG-1.2 **And not** CURSTG-1.2 **And** PHSDMD-P

Statement 25	Name
Comments	Moving to stage 3 with demP sets dummy detector IGEXTG. See also previous statement.

If NXTSTG-1.3 **And not** CURSTG-1.3 **And** PHSDMD-P **Or** STMNT-24
Then DETA-IGEXTG

Statement 26	Name
Comments	Phase P red/amber and phase G still red starts CYCLEP timer.

If START-P **And** STOPD-G
Then SCTSTART-CYCLEP

Statement 27	Name
Comments	CYCLEP timer expired or phase G green removes dummy detector IGEXTG.

If SCTEXPRD-CYCLEP **Or** PHASE-G
Then DETN-IGEXTG

Special Conditioning Statements

Statement 28	Name
Comments	Moving to stage 3 with demN sets dummy detector IGEXTE.

If NXTSTG-1.3 **And not** CURSTG-1.3 **And** PHSDMD-N
Then DETA-IGEXTE

Statement 29	Name
Comments	Phase N red/amber and phase E still red starts CYCLEN timer.

If START-N **And** STOPD-E
Then SCTSTART-CYCLEN

Statement 30	Name
Comments	CYCLEN timer expired or phase E green removes dummy detector IGEXTE.

If SCTEXPRD-CYCLEN **Or** PHASE-E
Then DETN-IGEXTE

Statement 31	Name
Comments	Moving to stage 4 with demO and not in STU mode sets dummy detector IGEXTF.

If NXTSTG-1.4 **And not** CURSTG-1.4 **And** PHSDMD-O **And not** STUMODE-1
Then DETA-IGEXTF

Statement 32	Name
Comments	Phase O red/amber and phase F still red starts CYCLEO timer.

If START-O **And** STOPD-F
Then SCTSTART-CYCLEO

Statement 33	Name
Comments	CYCLEO timer expired or phase F green removes dummy detector IGEXTF.

If SCTEXPRD-CYCLEO **Or** PHASE-F
Then DETN-IGEXTF

Statement 34	Name
Comments	Moving to stage 5 with demM sets dummy detector IGEXTD.

If NXTSTG-1.5 **And not** CURSTG-1.5 **And** PHSDMD-M
Then DETA-IGEXTD

Special Conditioning Statements

Statement 35	Name
Comments	Phase M red/amber and phase D still red starts CYCLEM timer.

If START-M **And** STOPD-D
Then SCTSTART-CYCLEM

Statement 36	Name
Comments	CYCLEM timer expired or phase D green removes dummy detector IGEXTD.

If SCTEXPRD-CYCLEM **Or** PHASE-D
Then DETN-IGEXTD

Statement 37	Name
Comments	When not in Manual/MOVA (UTC) mode inhibit stage 4 if no demF+O.

If MANMODE-1 **Or** UTCMODE-1 **Or** PHSDMD-F **Or** PHSDMD-O **Or** CURSTG-1.4
Not
Then STGINHIB-1.4
Else STGALLOW-1.4

Statement 38	Name
Comments	When not in Manual/MOVA (UTC) mode inhibit stage 5 if no demD+M.

If MANMODE-1 **Or** UTCMODE-1 **Or** PHSDMD-D **Or** PHSDMD-M **Or** CURSTG-1.5
Not
Then STGINHIB-1.5
Else STGALLOW-1.5

Statement 39	Name
Comments	Movint to stage 1 sets stage hold active.

If NXTSTG-1.1 **And not** CURSTG-1.1
Then STGHOLDON-1

Statement 40	Name
Comments	Stage 1 running starts ST1MIN timer.

If CURSTG-1.1 **And** NXTSTG-1.1
Then SCTSTART-ST1MIN

Special Conditioning Statements

Statement 41	Name
Comments	ST1MIN timer expired or not moving to/in stage 1 removes stage hold.

If SCTEXPRD-ST1MIN **Or not** NXTSTG-1.1
Then STGHOLDOFF-1

Statement 42	Name
Comments	SCB/1=0 allows ASL4 and inhibits ASL4T, else the inverse.

NotIf SCBITS-1
Then DETN-ASL4 DETI-ASL4T
Else DETI-ASL4 DETN-ASL4T

Statement 43	Name
Comments	SCB/2=0 allows DSL5 and inhibits DSL5T, else the inverse.

NotIf SCBITS-2
Then DETN-DSL5 DETI-DSL5T
Else DETI-DSL5 DETN-DSL5T

Statement 44	Name
Comments	SCB/3=0 allows BSL10 and inhibits BSL10T, else the inverse.

NotIf SCBITS-3
Then DETN-BSL10 DETI-BSL10T
Else DETI-BSL10 DETN-BSL10T

Statement 45	Name
Comments	SCB/4=0 allows CSL11 and inhibits CSL11T, else the inverse.

NotIf SCBITS-4
Then DETN-CSL11 DETI-CSL11T
Else DETI-CSL11 DETN-CSL11T

Statement 46	Name
Comments	SCB/5=0 allows GSL14 and inhibits GSL14T, else the inverse.

NotIf SCBITS-5
Then DETN-GSL14 DETI-GSL14T
Else DETI-GSL14 DETN-GSL14T

Special Conditioning Statements

Statement 47	Name
Comments	SCB/6=0 allows ESL15 and inhibits ESL15T, else the inverse.

NotIf SCBITS-6
Then DETN-ESL15 DETI-ESL15T
Else DETI-ESL15 DETN-ESL15T

Statement 48	Name
Comments	SCB/7=0 allows FSL18 and inhibits FSL18T, else the inverse.

NotIf SCBITS-7
Then DETN-FSL18 DETI-FSL18T
Else DETI-FSL18 DETN-FSL18T

Statement 49	Name
Comments	ASL4 active and SCB/1=0 for use in next but one statement.

If RDET-ASL4 **And not** SCBITS-1

Statement 50	Name
Comments	ASL4T active and SCB/1=1 for use in next statement.

If RDET-ASL4T **And** SCBITS-1

Statement 51	Name
Comments	CYCLEJ active when phase A at red OR either of the previous 2 statements true sets output MDET4.

If RDET-CYCLEJ **And** STOPD-A **Or** STMNT-49 **Or** STMNT-50
Then OUTPUTA-MDET4
Else OUTPUTN-MDET4

Statement 52	Name
Comments	DSL5 active and SCB/2=0 for use in next but one statement.

If RDET-DSL5 **And not** SCBITS-2

Statement 53	Name
Comments	DSL5T active and SCB/2=1 for use in next statement.

If RDET-DSL5T **And** SCBITS-2

Special Conditioning Statements

Statement 54								Name
Comments	CYCLEM active when phase D at red OR either of the previous 2 statements true sets output MDET5.							
If	RDET-CYCLEM	**And**	STOPD-D	**Or**	STMNT-52	**Or**	STMNT-53	
Then	OUTPUTA-MDET5							
Else	OUTPUTN-MDET5							

Statement 55				Name
Comments	BSL10 active and SCB/3=0 for use in next but one statement.			
If	RDET-BSL10	**And not**	SCBITS-3	

Statement 56				Name
Comments	BSL10T active and SCB/3=1 for use in next statement.			
If	RDET-BSL10T	**And**	SCBITS-3	

Statement 57								Name
Comments	CYCLEK active when phase B at red OR either of the previous 2 statements true sets output MDET10.							
If	RDET-CYCLEK	**And**	STOPD-B	**Or**	STMNT-55	**Or**	STMNT-56	
Then	OUTPUTA-MDET10							
Else	OUTPUTN-MDET10							

Statement 58				Name
Comments	CSL11 active and SCB/4=0 for use in next but one statement.			
If	RDET-CSL11	**And not**	SCBITS-4	

Statement 59				Name
Comments	CSL11T active and SCB/4=1 for use in next statement.			
If	RDET-CSL11T	**And**	SCBITS-4	

Statement 60								Name
Comments	CYCLEL active when phase C at red OR either of the previous 2 statements true sets output MDET11.							
If	RDET-CYCLEL	**And**	STOPD-C	**Or**	STMNT-58	**Or**	STMNT-59	
Then	OUTPUTA-MDET11							
Else	OUTPUTN-MDET11							

Special Conditioning Statements

Statement 61								Name
Comments	GSL14 active and SCB/5=0 for use in next but one statement.							
If	RDET-GSL14	**And not**	SCBITS-5					

Statement 62								Name
Comments	GSL14T active and SCB/5=1 for use in next statement.							
If	RDET-GSL14T	**And**	SCBITS-5					

Statement 63								Name
Comments	CYCLEP active when phase G at red OR either of the previous 2 statements true sets output MDET14.							
If	RDET-CYCLEP	**And**	STOPD-G	**Or**	STMNT-61	**Or**	STMNT-62	
Then	OUTPUTA-MDET14							
Else	OUTPUTN-MDET14							

Statement 64								Name
Comments	ESL15 active and SCB/6=0 for use in next but one statement.							
If	RDET-ESL15	**And not**	SCBITS-6					

Statement 65								Name
Comments	ESL15T active and SCB/6=1 for use in next statement.							
If	RDET-ESL15T	**And**	SCBITS-6					

Statement 66								Name
Comments	CYCLEN active when phase E at red OR either of the previous 2 statements true sets output MDET15.							
If	RDET-CYCLEN	**And**	STOPD-E	**Or**	STMNT-64	**Or**	STMNT-65	
Then	OUTPUTA-MDET15							
Else	OUTPUTN-MDET15							

Statement 67								Name
Comments	FSL18 active before call delay whilst phase F green OR active after call delay and SCB/7=0 for use in next but one statement.							
If	RDET-FSL18	**And**	PHASE-F	**Or**	FDET-FSL18	**And not**	SCBITS-7	

Statement 68								Name
Comments	FSL18T active before call delay whilst phase F green OR active after call delay and SCB/7=1 for use in next statement.							
If	RDET-FSL18T	**And**	PHASE-F	**Or**	FDET-FSL18T	**And**	SCBITS-7	

Special Conditioning Statements

Statement 69	Name
Comments	CYCLEO active after call delay when phase F at red OR either of the previous 2 statements true sets output MDET18.

If	FDET-CYCLEO	**And**	STOPD-F	**Or**	STMNT-67	**Or**	STMNT-68		
Then	OUTPUTA-MDET18								
Else	OUTPUTN-MDET18								

Statement 70	Name
Comments	A demand for ped phase H sets output MDET19.

If	PHSDMD-H								
Then	OUTPUTA-MDET19								
Else	OUTPUTN-MDET19								

Statement 71	Name
Comments	A demand for ped phase I sets output MDET20.

If	PHSDMD-I								
Then	OUTPUTA-MDET20								
Else	OUTPUTN-MDET20								

Statement 72	Name
Comments	Moving to/on stage 1/2 starts LNKOVR timer, else stops it.

If	NXTSTG-1.1	**Or**	NXTSTG-1.2						
Then	SCTSTART-LNKOVR								
Else	SCTSTOP-LNKOVR								

Statement 73	Name
Comments	LNKOVR timer running with TEF1=ON, SCB/8=0 and not in SHD/MSD mode sets output PEDLNK and lights the AUX2 led.

If	SCBITS-8	**Or**	SHDMODE-1	**Or**	MSDMODE-1	**Not and**	SCTRUNNG-LNKOVR	**And**	TTFLAG-1		
Then	OUTPUTA-PEDLNK	MPLEDON-AUX2									
Else	OUTPUTN-PEDLNK	MPLEDOFF-AUX2									

Statement 74	Name
Comments	AHGV21 active sets output MDET21, stops AHGVEX timer and sets extension for phase A active, else starts AHGVEX timer.

If	FDET-AHGV21								
Then	OUTPUTA-MDET21	SCTSTOP-AHGVEX	EXTA-A						
Else	OUTPUTN-MDET21	SCTSTART-AHGVEX							

Special Conditioning Statements

Statement 75	Name
Comments	AHGVEX timer ecpired and previous statement false removes phase A extension.

If SCTEXPRD-AHGVEX **And not** STMNT-74
Then EXTN-A

Statement 76	Name
Comments	BHGV22 active sets output MDET22, stops BHGVEX timer and sets extension for phase B active, else starts BHGVEX timer.

If FDET-BHGV22
Then OUTPUTA-MDET22 SCTSTOP-BHGVEX EXTA-B
Else OUTPUTN-MDET22 SCTSTART-BHGVEX

Statement 77	Name
Comments	BHGVEX timer ecpired and previous statement false removes phase B extension.

If SCTEXPRD-BHGVEX **And not** STMNT-76
Then EXTN-B

Statement 78	Name
Comments	CHGV23 active sets output MDET23, stops CHGVEX timer and sets extension for phase C active, else starts CHGVEX timer.

If FDET-CHGV23
Then OUTPUTA-MDET23 SCTSTOP-CHGVEX EXTA-C
Else OUTPUTN-MDET23 SCTSTART-CHGVEX

Statement 79	Name
Comments	CHGVEX timer ecpired and previous statement false removes phase C extension.

If SCTEXPRD-CHGVEX **And not** STMNT-78
Then EXTN-C

Red Lamp Monitoring (RLM)

Auto clear red lamp warnings	2nd

Stream based data					
Stream no.	Shutdown required	Red flt. extension	Single red lamp fault input name	Multiple red lamp fault input name	Inhibit stages
1	No	2			

RLM Phase Inhibits

Second red failure phase data	
Phase Id	Inhibited phases
A	I
B	I
C	I
D	
E	
F	I
G	H
H	
I	
J	
K	
L	
M	
N	
O	
P	
DA	
Restrict first lamp failure all red extension	true

General Lamp Monitoring

Fault indications	
Auto clear red lamp warnings	2nd
Flash DFM for lamp conflict	No
Flash DFM for lamp failure	No
Unstable toroid indication (as lamp failure)	No

Mains unstable indications output(s)	

Phase	Lamp Types			Single fault	Multi faults	Red lamp mapping	Failure indication output	Conflict indication output(s)
	Green	Amber	Red					
A	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	1	2			
B	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	1	2			
C	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	1	2			
D	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	0	0			
E	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	0	0			
F	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	1	2			
G	ELV LED (3R)	ELV LED (3R)	ELV LED (3R)	1	2			
H	AGD Puffin ELV	Unmonitored	AGD Puffin ELV	0	0			
I	AGD Puffin ELV	Unmonitored	AGD Puffin ELV	0	0			
J	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			
K	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			
L	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			
M	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			
N	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			
O	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			
P	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	Swarco Low Level Cycle Lights	0	0			

Inputs

Input No.	Input name	Source	Active State	Comment
0	F01	Virtual	SC	
1	F02	Virtual	SC	
2	F03	Virtual	SC	
3	F04	Virtual	SC	
4	F05	Virtual	SC	
5	TO	Virtual	SC	
6	HI	Virtual	SC	
7	SP	Virtual	SC	
8	FAULT	Virtual	SC	
22	*_MOVA_	Virtual	SC	
23	*_DOOR_	Virtual	SC	
0	*AIN1	Parallel	SC	FROM RTEM CARD
1	*AHGV21	Parallel	SC	FROM RTEM CARD
2	*BIN6	Parallel	SC	FROM RTEM CARD
3	*BHGV22	Parallel	SC	FROM RTEM CARD
4	*CIN7	Parallel	SC	FROM RTEM CARD
5	*CHGV23	Parallel	SC	FROM RTEM CARD
6	*ASL4T	Parallel	SC	THERMICAM ON POLE 5
7	*DSL5T	Parallel	SC	THERMICAM ON POLE 3
8	*BSL10T	Parallel	SC	THERMICAM ON POLE 1
9	*CSL11T	Parallel	SC	THERMICAM ON POLE 12
10	*GSL14T	Parallel	SC	THERMICAM ON POLE 11
11	*ESL15T	Parallel	SC	THERMICAM ON POLE 7
12	*FSL18T	Parallel	SC	THERMICAM ON POLE 2
13	*HPBU9	Parallel	SC	
14	*HPBU10	Parallel	SC	
15	*HPBU11	Parallel	SC	
16	*HKSD9	Parallel	OC	
17	*HKSD11	Parallel	OC	
18	*IPBU1	Parallel	SC	
19	*IPBU8	Parallel	SC	
20	*IKSD1	Parallel	OC	
21	*IKSD8	Parallel	OC	
22	*IONC1	Parallel	OC	
23	*IONC8	Parallel	OC	
24	*CYCLEJ	Parallel	SC	THERMICAM ON POLE 5
25	*CYCLEK	Parallel	SC	THERMICAM ON POLE 3
26	*CYCLEL	Parallel	SC	THERMICAM ON POLE 1
27	*CYCLEM	Parallel	SC	THERMICAM ON POLE 12

Inputs

Input No.	Input name	Source	Active State	Comment
28	*CYCLEN	Parallel	SC	THERMICAM ON POLE 11
29	*CYCLEO	Parallel	SC	THERMICAM ON POLE 7
30	*CYCLEP	Parallel	SC	THERMICAM ON POLE 2
31	*DOORSW	Parallel	SC	CABINET DOOR SWITCH (SC=CLOSED)
0	*AX2	Loop detector	SC	
1	*DXSNK3	Loop detector	SC	
2	*ASL4	Loop detector	SC	
3	*DSL5	Loop detector	SC	
4	*BX8	Loop detector	SC	
5	*CX9	Loop detector	SC	
6	*BSL10	Loop detector	SC	
7	*CSL11	Loop detector	SC	
8	*EIN12	Loop detector	SC	
9	*EX13	Loop detector	SC	
10	*GSL14	Loop detector	SC	
11	*ESL15	Loop detector	SC	
12	*FIN16	Loop detector	SC	
13	*FX17	Loop detector	SC	
14	*FSL18	Loop detector	SC	

Outputs

Output Number	Destination	Output name	Invert state	Comment
9	Virtual	CRB	No	
10	Virtual	MDET4	No	
11	Virtual	MDET5	No	
12	Virtual	MDET10	No	
13	Virtual	MDET11	No	
14	Virtual	MDET14	No	
15	Virtual	MDET15	No	
16	Virtual	MDET18	No	
17	Virtual	MDET19	No	
18	Virtual	MDET20	No	
19	Virtual	MDET21	No	
20	Virtual	MDET22	No	
21	Virtual	MDET23	No	
0	Parallel	PEDLNK	No	PED LINK TO LONDON ROAD TOUCAN CROSSING

Hardware Build Information

Safety cards	
Number	Fitted
1	Yes
2	No

Loop Detector Cards		
Number	Fitted	Detectors
2	No	-
3	No	-
4	No	-

Safety card 1

Phase Drive cards	
Number	Fitted
1	Yes
2	Yes
3	Yes
4	Yes
5	Yes
6	Yes
7	Yes
8	Yes
9	No
10	No
11	No
12	No
13	No
14	No
15	No
16	No

IO Cards	
Number	Card Type
1	Handset
2	IO 16/16
3	IO 16/16
4	Not Fitted
5	Not Fitted
6	Not Fitted
7	Not Fitted
8	Not Fitted

Loop Detector Cards		
Number	Fitted	Detectors
1	Yes	15

Virtual Bits

Bit No.	Bit name	Invert	Active	Comment
0	F01	False	False	
1	F02	False	False	
2	F03	False	False	
3	F04	False	False	
4	F05	False	False	
5	TO	False	False	
6	HI	False	False	
7	SP	False	False	
8	FAULT	False	False	
9	CRB	true	False	
10	MDET4	False	False	MOVA DETECTOR 4 (ASL4/ASL4T OR CYCLEJ)
11	MDET5	False	False	MOVA DETECTOR 5 (DSL5/DSL5T OR CYCLEM)
12	MDET10	False	False	MOVA DETECTOR 10 (BSL10/BSL10T OR CYCLEK)
13	MDET11	False	False	MOVA DETECTOR 11 (CSL11/CSL11T OR CYCLEL)
14	MDET14	False	False	MOVA DETECTOR 14 (GSL14/GSL14T OR CYCLEP)
15	MDET15	False	False	MOVA DETECTOR 15 (ESL15/ESL15T OR CYCLEN)
16	MDET18	False	False	MOVA DETECTOR 18 (FSL18/FSL18T OR CYCLEO - DELAYED CALLS)
17	MDET19	False	False	MOVA DETECTOR 19 (PED PHASE H DEMAND)
18	MDET20	False	False	MOVA DETECTOR 20 (PED PHASE I DEMAND)
19	MDET21	False	False	MOVA DETECTOR 21 (AHGV21)
20	MDET22	False	False	MOVA DETECTOR 22 (BHGV22)
21	MDET23	False	False	MOVA DETECTOR 23 (CHGV23)
22	_MOVA_	False	False	MOVA OFF FAULT FOR RM
23	_DOOR_	False	False	CABINET OR MANUAL PANEL DOOR OPEN FOR RM

iMOVA Stream Associations

Stream Number	T bit	SP bit	Controller ready bit	HI bit	Fault bit
1	TO	SP	CRB	HI	FAULT

iMOVA Detectors

Stream	1
Detector Number	Detector Name
1	*AIN1
2	*AX2
3	*DXSNK3
4	MDET4
5	MDET5
6	*BIN6
7	*CIN7
8	*BX8
9	*CX9
10	MDET10
11	MDET11
12	*EIN12
13	*EX13
14	MDET14
15	MDET15
16	*FIN16
17	*FX17
18	MDET18
19	MDET19
20	MDET20
21	MDET21
22	MDET22
23	MDET23
24	
25	
26	
27	
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	
38	

Stream	1
Detector Number	Detector Name
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	

iMOVA Force Bits

Stream	1
Force Bit	Name
1	F01
2	F02
3	F03
4	F04
5	F05
6	
7	
8	
9	
10	

iMOVA Stage Confirms

Stream	1	
Stage Confirm	Name	Direct Mapping
1		1.1
2		1.2
3		1.3
4		1.4
5		1.5
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		

iMOVA Phase Confirms

Stream	1	
Phase Confirm	Name	Direct Mapping
1		
2		
3		
4		
5		
6		
7		
8		

iMOVA Output Channels

Stream	1
Number	Name
1	M1_OC1
2	M1_OC2
3	M1_OC3
4	M1_OC4
5	M1_OC5
6	M1_OC6
7	M1_OC7
8	M1_OC8

System

British summertime change data			
Mode	European Harmonised		
BST start week	-	BST end week	-

Clock source	Network

NTP server address
0.uk.pool.ntp.org

Name server address
8.8.8.8

APPENDIX 4a.

LINSIG OUTPUT (WITH A CYCLISTS PHASE)

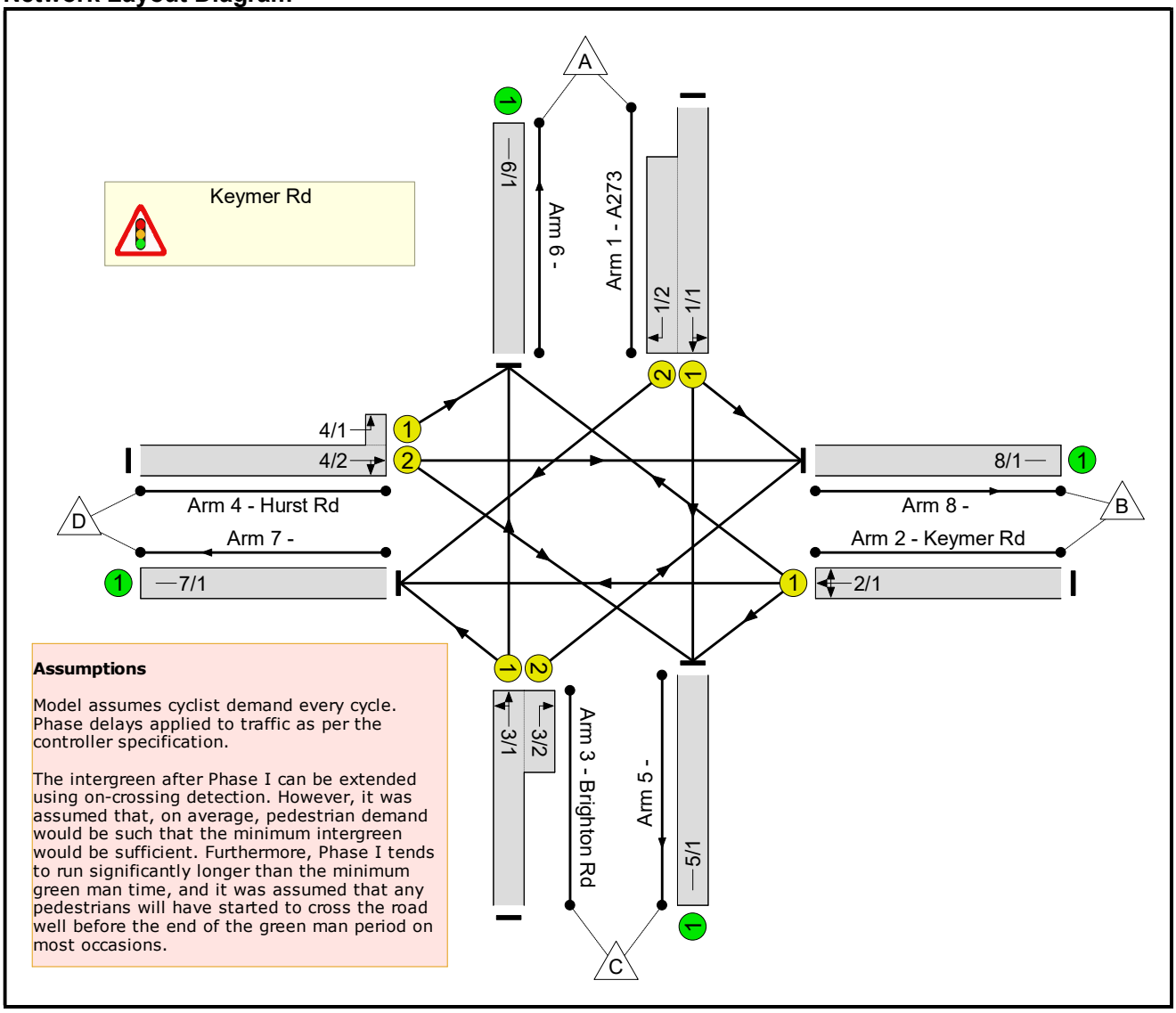
Keymer Rd Cyclists Every Full Input Data And Results

User and Project Details

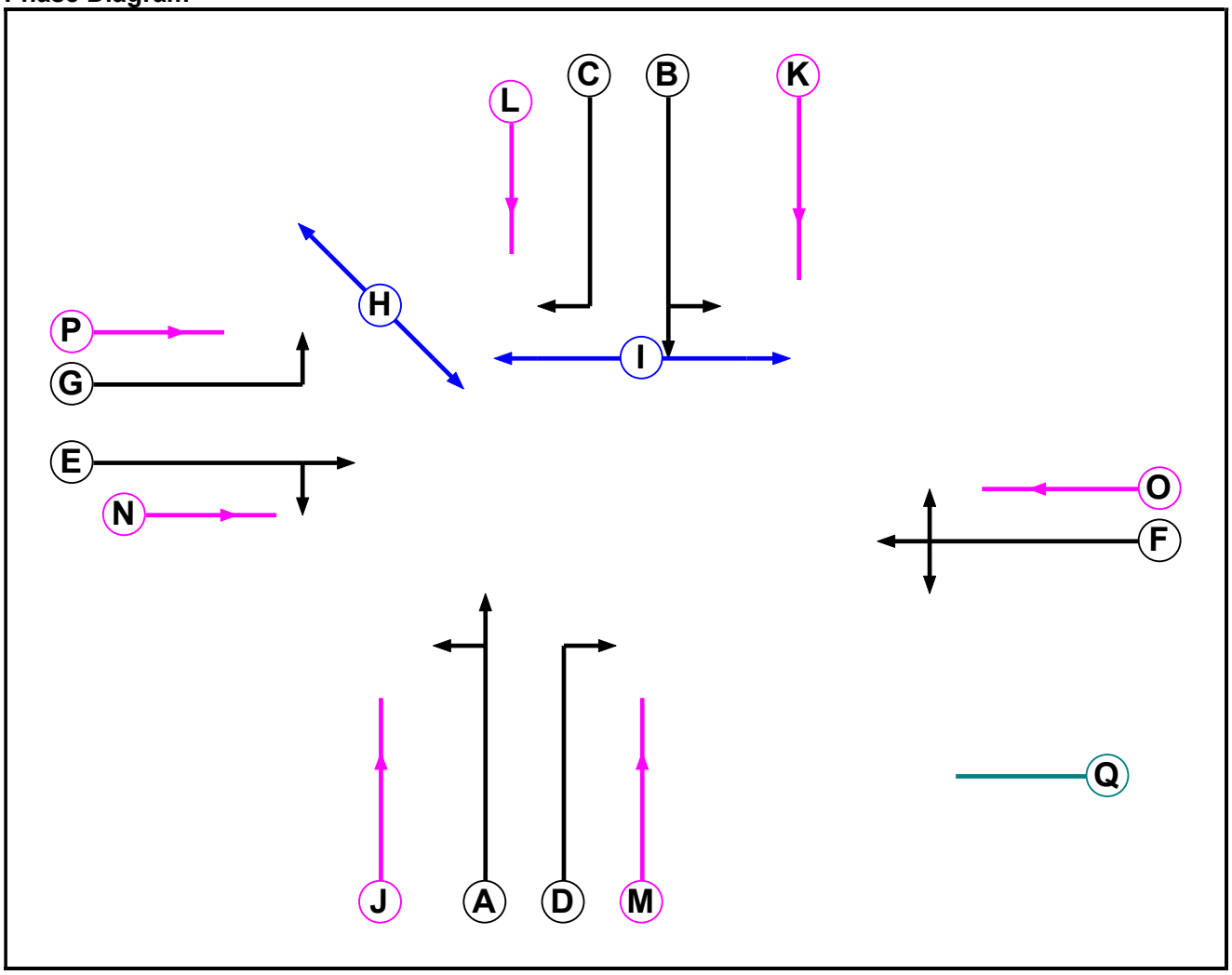
Project:	**24004 Keymer Rd**
Title:	**Existing Layout - Cyclists Every Cycle**
Location:	Hassocks
Client:	Campbell Reith
Design Layout Ref:	Google Earth
Date Started:	12/02/24
Date Completed:	16/02/24
Checked By:	Simon Swanston
Checked By Date:	16/02/24
Additional detail:	
File name:	Keymer Rd Cycles Every.lsg3x
Author:	Stuart Hanson
Company:	JCT Consultancy
Address:	LinSig House, Deepdale Enterprise Park, Nettleham, LN2 2LL

Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Phase Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	5
I	Pedestrian		-9999	6
J	Cycle		-9999	7
K	Cycle		-9999	7
L	Cycle		-9999	7
M	Cycle		-9999	7
N	Cycle		-9999	7
O	Cycle		-9999	7
P	Cycle		-9999	7
Q	Dummy		-9999	3

Keymer Rd Cyclists Every Full Input Data And Results

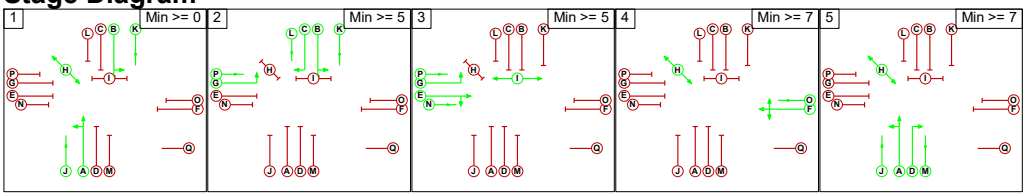
Phase Intergreens Matrix

		Starting Phase																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
Terminating Phase	A		-	7	-	7	7	9	-	9	-	-	7	-	7	7	9	3
	B	-		-	7	7	7	-	-	7	-	-	-	7	7	7	-	3
	C	7	-		-	7	7	-	-	7	7	-	-	-	7	7	-	3
	D	-	7	-		7	7	-	-	-	-	7	-	-	7	7	-	3
	E	5	5	5	5		5	-	-	-	5	5	5	5	-	5	-	3
	F	5	5	5	5	5		7	-	8	5	5	5	5	5	-	7	3
	G	5	-	-	-	-	5		5	-	5	-	-	-	-	5	-	3
	H	-	-	-	-	-	-	6		-	-	-	-	-	-	-	6	3
	I	5	5	5	-	-	5	-	-		5	5	5	-	-	5	-	3
	J	-	-	7	-	7	7	9	-	9		-	7	-	7	7	9	3
	K	-	-	-	7	7	7	-	-	7	-		-	7	7	7	-	3
	L	7	-	-	-	7	7	-	-	7	7	-		-	7	7	-	3
	M	-	7	-	-	7	7	-	-	-	-	7	-		7	7	-	3
	N	5	5	5	5	-	5	-	-	-	5	5	5	5		5	-	3
	O	5	5	5	5	5	-	7	-	8	5	5	5	5	5		7	3
	P	5	-	-	-	-	5	-	5	-	5	-	-	-	-	5		3
	Q	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	C	Gaining absolute	12	5
1	2	G	Gaining absolute	14	5
1	3	E	Gaining absolute	12	5
1	3	G	Gaining absolute	14	5
1	4	F	Gaining absolute	12	5
1	5	D	Gaining absolute	12	5
2	1	A	Gaining absolute	13	6
2	3	E	Gaining absolute	12	5
2	4	F	Gaining absolute	12	5
2	5	A	Gaining absolute	12	5
2	5	D	Gaining absolute	12	5
3	1	A	Gaining absolute	10	5
3	1	B	Gaining absolute	10	5
3	2	B	Gaining absolute	10	5
3	2	C	Gaining absolute	10	5
3	4	F	Gaining absolute	10	5
3	5	A	Gaining absolute	10	5
3	5	D	Gaining absolute	10	5
4	1	A	Gaining absolute	10	5
4	1	B	Gaining absolute	10	5
4	2	B	Gaining absolute	10	5
4	2	C	Gaining absolute	10	5
4	2	G	Gaining absolute	12	5
4	3	E	Gaining absolute	10	5
4	3	G	Gaining absolute	12	5
4	5	A	Gaining absolute	10	5
4	5	D	Gaining absolute	10	5
5	1	B	Gaining absolute	12	5
5	2	B	Gaining absolute	12	5
5	2	C	Gaining absolute	12	5
5	2	G	Gaining absolute	14	5
5	3	E	Gaining absolute	12	5
5	3	G	Gaining absolute	14	5
5	4	F	Gaining absolute	12	5

Keymer Rd Cyclists Every Full Input Data And Results

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		14	14	12	12
	2	13		12	12	12
	3	10	10		10	10
	4	10	12	12		10
	5	12	14	14	12	

Keymer Rd Cyclists Every Full Input Data And Results

Give-Way Lane Input Data

Junction: Keymer Rd
There are no Opposed Lanes in this Junction

Keymer Rd Cyclists Every Full Input Data And Results

Lane Input Data

Junction: Keymer Rd												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A273)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
1/2 (A273)	U	C	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 7 Right	8.00
2/1 (Keymer Rd)	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	5.00
											Arm 6 Right	9.00
											Arm 7 Ahead	Inf
3/1 (Brighton Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	17.00
3/2 (Brighton Rd)	U	D	2	3	4.0	Geom	-	3.50	0.00	Y	Arm 8 Right	11.00
4/1 (Hurst Rd)	U	G	2	3	1.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
4/2 (Hurst Rd)	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Right	9.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2024'	08:00	09:00	01:00	
2: 'AM 2039 + Committed'	08:00	09:00	01:00	
3: 'AM 2039 + Committed _ Development'	08:00	09:00	01:00	
4: 'PM 2024'	17:00	18:00	01:00	
5: 'PM 2039 + Committed'	17:00	18:00	01:00	
6: 'PM 2039 + Committed + Development'	17:00	18:00	01:00	

Scenario 1: 'AM24' (FG1: 'AM 2024', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	159	330	72	561
	B	135	0	79	167	381
	C	403	42	0	49	494
	D	71	226	62	0	359
	Tot.	609	427	471	288	1795

Traffic Lane Flows

Lane	Scenario 1: AM24
Junction: Keymer Rd	
1/1 (with short)	561(In) 489(Out)
1/2 (short)	72
2/1	381
3/1 (with short)	494(In) 452(Out)
3/2 (short)	42
4/1 (short)	71
4/2 (with short)	359(In) 288(Out)
5/1	471
6/1	609
7/1	288
8/1	427

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	67.5 %	1864	1864
				Arm 8 Left	12.00	32.5 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	20.7 %	1752	1752
				Arm 6 Right	9.00	35.4 %		
				Arm 7 Ahead	Inf	43.8 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.2 %	1897	1897
				Arm 7 Left	17.00	10.8 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.5 %	1887	1887
				Arm 8 Ahead	Inf	78.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'AM39+C' (FG2: 'AM 2039 + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	179	372	81	632
	B	152	0	89	188	429
	C	454	47	0	55	556
	D	80	255	70	0	405
	Tot.	686	481	531	324	2022

Keymer Rd Cyclists Every Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: AM39+C
Junction: Keymer Rd	
1/1 (with short)	632(In) 551(Out)
1/2 (short)	81
2/1	429
3/1 (with short)	556(In) 509(Out)
3/2 (short)	47
4/1 (short)	80
4/2 (with short)	405(In) 325(Out)
5/1	531
6/1	686
7/1	324
8/1	481

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	67.5 %	1864	1864
				Arm 8 Left	12.00	32.5 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	20.7 %	1752	1752
				Arm 6 Right	9.00	35.4 %		
				Arm 7 Ahead	Inf	43.8 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.2 %	1897	1897
				Arm 7 Left	17.00	10.8 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.5 %	1887	1887
				Arm 8 Ahead	Inf	78.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM39+C+D' (FG3: 'AM 2039 + Committed _ Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	181	377	82	640
	B	153	0	89	188	430
	C	456	47	0	55	558
	D	81	255	70	0	406
	Tot.	690	483	536	325	2034

Traffic Lane Flows

Lane	Scenario 3: AM39+C+D
Junction: Keymer Rd	
1/1 (with short)	640(In) 558(Out)
1/2 (short)	82
2/1	430
3/1 (with short)	558(In) 511(Out)
3/2 (short)	47
4/1 (short)	81
4/2 (with short)	406(In) 325(Out)
5/1	536
6/1	690
7/1	325
8/1	483

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	67.6 %	1864	1864
				Arm 8 Left	12.00	32.4 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	20.7 %	1752	1752
				Arm 6 Right	9.00	35.6 %		
				Arm 7 Ahead	Inf	43.7 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.2 %	1897	1897
				Arm 7 Left	17.00	10.8 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.5 %	1887	1887
				Arm 8 Ahead	Inf	78.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM24' (FG4: 'PM 2024', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	149	389	76	614
	B	141	0	62	178	381
	C	341	68	0	78	487
	D	76	141	38	0	255
	Tot.	558	358	489	332	1737

Keymer Rd Cyclists Every Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM24
Junction: Keymer Rd	
1/1 (with short)	614(In) 538(Out)
1/2 (short)	76
2/1	381
3/1 (with short)	487(In) 419(Out)
3/2 (short)	68
4/1 (short)	76
4/2 (with short)	255(In) 179(Out)
5/1	489
6/1	558
7/1	332
8/1	358

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1875	1875
				Arm 8 Left	12.00	27.7 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	16.3 %	1769	1769
				Arm 6 Right	9.00	37.0 %		
				Arm 7 Ahead	Inf	46.7 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.4 %	1884	1884
				Arm 7 Left	17.00	18.6 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.2 %	1888	1888
				Arm 8 Ahead	Inf	78.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'PM39+C' (FG5: 'PM 2039 + Committed', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	438	86	692
	B	159	0	70	200	429
	C	384	77	0	88	549
	D	86	159	43	0	288
	Tot.	629	404	551	374	1958

Traffic Lane Flows

Lane	Scenario 5: PM39+C
Junction: Keymer Rd	
1/1 (with short)	692(In) 606(Out)
1/2 (short)	86
2/1	429
3/1 (with short)	549(In) 472(Out)
3/2 (short)	77
4/1 (short)	86
4/2 (with short)	288(In) 202(Out)
5/1	551
6/1	629
7/1	374
8/1	404

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1875	1875
				Arm 8 Left	12.00	27.7 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	16.3 %	1769	1769
				Arm 6 Right	9.00	37.1 %		
				Arm 7 Ahead	Inf	46.6 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.4 %	1884	1884
				Arm 7 Left	17.00	18.6 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.3 %	1888	1888
				Arm 8 Ahead	Inf	78.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM39+C+D' (FG6: 'PM 2039 + Committed + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	169	440	87	696
	B	161	0	70	200	431
	C	388	77	0	88	553
	D	87	159	43	0	289
	Tot.	636	405	553	375	1969

Keymer Rd Cyclists Every Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM39+C+D
Junction: Keymer Rd	
1/1 (with short)	696(In) 609(Out)
1/2 (short)	87
2/1	431
3/1 (with short)	553(In) 476(Out)
3/2 (short)	77
4/1 (short)	87
4/2 (with short)	289(In) 202(Out)
5/1	553
6/1	636
7/1	375
8/1	405

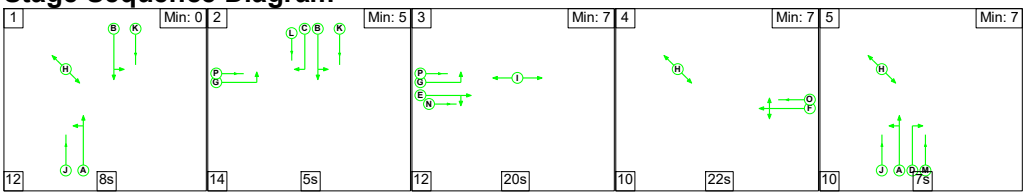
Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	72.2 %	1875	1875
				Arm 8 Left	12.00	27.8 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	16.2 %	1769	1769
				Arm 6 Right	9.00	37.4 %		
				Arm 7 Ahead	Inf	46.4 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.5 %	1884	1884
				Arm 7 Left	17.00	18.5 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.3 %	1888	1888
				Arm 8 Ahead	Inf	78.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Keymer Rd Cyclists Every Full Input Data And Results

Scenario 1: 'AM24' (FG1: 'AM 2024', Plan 1: 'Network Control Plan 1')

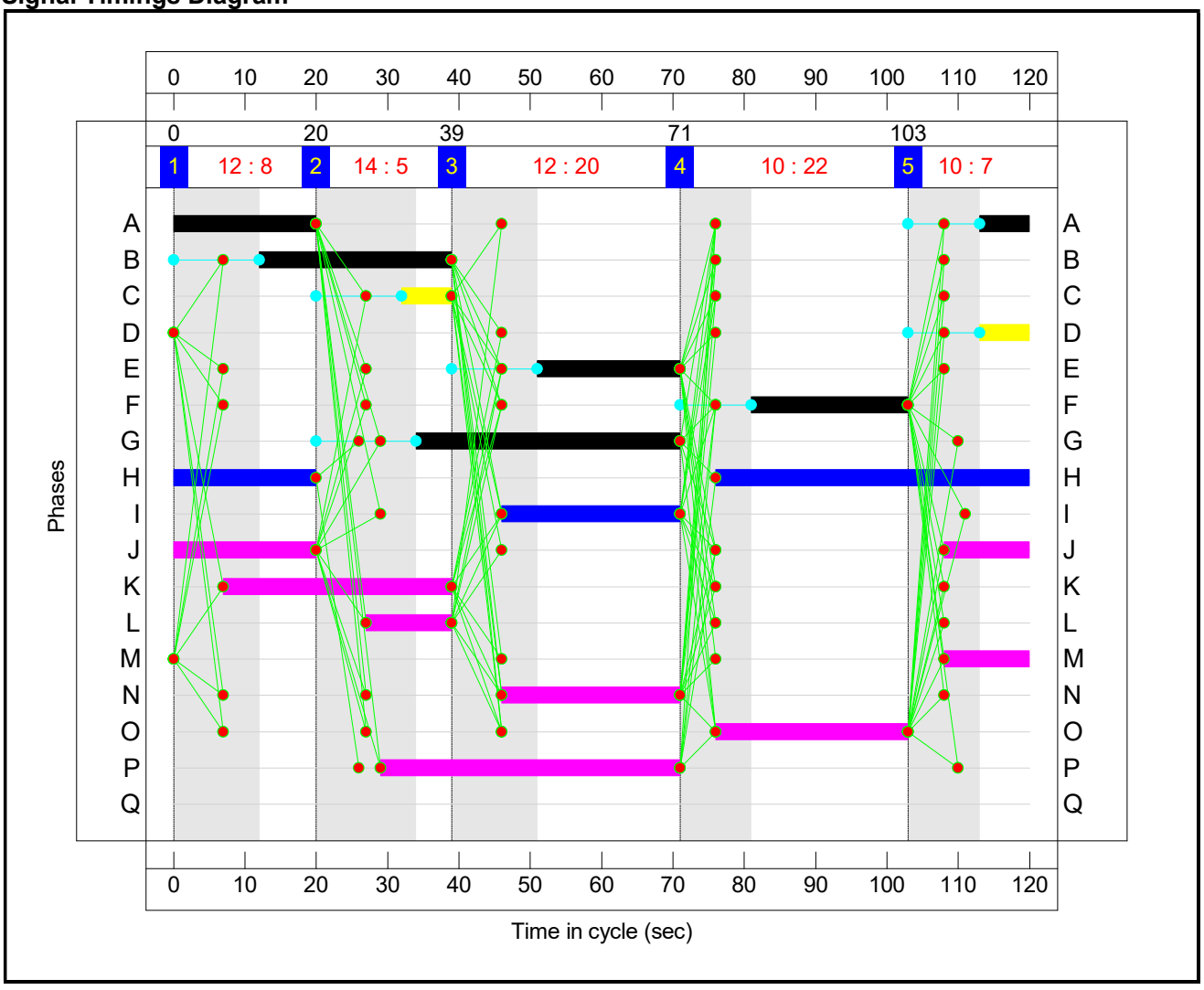
Stage Sequence Diagram



Stage Timings

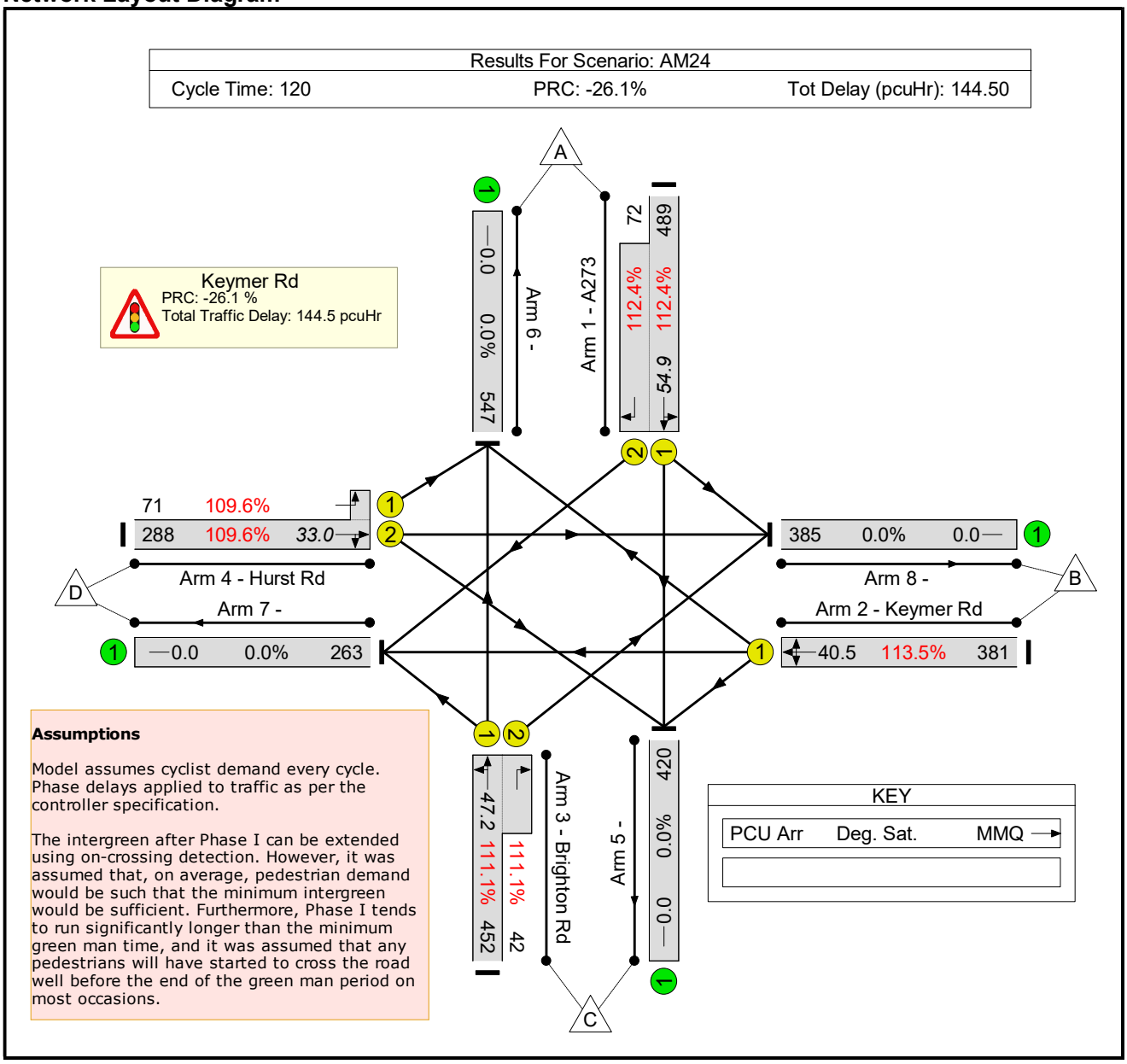
Stage	1	2	3	4	5
Duration	8	5	20	22	7
Change Point	0	20	39	71	103

Signal Timings Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - Cyclists Every Cycle	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.5%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.5%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	27:7	-	561	1864:1613	435+64	112.4 : 112.4%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	22	-	381	1752	336	113.5%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	27:7	-	494	1897:1729	407+38	111.1 : 111.1%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	20:37	-	359	1887:1641	263+65	109.6 : 109.6%
5/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

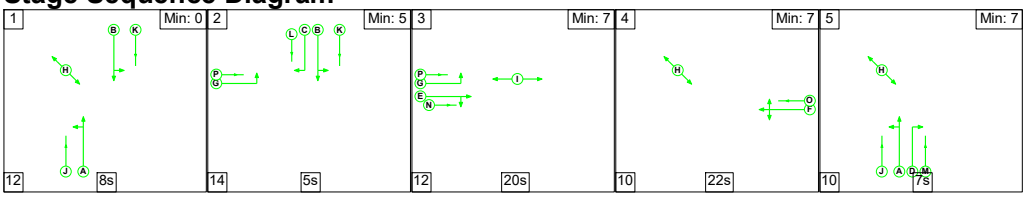
Keymer Rd Cyclists Every Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	**-**	**-**	**0**	**0**	**0**	**34.2**	**110.3**	**0.0**	**144.5**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**34.2**	**110.3**	**0.0**	**144.5**	**-**	**-**	**-**	**-**
1/1+1/2	561	507	-	-	-	10.5	35.0	-	45.6	292.3	19.9	35.0	54.9
2/1	381	336	-	-	-	7.0	26.2	-	33.2	313.9	14.2	26.2	40.5
3/1+3/2	494	445	-	-	-	10.2	28.9	-	39.1	285.1	18.3	28.9	47.2
4/2+4/1	359	328	-	-	-	6.4	20.2	-	26.6	266.7	12.9	20.2	33.0
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -26.1 Total Delay for Signalled Lanes (pcuHr): 144.50 Cycle Time (s): 120
PRC Over All Lanes (%): -26.1 Total Delay Over All Lanes(pcuHr): 144.50

Keymer Rd Cyclists Every Full Input Data And Results
Scenario 2: 'AM39+C' (FG2: 'AM 2039 + Committed', Plan 1: 'Network Control Plan 1')

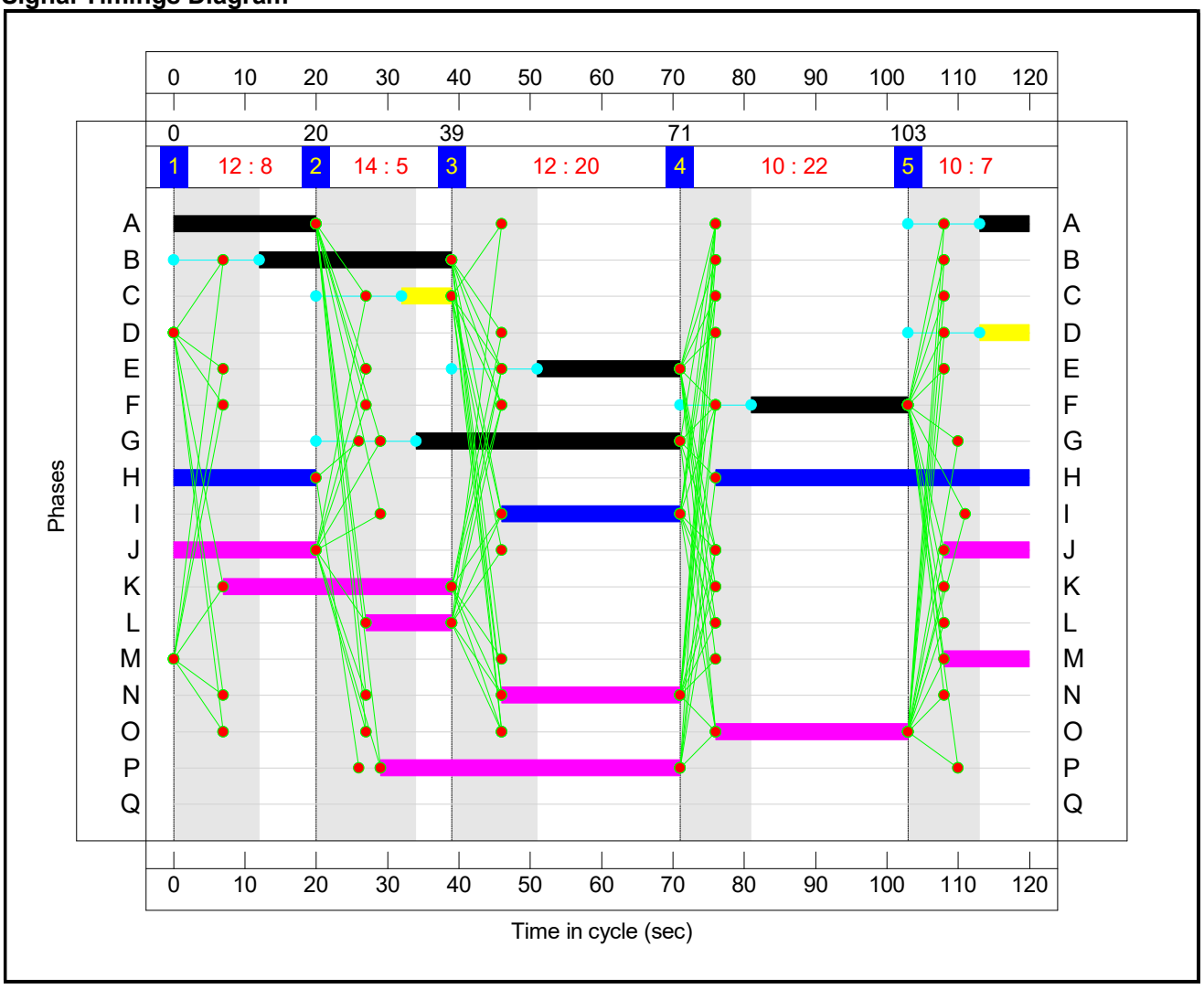
Stage Sequence Diagram



Stage Timings

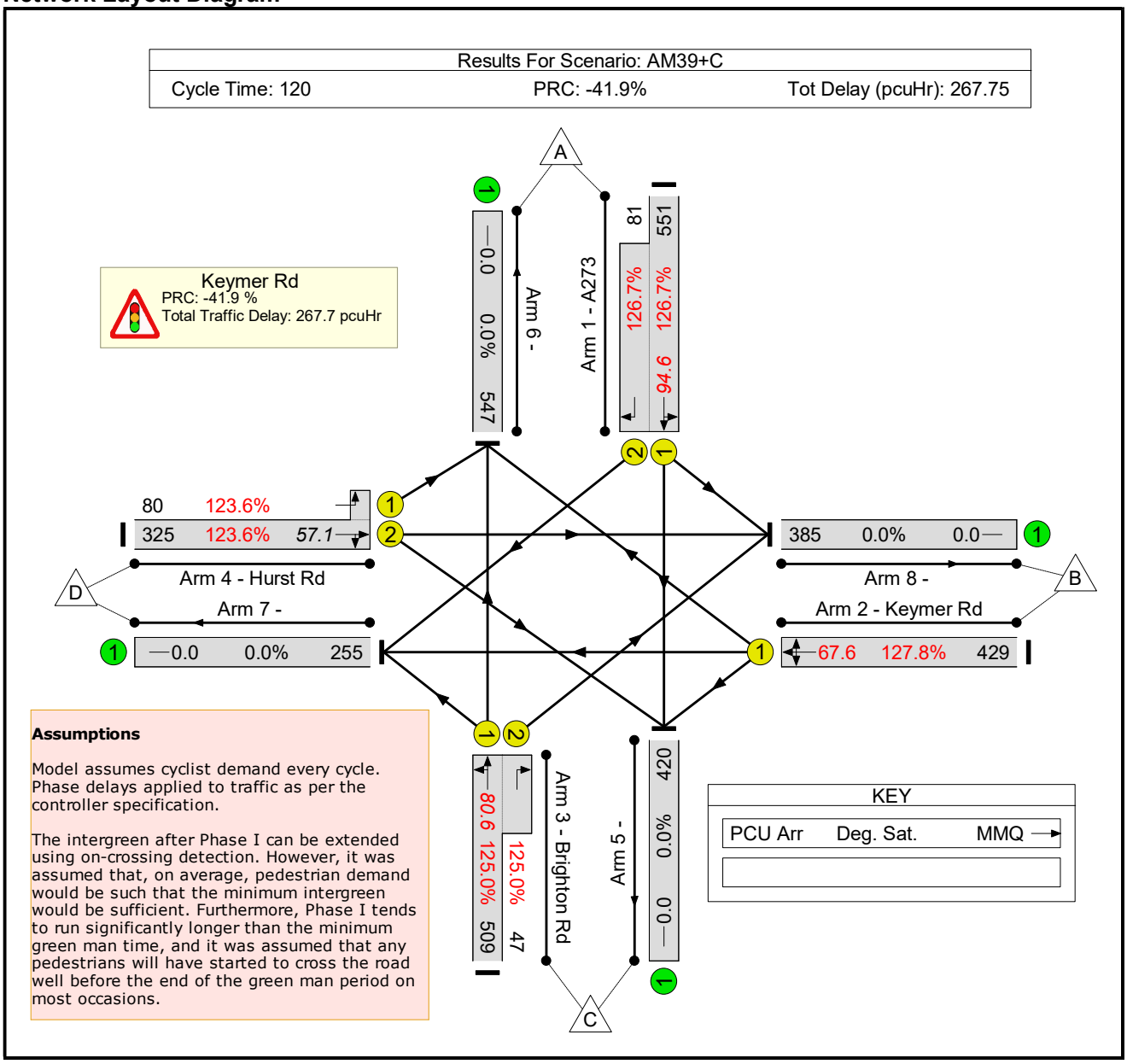
Stage	1	2	3	4	5
Duration	8	5	20	22	7
Change Point	0	20	39	71	103

Signal Timings Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - Cyclists Every Cycle	-	-	**N/A**	-	-		-	-	-	-	-	-	**127.8%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**127.8%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	27:7	-	632	1864:1613	435+64	126.7 : 126.7%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	22	-	429	1752	336	127.8%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	27:7	-	556	1897:1729	407+38	125.0 : 125.0%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	20:37	-	405	1887:1641	263+65	123.6 : 123.6%
5/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%

Keymer Rd Cyclists Every Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	**-**	**-**	**0**	**0**	**0**	**50.9**	**216.9**	**0.0**	**267.7**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**50.9**	**216.9**	**0.0**	**267.7**	**-**	**-**	**-**	**-**
1/1+1/2	632	499	-	-	-	15.5	68.9	-	84.4	480.8	25.8	68.9	94.6
2/1	429	336	-	-	-	11.0	48.8	-	59.8	501.8	18.8	48.8	67.6
3/1+3/2	556	445	-	-	-	15.0	58.1	-	73.1	473.0	22.5	58.1	80.6
4/2+4/1	405	328	-	-	-	9.3	41.2	-	50.5	448.9	15.9	41.2	57.1
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	385	385	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -41.9
PRC Over All Lanes (%): -41.9

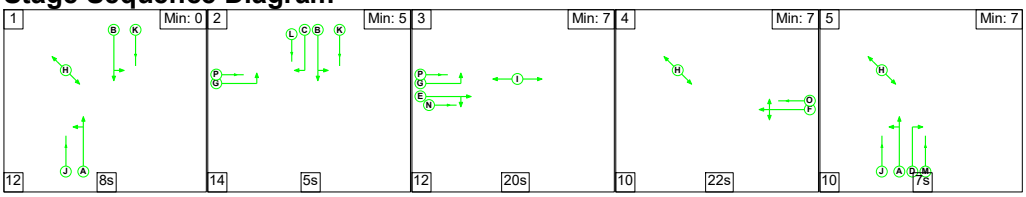
Total Delay for Signalled Lanes (pcuHr): 267.75
Total Delay Over All Lanes(pcuHr): 267.75

Cycle Time (s): 120

Keymer Rd Cyclists Every Full Input Data And Results

Scenario 3: 'AM39+C+D' (FG3: 'AM 2039 + Committed _ Development', Plan 1: 'Network Control Plan 1')

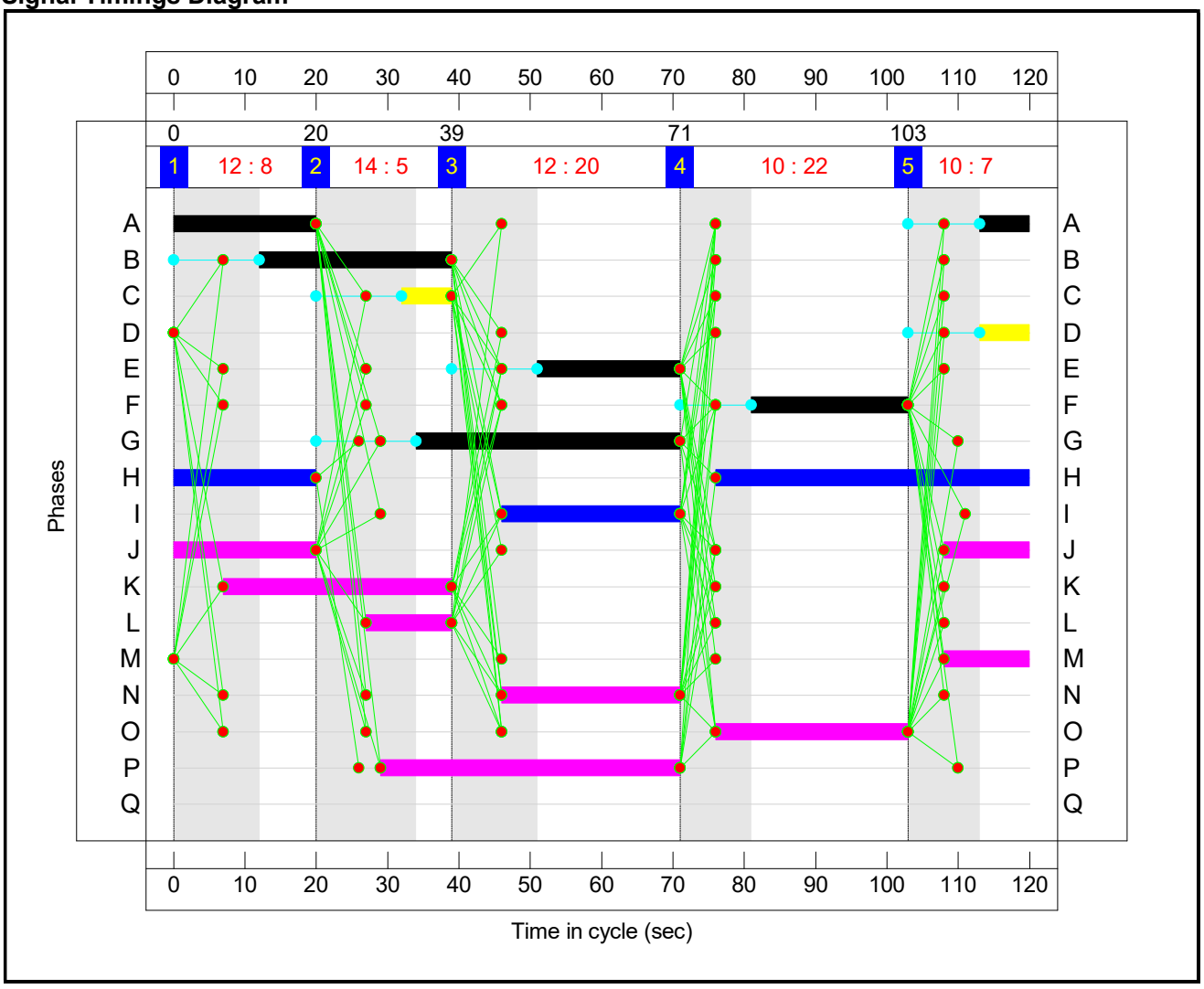
Stage Sequence Diagram



Stage Timings

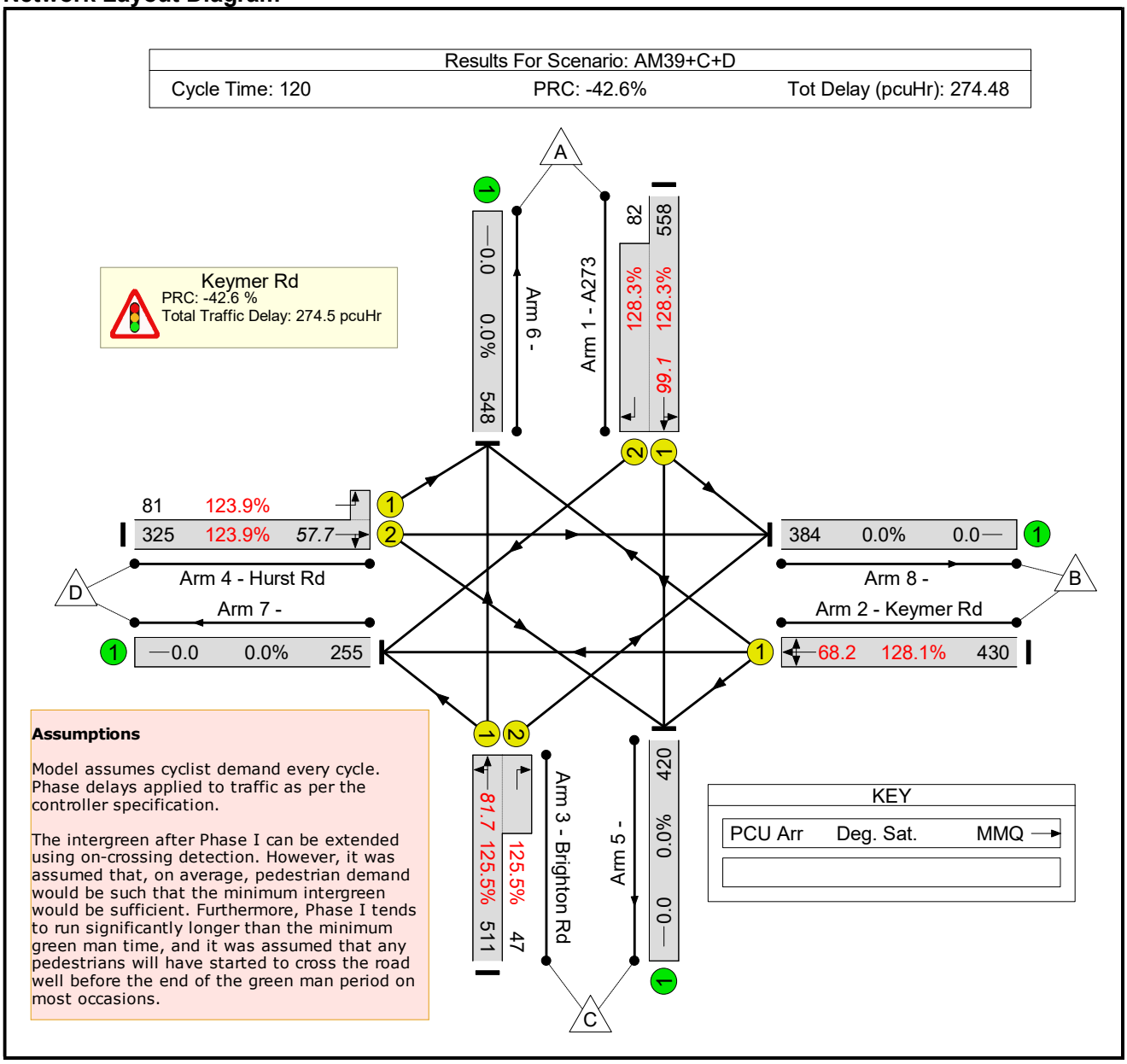
Stage	1	2	3	4	5
Duration	8	5	20	22	7
Change Point	0	20	39	71	103

Signal Timings Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - Cyclists Every Cycle	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.3%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.3%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	27:7	-	640	1864:1613	435+64	128.3 : 128.3%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	22	-	430	1752	336	128.1%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	27:7	-	558	1897:1729	407+37	125.5 : 125.5%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	20:37	-	406	1887:1641	262+65	123.9 : 123.9%
5/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%

Keymer Rd Cyclists Every Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	**-**	**-**	**0**	**0**	**0**	**51.7**	**222.7**	**0.0**	**274.5**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**51.7**	**222.7**	**0.0**	**274.5**	**-**	**-**	**-**	**-**
1/1+1/2	640	499	-	-	-	16.1	72.8	-	88.9	500.0	26.3	72.8	99.1
2/1	430	336	-	-	-	11.1	49.3	-	60.4	505.4	18.9	49.3	68.2
3/1+3/2	558	445	-	-	-	15.1	59.0	-	74.2	478.7	22.6	59.0	81.7
4/2+4/1	406	328	-	-	-	9.4	41.6	-	51.0	452.5	16.0	41.6	57.7
5/1	420	420	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

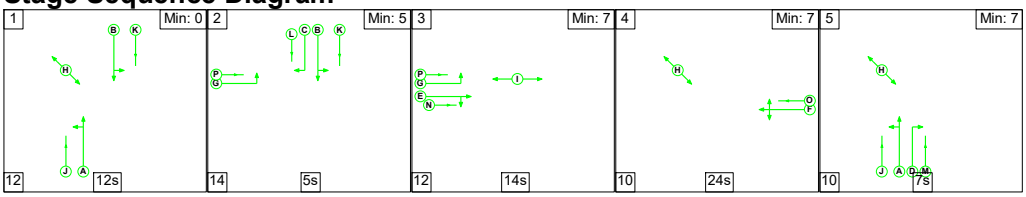
PRC for Signalled Lanes (%): -42.6
PRC Over All Lanes (%): -42.6

Total Delay for Signalled Lanes (pcuHr): 274.48
Total Delay Over All Lanes(pcuHr): 274.48

Cycle Time (s): 120

Keymer Rd Cyclists Every Full Input Data And Results
Scenario 4: 'PM24' (FG4: 'PM 2024', Plan 1: 'Network Control Plan 1')

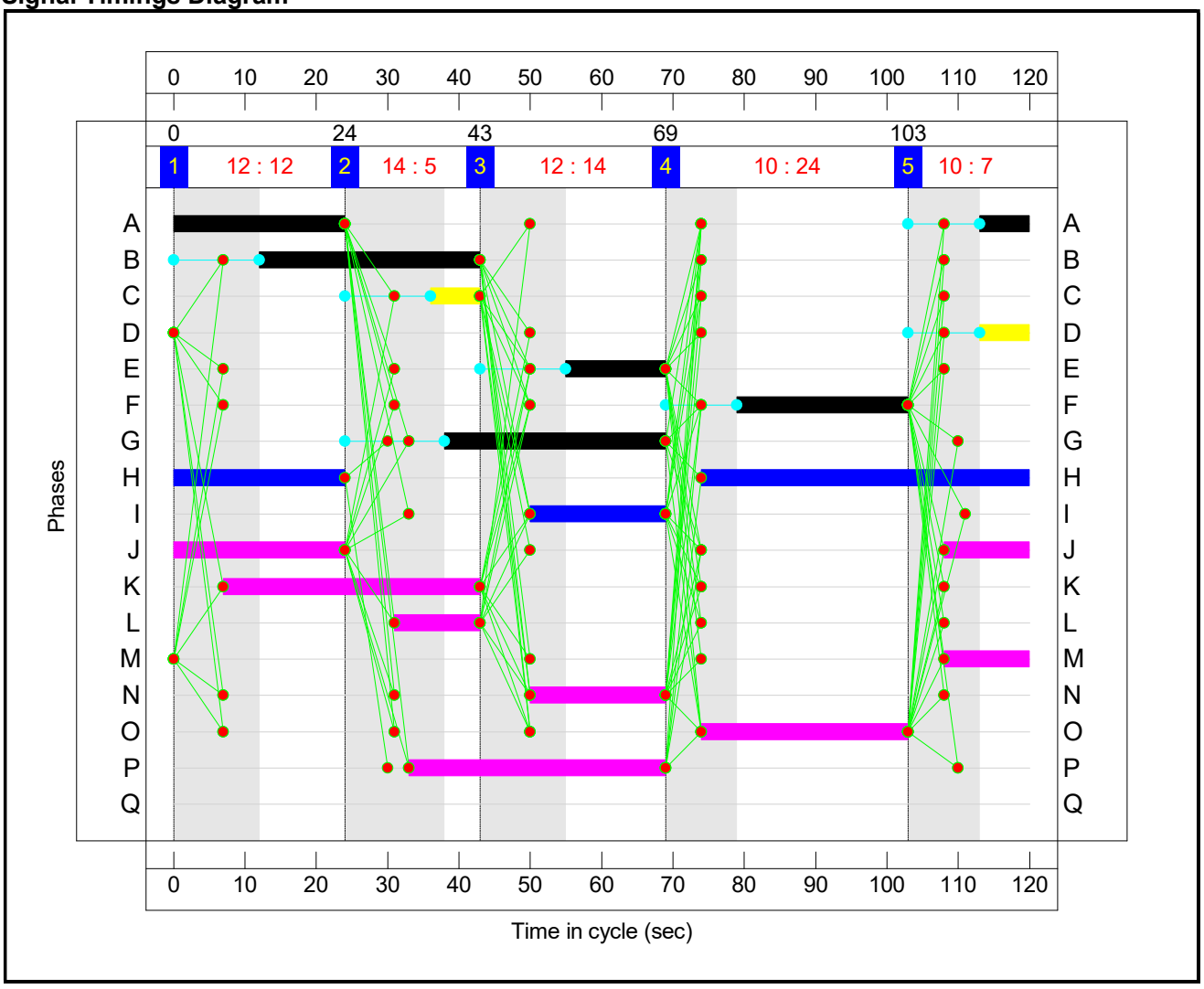
Stage Sequence Diagram



Stage Timings

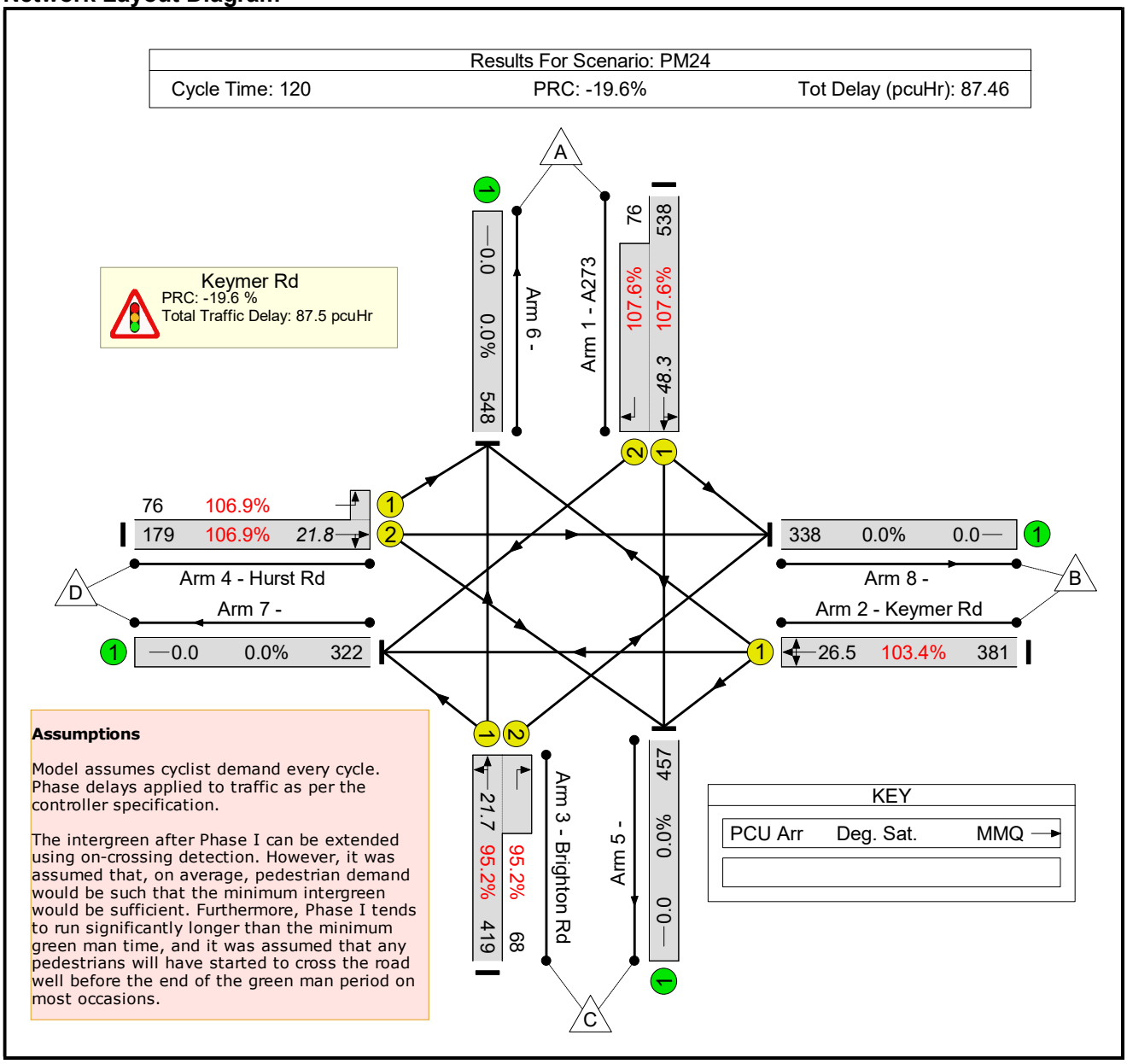
Stage	1	2	3	4	5
Duration	12	5	14	24	7
Change Point	0	24	43	69	103

Signal Timings Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - Cyclists Every Cycle	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.6%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.6%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	31:7	-	614	1875:1613	500+71	107.6 : 107.6%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	24	-	381	1769	369	103.4%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	31:7	-	487	1884:1729	440+71	95.2 : 95.2%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	14:31	-	255	1888:1641	167+71	106.9 : 106.9%
5/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%

Keymer Rd Cyclists Every Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	**-**	**-**	**0**	**0**	**0**	**27.2**	**60.3**	**0.0**	**87.5**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**27.2**	**60.3**	**0.0**	**87.5**	**-**	**-**	**-**	**-**
1/1+1/2	614	572	-	-	-	10.1	27.3	-	37.4	219.0	21.0	27.3	48.3
2/1	381	369	-	-	-	5.5	13.4	-	18.9	178.5	13.1	13.4	26.5
3/1+3/2	487	487	-	-	-	7.2	6.5	-	13.7	100.9	15.2	6.5	21.7
4/2+4/1	255	238	-	-	-	4.4	13.1	-	17.6	247.9	8.7	13.1	21.8
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -19.6
PRC Over All Lanes (%): -19.6

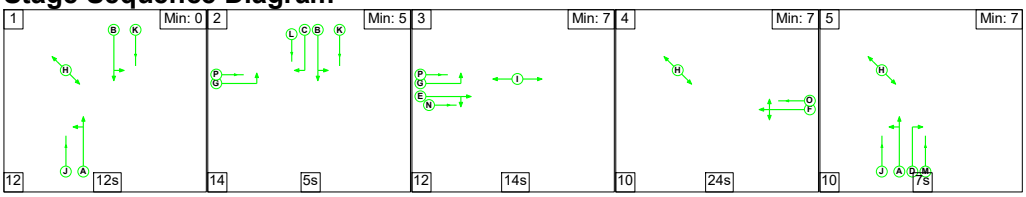
Total Delay for Signalled Lanes (pcuHr): 87.46
Total Delay Over All Lanes(pcuHr): 87.46

Cycle Time (s): 120

Keymer Rd Cyclists Every Full Input Data And Results

Scenario 5: 'PM39+C' (FG5: 'PM 2039 + Committed', Plan 1: 'Network Control Plan 1')

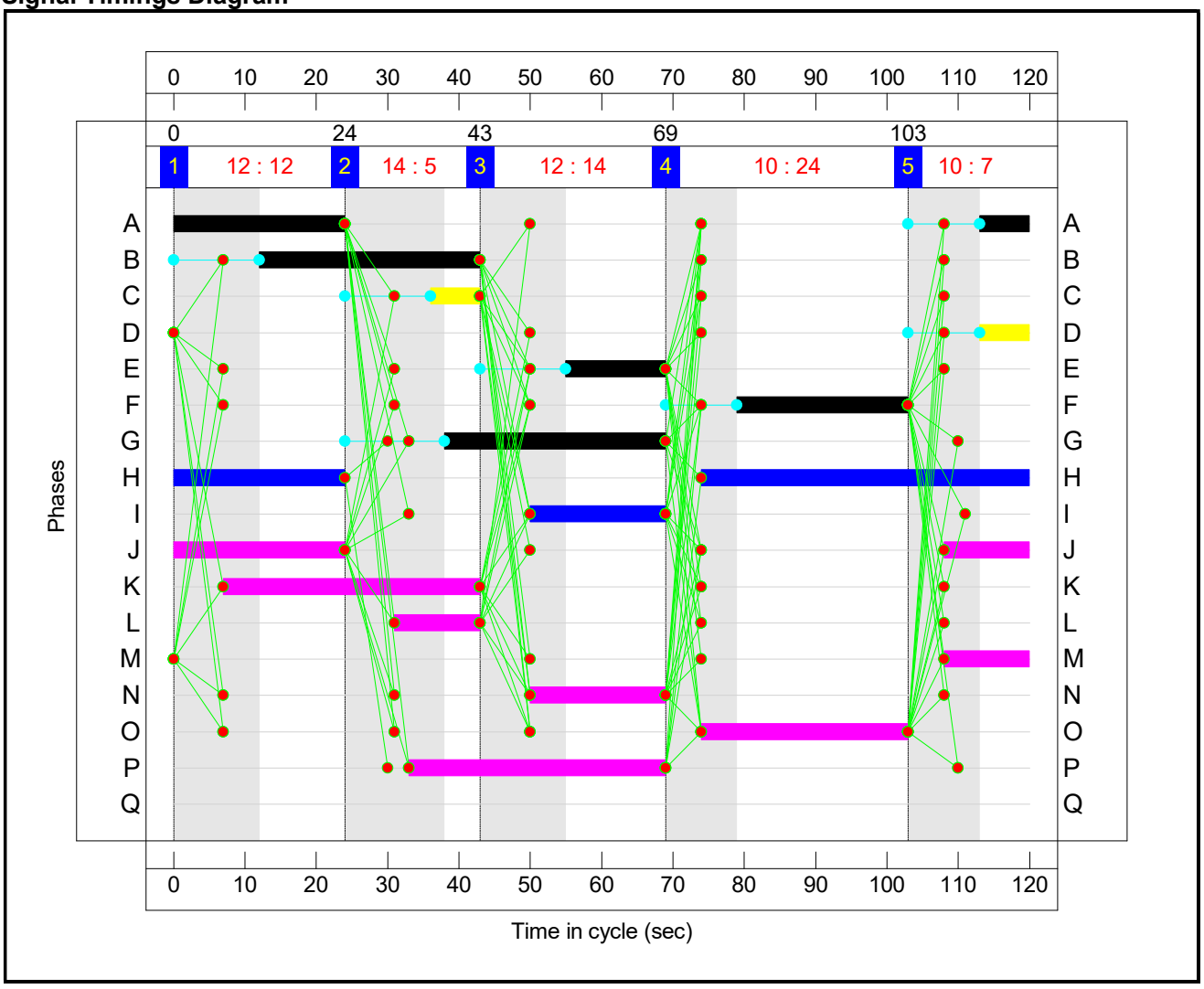
Stage Sequence Diagram



Stage Timings

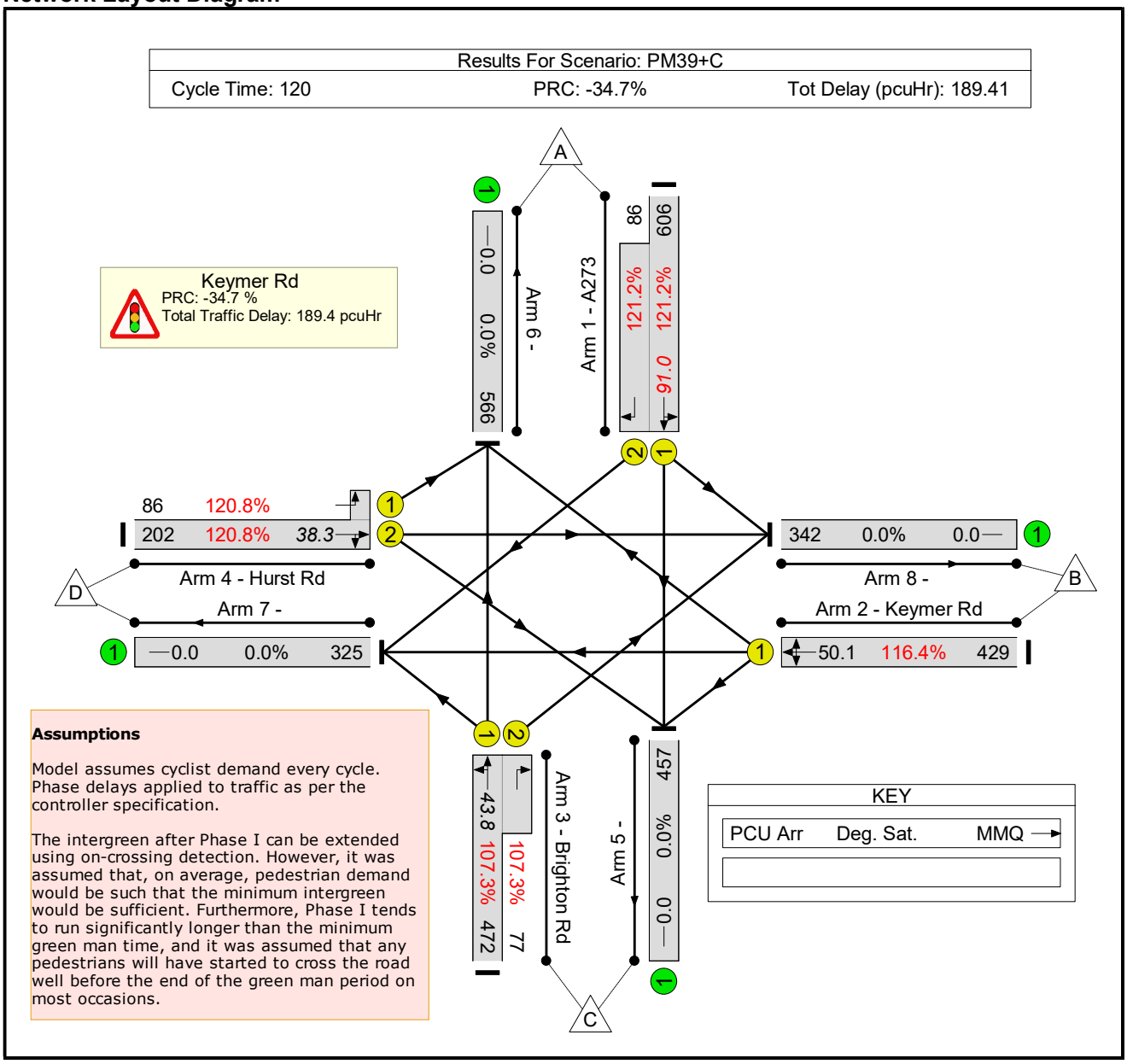
Stage	1	2	3	4	5
Duration	12	5	14	24	7
Change Point	0	24	43	69	103

Signal Timings Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - Cyclists Every Cycle	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.2%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.2%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	31:7	-	692	1875:1613	500+71	121.2 : 121.2%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	24	-	429	1769	369	116.4%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	31:7	-	549	1884:1729	440+72	107.3 : 107.3%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	14:31	-	288	1888:1641	167+71	120.8 : 120.8%
5/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%

Keymer Rd Cyclists Every Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	**-**	**-**	**0**	**0**	**0**	**41.0**	**148.4**	**0.0**	**189.4**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**41.0**	**148.4**	**0.0**	**189.4**	**-**	**-**	**-**	**-**
1/1+1/2	692	571	-	-	-	15.5	63.3	-	78.8	409.8	27.7	63.3	91.0
2/1	429	369	-	-	-	8.5	33.4	-	41.9	351.7	16.7	33.4	50.1
3/1+3/2	549	512	-	-	-	10.5	24.3	-	34.8	228.2	19.5	24.3	43.8
4/2+4/1	288	239	-	-	-	6.5	27.4	-	33.9	423.9	10.9	27.4	38.3
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): -34.7
PRC Over All Lanes (%): -34.7

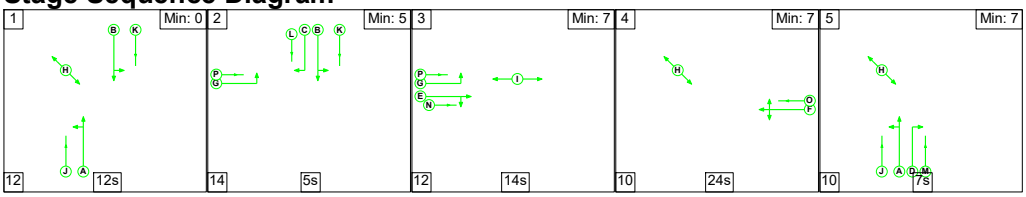
Total Delay for Signalled Lanes (pcuHr): 189.41
Total Delay Over All Lanes(pcuHr): 189.41

Cycle Time (s): 120

Keymer Rd Cyclists Every Full Input Data And Results

Scenario 6: 'PM39+C+D' (FG6: 'PM 2039 + Committed + Development', Plan 1: 'Network Control Plan 1')

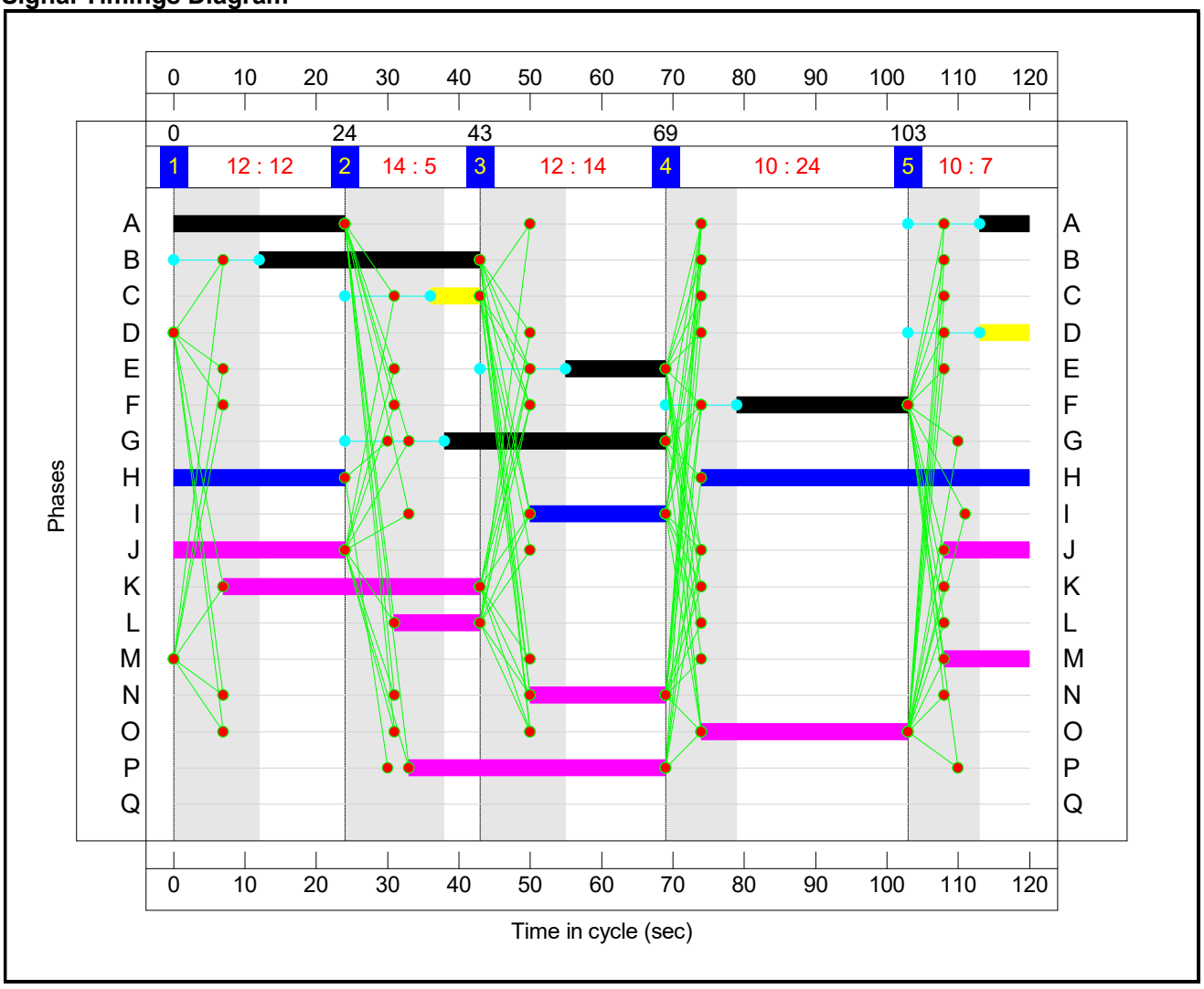
Stage Sequence Diagram



Stage Timings

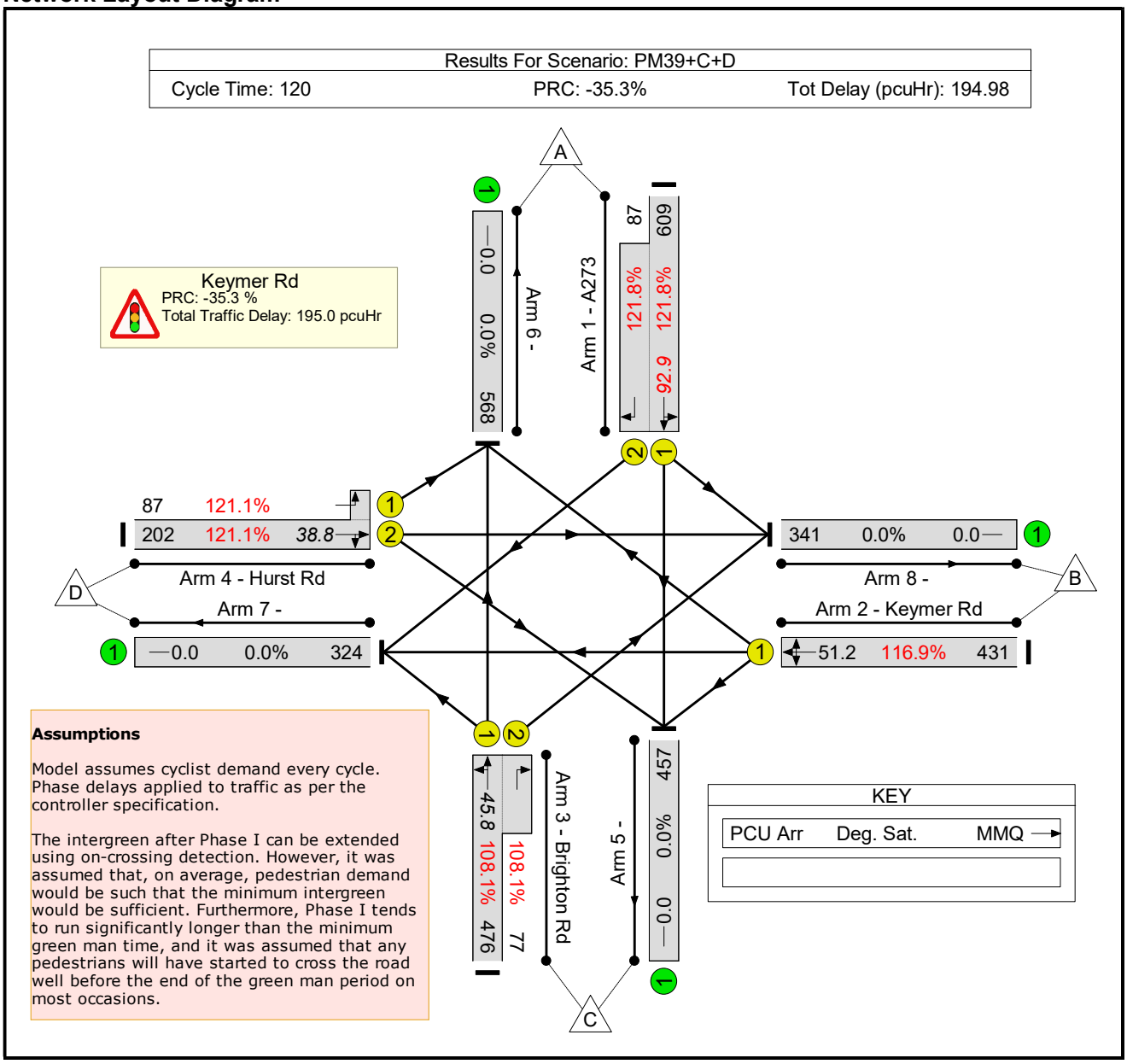
Stage	1	2	3	4	5
Duration	12	5	14	24	7
Change Point	0	24	43	69	103

Signal Timings Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Layout Diagram



Keymer Rd Cyclists Every Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - Cyclists Every Cycle	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.8%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.8%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	31:7	-	696	1875:1613	500+71	121.8 : 121.8%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	24	-	431	1769	369	116.9%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	31:7	-	553	1884:1729	440+71	108.1 : 108.1%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	14:31	-	289	1888:1641	167+72	121.1 : 121.1%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%

Keymer Rd Cyclists Every Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - Cyclists Every Cycle	**-**	**-**	**0**	**0**	**0**	**41.8**	**153.2**	**0.0**	**195.0**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**41.8**	**153.2**	**0.0**	**195.0**	**-**	**-**	**-**	**-**
1/1+1/2	696	571	-	-	-	15.8	65.0	-	80.7	417.6	28.0	65.0	92.9
2/1	431	369	-	-	-	8.6	34.4	-	43.0	359.2	16.9	34.4	51.2
3/1+3/2	553	512	-	-	-	10.8	26.0	-	36.8	239.8	19.8	26.0	45.8
4/2+4/1	289	239	-	-	-	6.6	27.8	-	34.4	428.5	11.0	27.8	38.8
5/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	341	341	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -35.3 Total Delay for Signalled Lanes (pcuHr): 194.98 Cycle Time (s): 120
PRC Over All Lanes (%): -35.3 Total Delay Over All Lanes(pcuHr): 194.98

APPENDIX 4b.

LINSIG OUTPUT (WITHOUT A CYCLISTS PHASE)

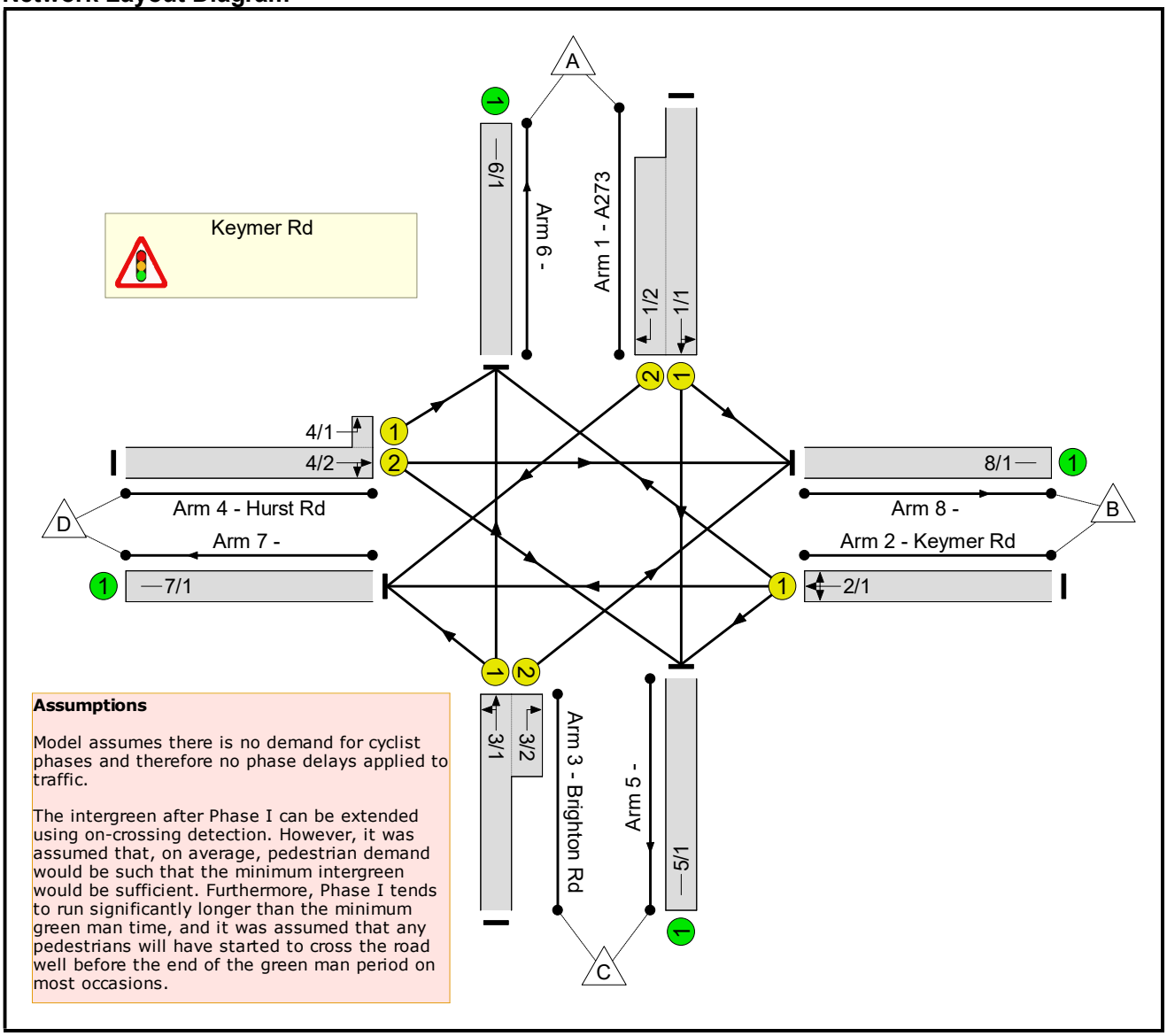
Keymer Rd No Cyclist Demand Full Input Data And Results

User and Project Details

Project:	**24004 Keymer Rd**
Title:	**Existing Layout - No Cyclist Demand**
Location:	Hassocks
Client:	Campbell Reith
Design Layout Ref:	Google Earth
Date Started:	12/02/24
Date Completed:	16/02/24
Checked By:	Simon Swanston
Checked By Date:	16/02/24
Additional detail:	
File name:	Keymer Rd.lsg3x
Author:	Stuart Hanson
Company:	JCT Consultancy
Address:	LinSig House, Deepdale Enterprise Park, Nettleham, LN2 2LL

Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



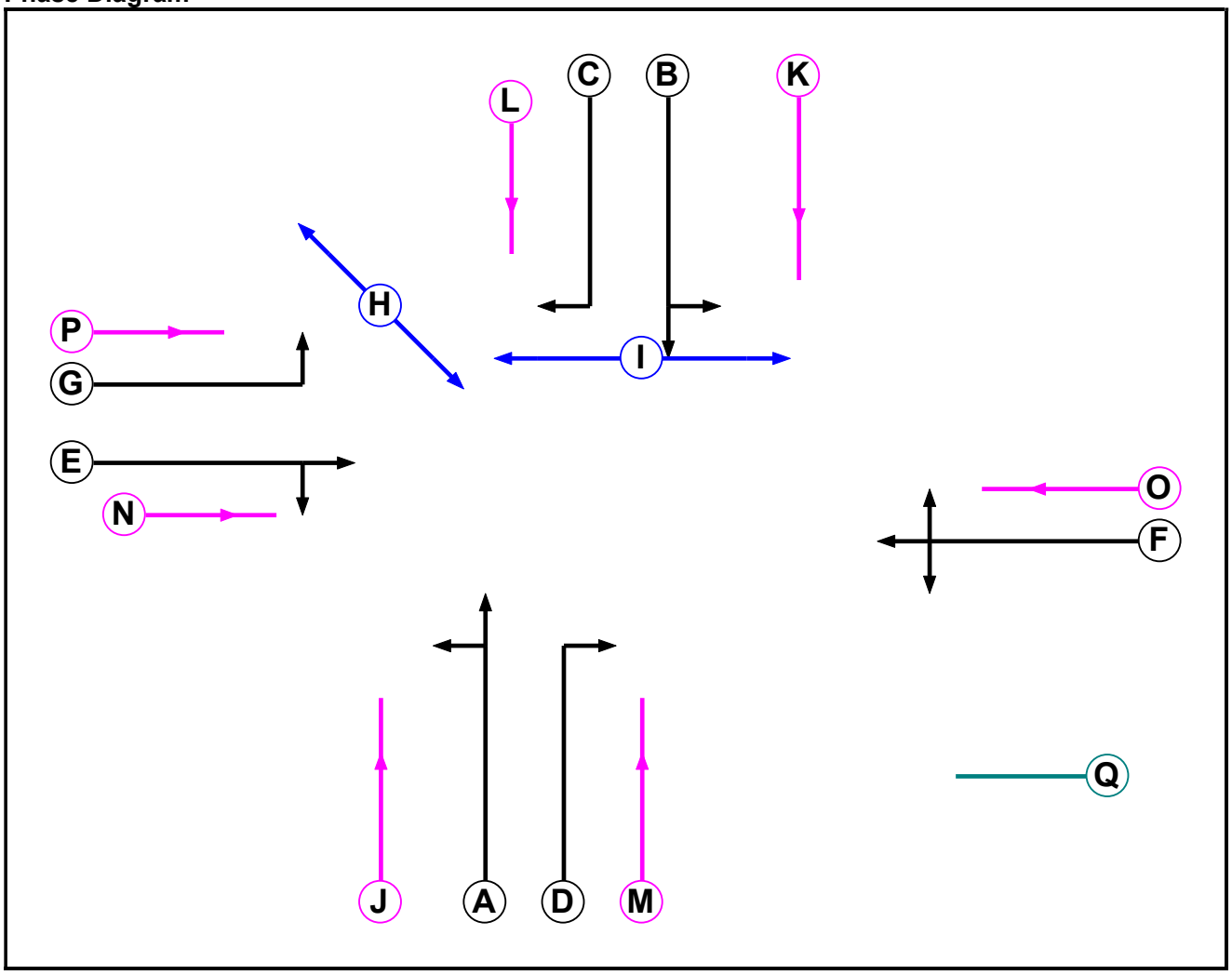
Assumptions

Model assumes there is no demand for cyclist phases and therefore no phase delays applied to traffic.

The intergreen after Phase I can be extended using on-crossing detection. However, it was assumed that, on average, pedestrian demand would be such that the minimum intergreen would be sufficient. Furthermore, Phase I tends to run significantly longer than the minimum green man time, and it was assumed that any pedestrians will have started to cross the road well before the end of the green man period on most occasions.

Keymer Rd No Cyclist Demand Full Input Data And Results

Phase Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Traffic		-9999	7
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Traffic		-9999	7
F	Traffic		-9999	7
G	Traffic		-9999	7
H	Pedestrian		-9999	5
I	Pedestrian		-9999	6
J	Cycle		-9999	7
K	Cycle		-9999	7
L	Cycle		-9999	7
M	Cycle		-9999	7
N	Cycle		-9999	7
O	Cycle		-9999	7
P	Cycle		-9999	7
Q	Dummy		-9999	3

Keymer Rd No Cyclist Demand Full Input Data And Results

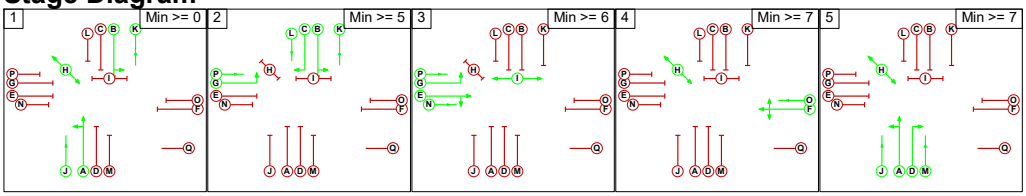
Phase Intergreens Matrix

		Starting Phase																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
Terminating Phase	A		-	7	-	7	7	9	-	9	-	-	7	-	7	7	9	3
	B	-		-	7	7	7	-	-	7	-	-	-	7	7	7	-	3
	C	7	-		-	7	7	-	-	7	7	-	-	-	7	7	-	3
	D	-	7	-		7	7	-	-	-	-	7	-	-	7	7	-	3
	E	5	5	5	5		5	-	-	-	5	5	5	5	-	5	-	3
	F	5	5	5	5	5		7	-	8	5	5	5	5	5	-	7	3
	G	5	-	-	-	-	5		5	-	5	-	-	-	-	5	-	3
	H	-	-	-	-	-	-	6		-	-	-	-	-	-	-	6	3
	I	5	5	5	-	-	5	-	-		5	5	5	-	-	5	-	3
	J	-	-	7	-	7	7	9	-	9		-	7	-	7	7	9	3
	K	-	-	-	7	7	7	-	-	7	-		-	7	7	7	-	3
	L	7	-	-	-	7	7	-	-	7	7	-		-	7	7	-	3
	M	-	7	-	-	7	7	-	-	-	-	7	-		7	7	-	3
	N	5	5	5	5	-	5	-	-	-	5	5	5	5		5	-	3
	O	5	5	5	5	5	-	7	-	8	5	5	5	5	5		7	3
	P	5	-	-	-	-	5	-	5	-	5	-	-	-	-	5		3
	Q	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Keymer Rd No Cyclist Demand Full Input Data And Results

Prohibited Stage Change

		To Stage				
		1	2	3	4	5
From Stage	1		9	9	7	7
	2	7		7	7	7
	3	5	5		5	5
	4	5	7	8		5
	5	7	9	9	7	

Keymer Rd No Cyclist Demand Full Input Data And Results

Give-Way Lane Input Data

Junction: Keymer Rd
There are no Opposed Lanes in this Junction

Keymer Rd No Cyclist Demand Full Input Data And Results

Lane Input Data

Junction: Keymer Rd												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A273)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
1/2 (A273)	U	C	2	3	17.4	Geom	-	3.00	0.00	Y	Arm 7 Right	8.00
2/1 (Keymer Rd)	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	5.00
											Arm 6 Right	9.00
											Arm 7 Ahead	Inf
3/1 (Brighton Rd)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Left	17.00
3/2 (Brighton Rd)	U	D	2	3	4.0	Geom	-	3.50	0.00	Y	Arm 8 Right	11.00
4/1 (Hurst Rd)	U	G	2	3	1.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
4/2 (Hurst Rd)	U	E	2	3	60.0	Geom	-	3.40	0.00	Y	Arm 5 Right	9.00
											Arm 8 Ahead	Inf
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2024'	08:00	09:00	01:00	
2: 'AM 2039'	08:00	09:00	01:00	
3: 'AM 2039 + Development'	08:00	09:00	01:00	
4: 'PM 2024'	17:00	18:00	01:00	
5: 'PM 2039 '	17:00	18:00	01:00	
6: 'PM 2039 + Development'	17:00	18:00	01:00	

Scenario 1: 'AM24' (FG1: 'AM 2024', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	159	330	72	561
	B	135	0	79	167	381
	C	403	42	0	49	494
	D	71	226	62	0	359
	Tot.	609	427	471	288	1795

Traffic Lane Flows

Lane	Scenario 1: AM24
Junction: Keymer Rd	
1/1 (with short)	561(In) 489(Out)
1/2 (short)	72
2/1	381
3/1 (with short)	494(In) 452(Out)
3/2 (short)	42
4/1 (short)	71
4/2 (with short)	359(In) 288(Out)
5/1	471
6/1	609
7/1	288
8/1	427

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	67.5 %	1864	1864
				Arm 8 Left	12.00	32.5 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	20.7 %	1752	1752
				Arm 6 Right	9.00	35.4 %		
				Arm 7 Ahead	Inf	43.8 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.2 %	1897	1897
				Arm 7 Left	17.00	10.8 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.5 %	1887	1887
				Arm 8 Ahead	Inf	78.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'AM39' (FG2: 'AM 2039', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	179	372	81	632
	B	152	0	89	188	429
	C	454	47	0	55	556
	D	80	255	70	0	405
	Tot.	686	481	531	324	2022

Keymer Rd No Cyclist Demand Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: AM39
Junction: Keymer Rd	
1/1 (with short)	632(In) 551(Out)
1/2 (short)	81
2/1	429
3/1 (with short)	556(In) 509(Out)
3/2 (short)	47
4/1 (short)	80
4/2 (with short)	405(In) 325(Out)
5/1	531
6/1	686
7/1	324
8/1	481

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	67.5 %	1864	1864
				Arm 8 Left	12.00	32.5 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	20.7 %	1752	1752
				Arm 6 Right	9.00	35.4 %		
				Arm 7 Ahead	Inf	43.8 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.2 %	1897	1897
				Arm 7 Left	17.00	10.8 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.5 %	1887	1887
				Arm 8 Ahead	Inf	78.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM39+D' (FG3: 'AM 2039 + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	181	377	82	640
	B	153	0	89	188	430
	C	456	47	0	55	558
	D	81	255	70	0	406
	Tot.	690	483	536	325	2034

Traffic Lane Flows

Lane	Scenario 3: AM39+D
Junction: Keymer Rd	
1/1 (with short)	640(In) 558(Out)
1/2 (short)	82
2/1	430
3/1 (with short)	558(In) 511(Out)
3/2 (short)	47
4/1 (short)	81
4/2 (with short)	406(In) 325(Out)
5/1	536
6/1	690
7/1	325
8/1	483

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	67.6 %	1864	1864
				Arm 8 Left	12.00	32.4 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	20.7 %	1752	1752
				Arm 6 Right	9.00	35.6 %		
				Arm 7 Ahead	Inf	43.7 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	89.2 %	1897	1897
				Arm 7 Left	17.00	10.8 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.5 %	1887	1887
				Arm 8 Ahead	Inf	78.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM24' (FG4: 'PM 2024', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	149	389	76	614
	B	141	0	62	178	381
	C	341	68	0	78	487
	D	76	141	38	0	255
	Tot.	558	358	489	332	1737

Keymer Rd No Cyclist Demand Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: PM24
Junction: Keymer Rd	
1/1 (with short)	614(In) 538(Out)
1/2 (short)	76
2/1	381
3/1 (with short)	487(In) 419(Out)
3/2 (short)	68
4/1 (short)	76
4/2 (with short)	255(In) 179(Out)
5/1	489
6/1	558
7/1	332
8/1	358

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1875	1875
				Arm 8 Left	12.00	27.7 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	16.3 %	1769	1769
				Arm 6 Right	9.00	37.0 %		
				Arm 7 Ahead	Inf	46.7 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.4 %	1884	1884
				Arm 7 Left	17.00	18.6 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.2 %	1888	1888
				Arm 8 Ahead	Inf	78.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Keymer Rd No Cyclist Demand Full Input Data And Results

Scenario 5: 'PM39' (FG5: 'PM 2039 ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	168	438	86	692
	B	159	0	70	200	429
	C	384	77	0	88	549
	D	86	159	43	0	288
	Tot.	629	404	551	374	1958

Traffic Lane Flows

Lane	Scenario 5: PM39
Junction: Keymer Rd	
1/1 (with short)	692(In) 606(Out)
1/2 (short)	86
2/1	429
3/1 (with short)	549(In) 472(Out)
3/2 (short)	77
4/1 (short)	86
4/2 (with short)	288(In) 202(Out)
5/1	551
6/1	629
7/1	374
8/1	404

Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	72.3 %	1875	1875
				Arm 8 Left	12.00	27.7 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	16.3 %	1769	1769
				Arm 6 Right	9.00	37.1 %		
				Arm 7 Ahead	Inf	46.6 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.4 %	1884	1884
				Arm 7 Left	17.00	18.6 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.3 %	1888	1888
				Arm 8 Ahead	Inf	78.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM39+D' (FG6: 'PM 2039 + Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	169	440	87	696
	B	161	0	70	200	431
	C	388	77	0	88	553
	D	87	159	43	0	289
	Tot.	636	405	553	375	1969

Keymer Rd No Cyclist Demand Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM39+D
Junction: Keymer Rd	
1/1 (with short)	696(In) 609(Out)
1/2 (short)	87
2/1	431
3/1 (with short)	553(In) 476(Out)
3/2 (short)	77
4/1 (short)	87
4/2 (with short)	289(In) 202(Out)
5/1	553
6/1	636
7/1	375
8/1	405

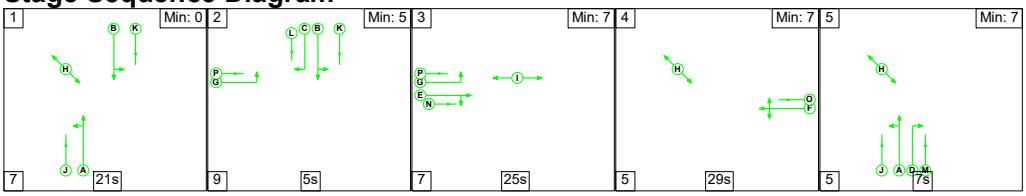
Lane Saturation Flows

Junction: Keymer Rd								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A273)	3.25	0.00	Y	Arm 5 Ahead	Inf	72.2 %	1875	1875
				Arm 8 Left	12.00	27.8 %		
1/2 (A273)	3.00	0.00	Y	Arm 7 Right	8.00	100.0 %	1613	1613
2/1 (Keymer Rd)	3.50	0.00	Y	Arm 5 Left	5.00	16.2 %	1769	1769
				Arm 6 Right	9.00	37.4 %		
				Arm 7 Ahead	Inf	46.4 %		
3/1 (Brighton Rd)	3.00	0.00	Y	Arm 6 Ahead	Inf	81.5 %	1884	1884
				Arm 7 Left	17.00	18.5 %		
3/2 (Brighton Rd)	3.50	0.00	Y	Arm 8 Right	11.00	100.0 %	1729	1729
4/1 (Hurst Rd)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
4/2 (Hurst Rd)	3.40	0.00	Y	Arm 5 Right	9.00	21.3 %	1888	1888
				Arm 8 Ahead	Inf	78.7 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Keymer Rd No Cyclist Demand Full Input Data And Results

Scenario 1: 'AM24' (FG1: 'AM 2024', Plan 1: 'Network Control Plan 1')

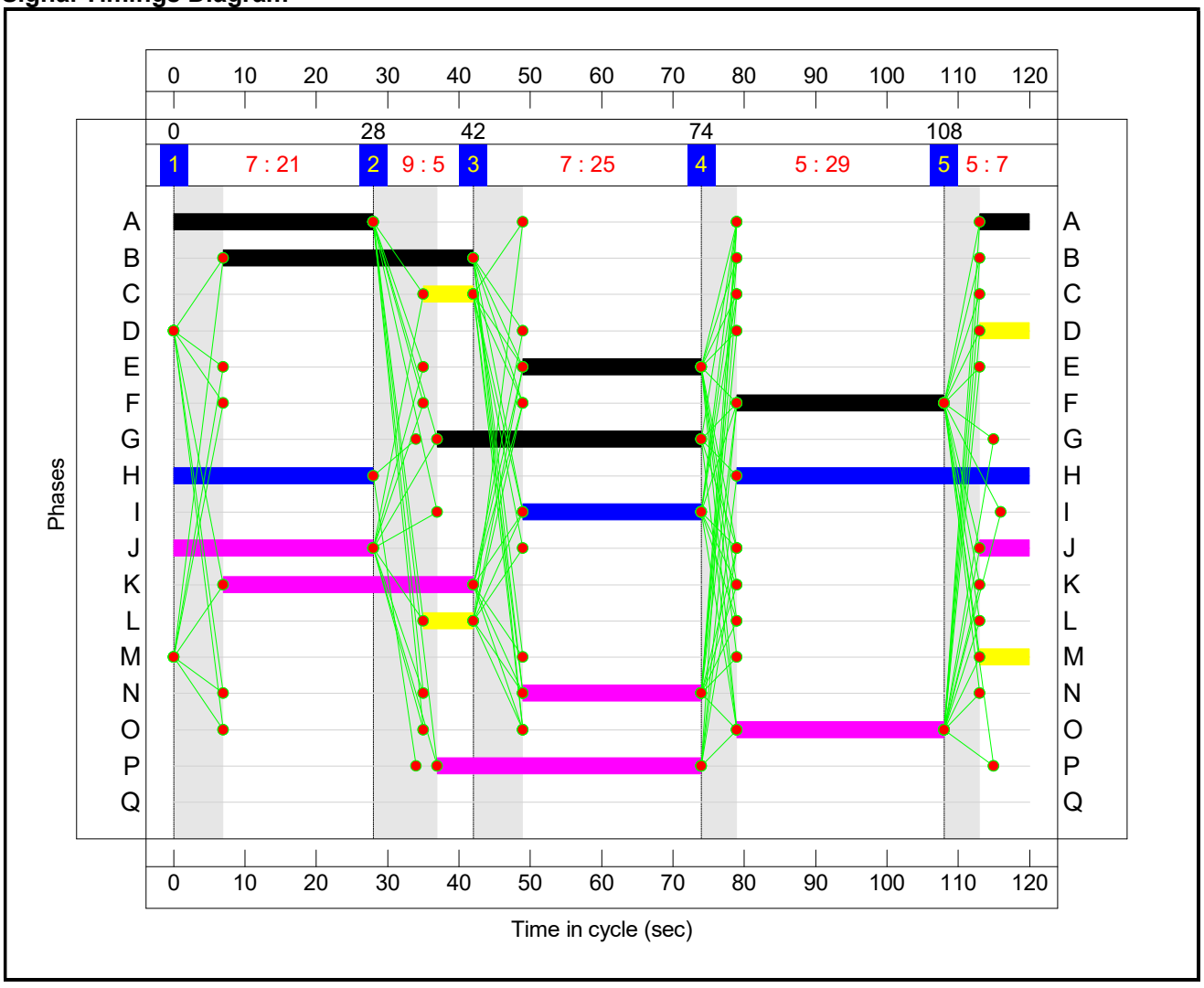
Stage Sequence Diagram



Stage Timings

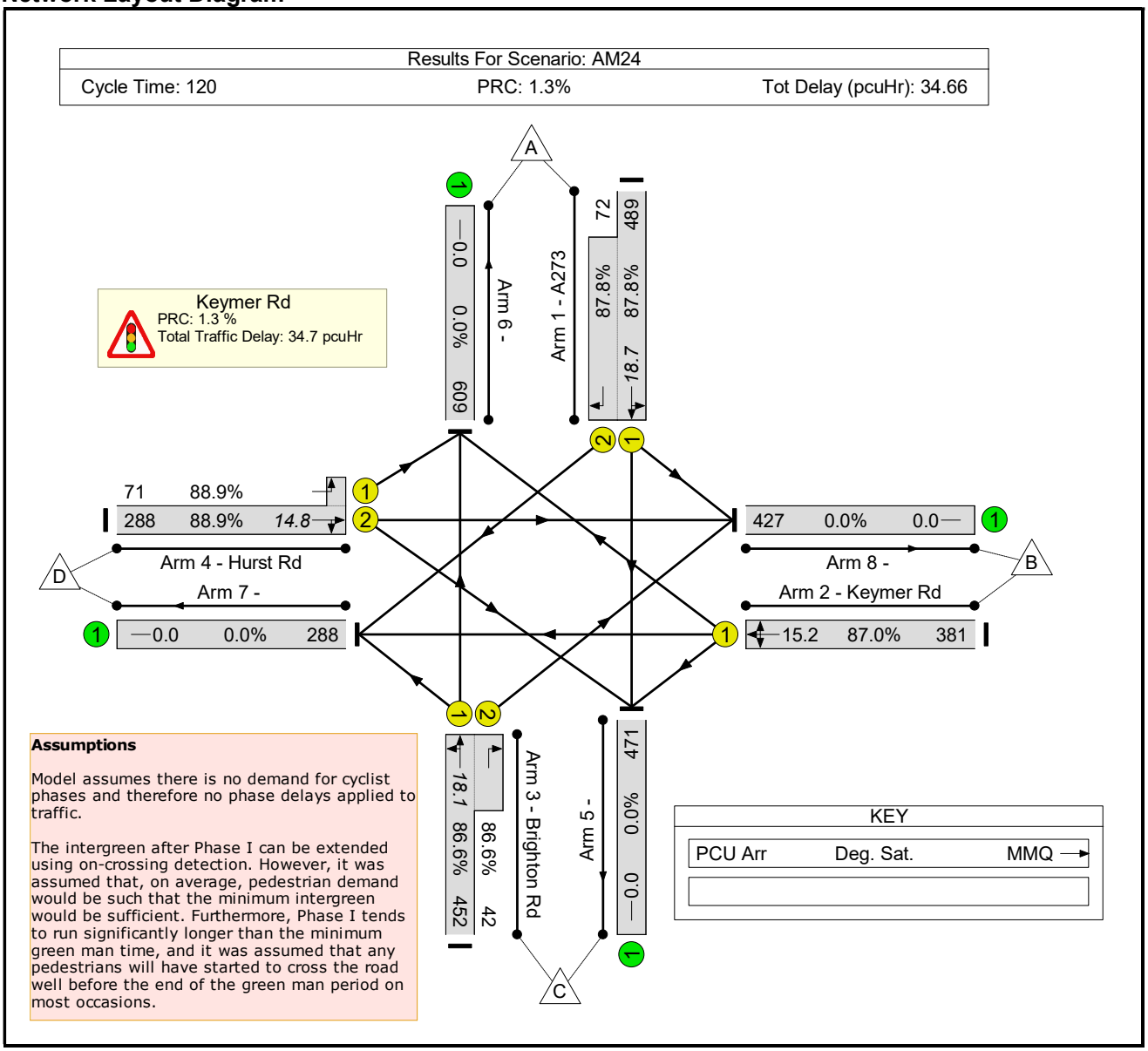
Stage	1	2	3	4	5
Duration	21	5	25	29	7
Change Point	0	28	42	74	108

Signal Timings Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - No Cyclist Demand	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.9%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	35:7	-	561	1864:1613	557+82	87.8 : 87.8%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	29	-	381	1752	438	87.0%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	35:7	-	494	1897:1729	522+48	86.6 : 86.6%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	25:37	-	359	1887:1641	324+80	88.9 : 88.9%
5/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	609	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	288	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	427	Inf	Inf	0.0%

Keymer Rd No Cyclist Demand Full Input Data And Results

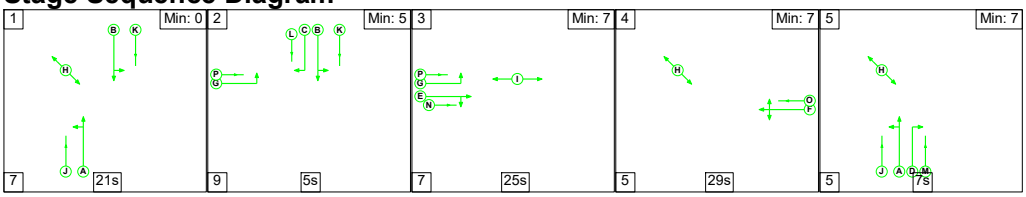
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - No Cyclist Demand	**-**	**-**	**0**	**0**	**0**	**21.9**	**12.8**	**0.0**	**34.7**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**21.9**	**12.8**	**0.0**	**34.7**	**-**	**-**	**-**	**-**
1/1+1/2	561	561	-	-	-	6.5	3.3	-	9.8	63.0	15.3	3.3	18.7
2/1	381	381	-	-	-	4.6	3.0	-	7.6	71.7	12.2	3.0	15.2
3/1+3/2	494	494	-	-	-	6.3	3.0	-	9.3	67.7	15.1	3.0	18.1
4/2+4/1	359	359	-	-	-	4.5	3.5	-	8.0	79.8	11.3	3.5	14.8
5/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	288	288	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.3 Total Delay for Signalled Lanes (pcuHr): 34.66 Cycle Time (s): 120
PRC Over All Lanes (%): 1.3 Total Delay Over All Lanes(pcuHr): 34.66

Keymer Rd No Cyclist Demand Full Input Data And Results

Scenario 2: 'AM39' (FG2: 'AM 2039', Plan 1: 'Network Control Plan 1')

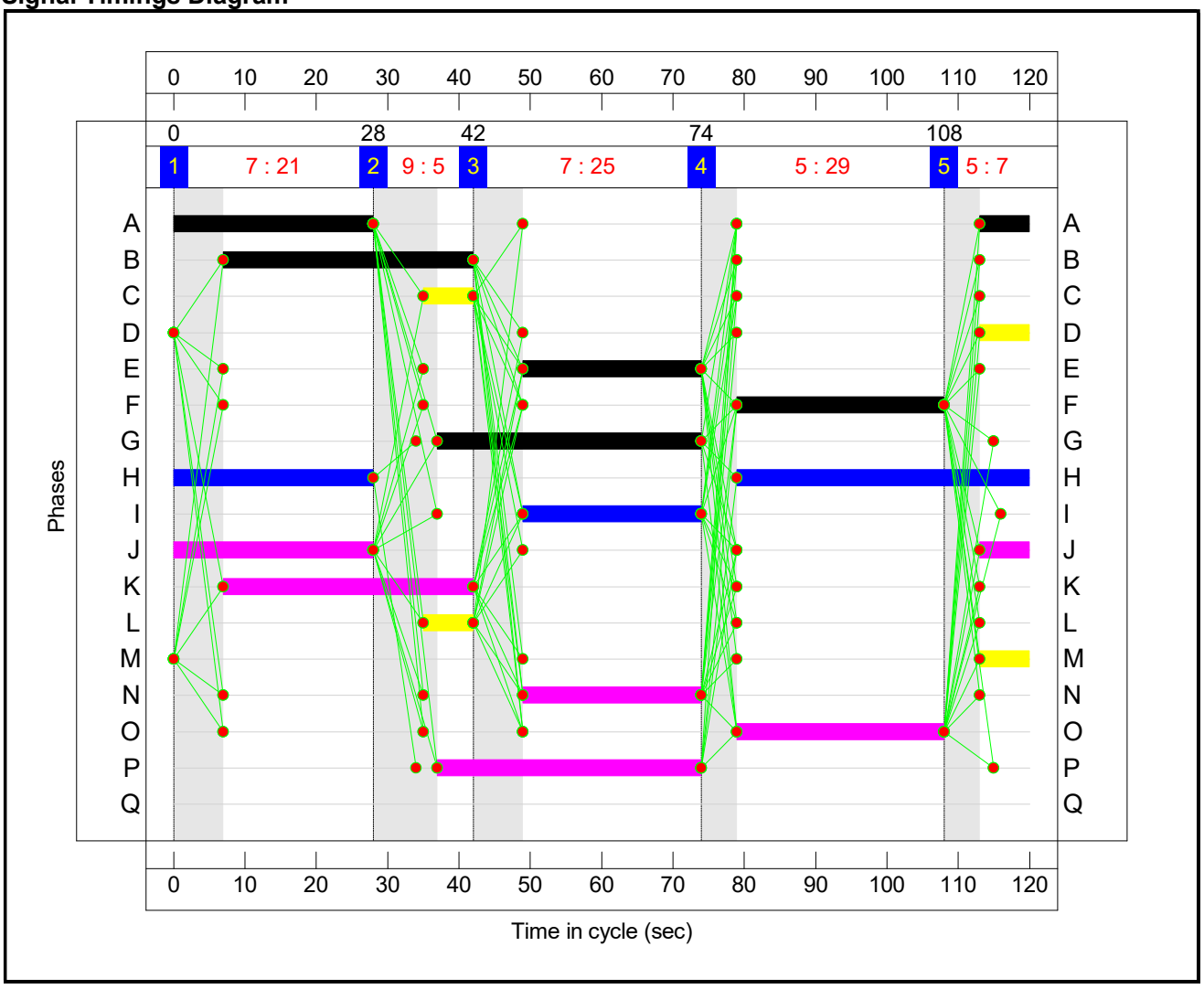
Stage Sequence Diagram



Stage Timings

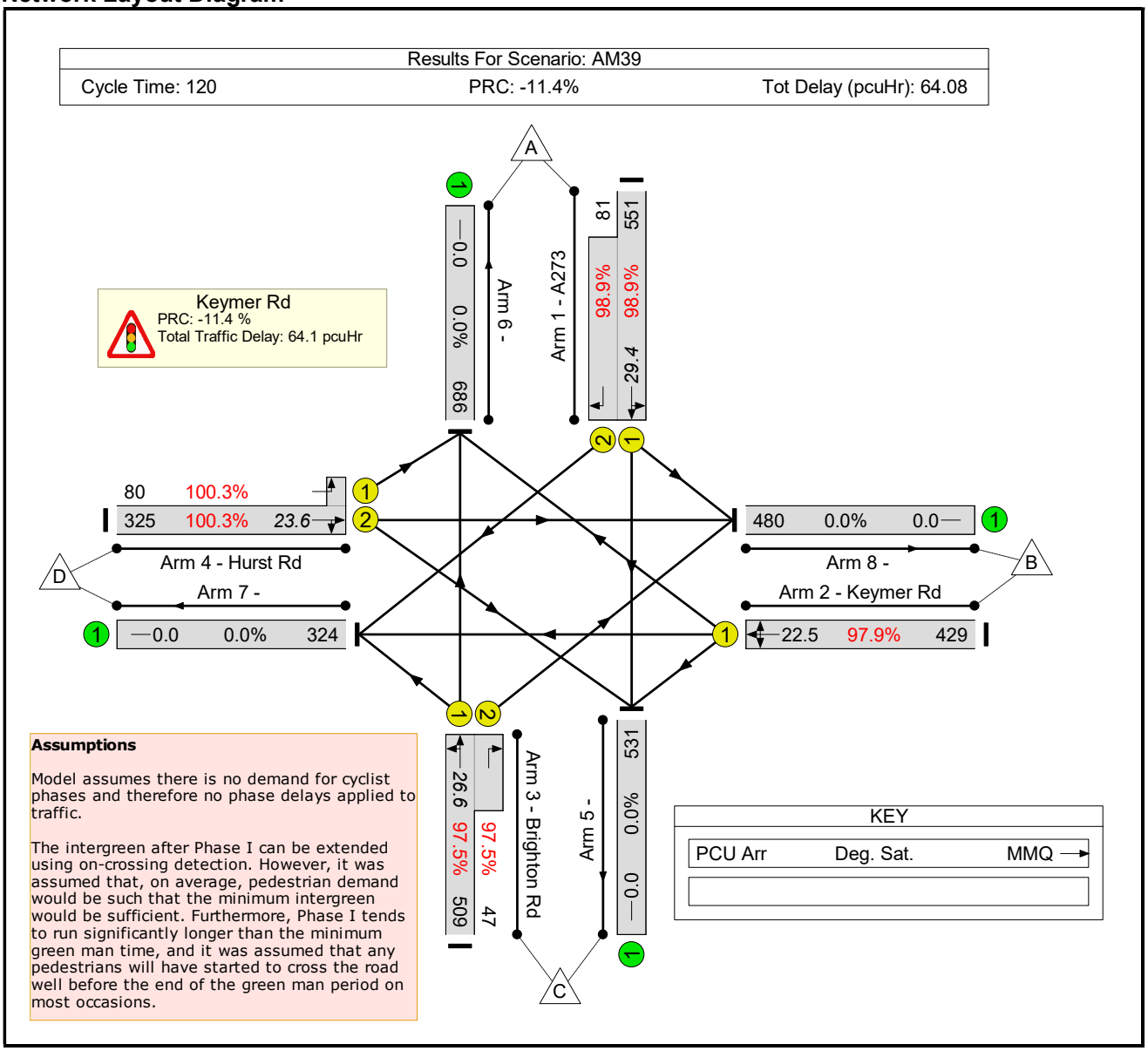
Stage	1	2	3	4	5
Duration	21	5	25	29	7
Change Point	0	28	42	74	108

Signal Timings Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - No Cyclist Demand	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.3%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.3%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	35:7	-	632	1864:1613	557+82	98.9 : 98.9%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	29	-	429	1752	438	97.9%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	35:7	-	556	1897:1729	522+48	97.5 : 97.5%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	25:37	-	405	1887:1641	324+80	100.3 : 100.3%
5/1		U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	686	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	324	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%

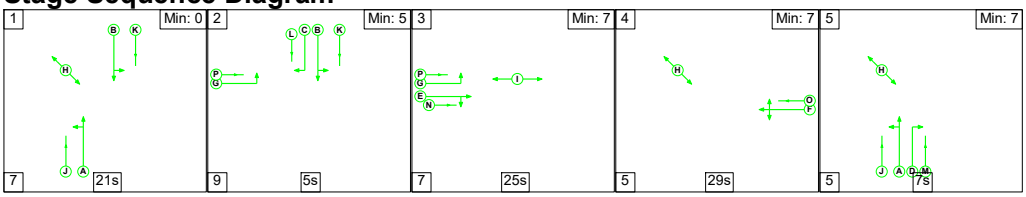
Keymer Rd No Cyclist Demand Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - No Cyclist Demand	**-**	**-**	**0**	**0**	**0**	**25.7**	**38.4**	**0.0**	**64.1**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**25.7**	**38.4**	**0.0**	**64.1**	**-**	**-**	**-**	**-**
1/1+1/2	632	632	-	-	-	7.7	11.0	-	18.6	106.1	18.5	11.0	29.4
2/1	429	429	-	-	-	5.3	8.3	-	13.7	114.7	14.2	8.3	22.5
3/1+3/2	556	556	-	-	-	7.4	8.8	-	16.2	104.6	17.9	8.8	26.6
4/2+4/1	405	404	-	-	-	5.3	10.3	-	15.6	138.9	13.3	10.3	23.6
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -11.4 Total Delay for Signalled Lanes (pcuHr): 64.08 Cycle Time (s): 120
PRC Over All Lanes (%): -11.4 Total Delay Over All Lanes(pcuHr): 64.08

Keymer Rd No Cyclist Demand Full Input Data And Results
Scenario 3: 'AM39+D' (FG3: 'AM 2039 + Development', Plan 1: 'Network Control Plan 1')

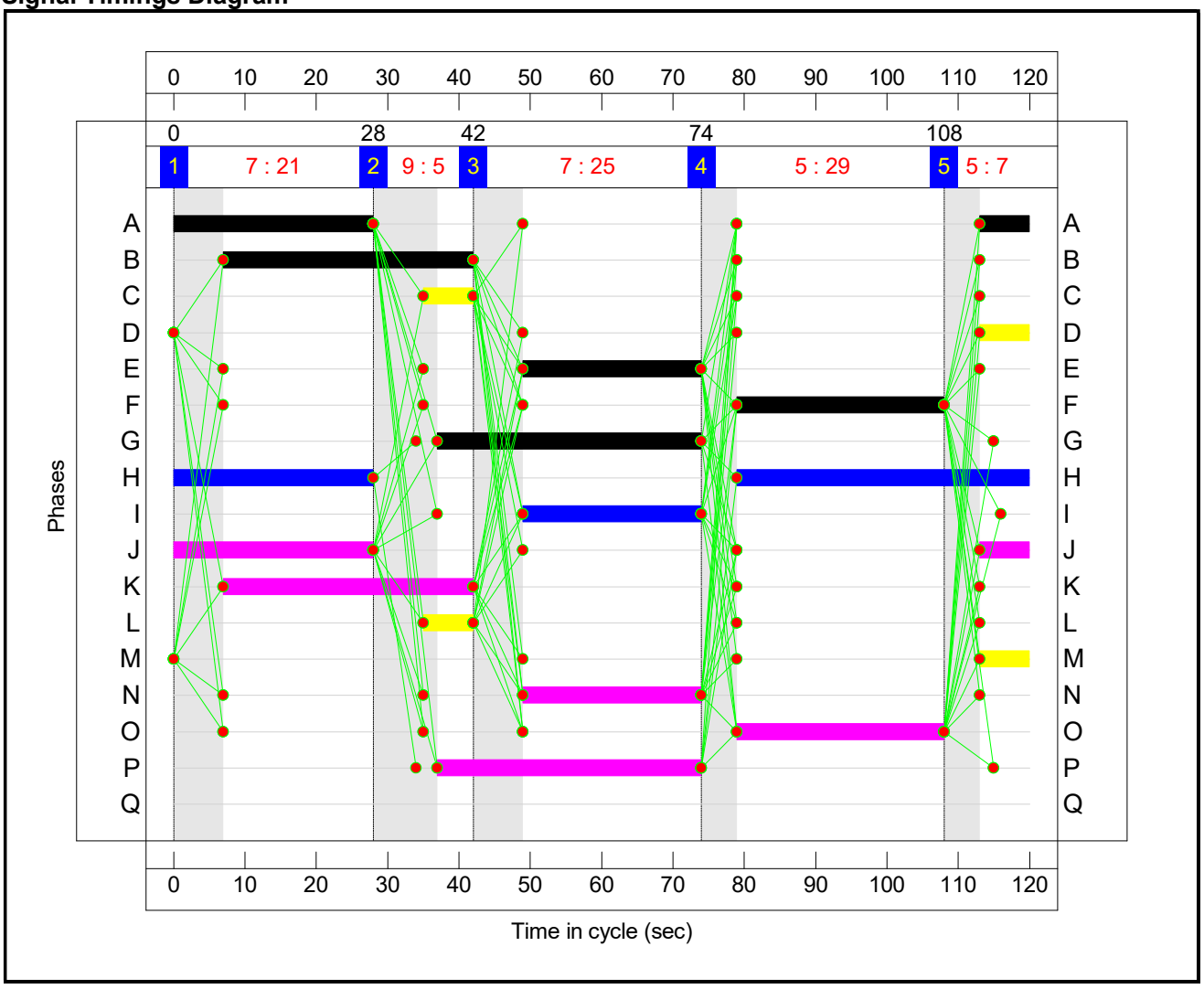
Stage Sequence Diagram



Stage Timings

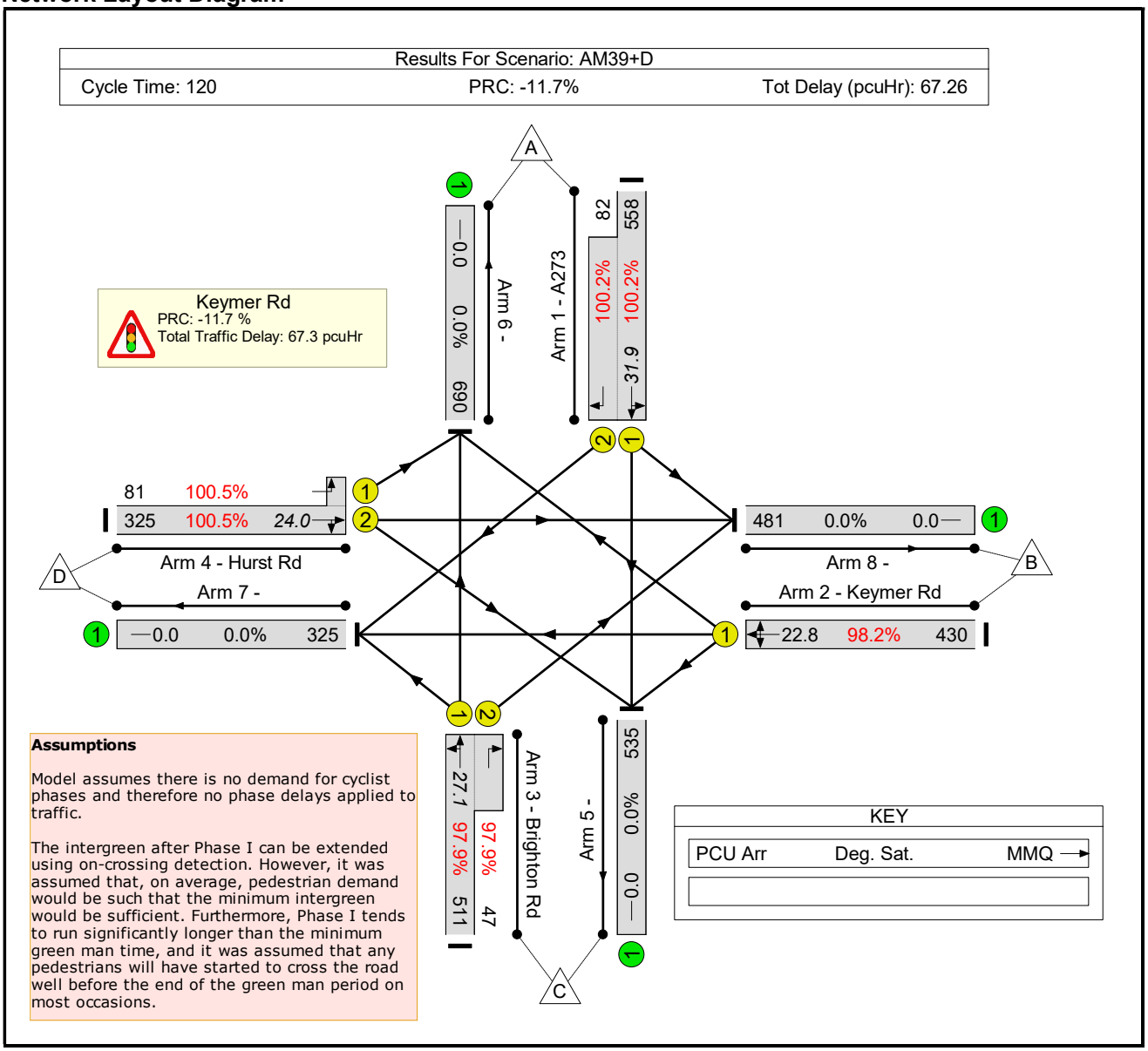
Stage	1	2	3	4	5
Duration	21	5	25	29	7
Change Point	0	28	42	74	108

Signal Timings Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - No Cyclist Demand	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.5%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.5%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	35:7	-	640	1864:1613	557+82	100.2 : 100.2%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	29	-	430	1752	438	98.2%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	35:7	-	558	1897:1729	522+48	97.9 : 97.9%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	25:37	-	406	1887:1641	323+81	100.5 : 100.5%
5/1		U	N/A	N/A	-		-	-	-	536	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	690	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	483	Inf	Inf	0.0%

Keymer Rd No Cyclist Demand Full Input Data And Results

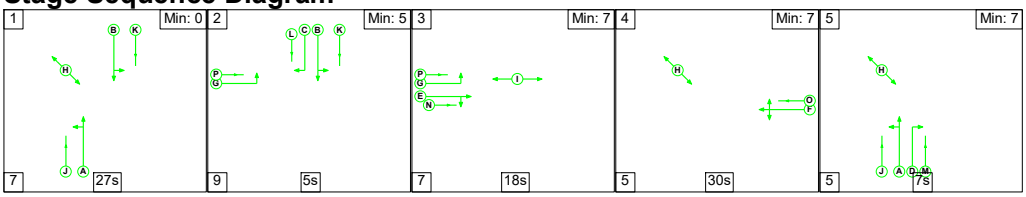
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - No Cyclist Demand	**-**	**-**	**0**	**0**	**0**	**26.0**	**41.3**	**0.0**	**67.3**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**26.0**	**41.3**	**0.0**	**67.3**	**-**	**-**	**-**	**-**
1/1+1/2	640	639	-	-	-	7.9	12.9	-	20.8	117.1	19.0	12.9	31.9
2/1	430	430	-	-	-	5.3	8.6	-	13.9	116.4	14.2	8.6	22.8
3/1+3/2	558	558	-	-	-	7.4	9.2	-	16.6	107.0	17.9	9.2	27.1
4/2+4/1	406	404	-	-	-	5.4	10.6	-	16.0	141.5	13.4	10.6	24.0
5/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -11.7 Total Delay for Signalled Lanes (pcuHr): 67.26 Cycle Time (s): 120
PRC Over All Lanes (%): -11.7 Total Delay Over All Lanes(pcuHr): 67.26

Keymer Rd No Cyclist Demand Full Input Data And Results

Scenario 4: 'PM24' (FG4: 'PM 2024', Plan 1: 'Network Control Plan 1')

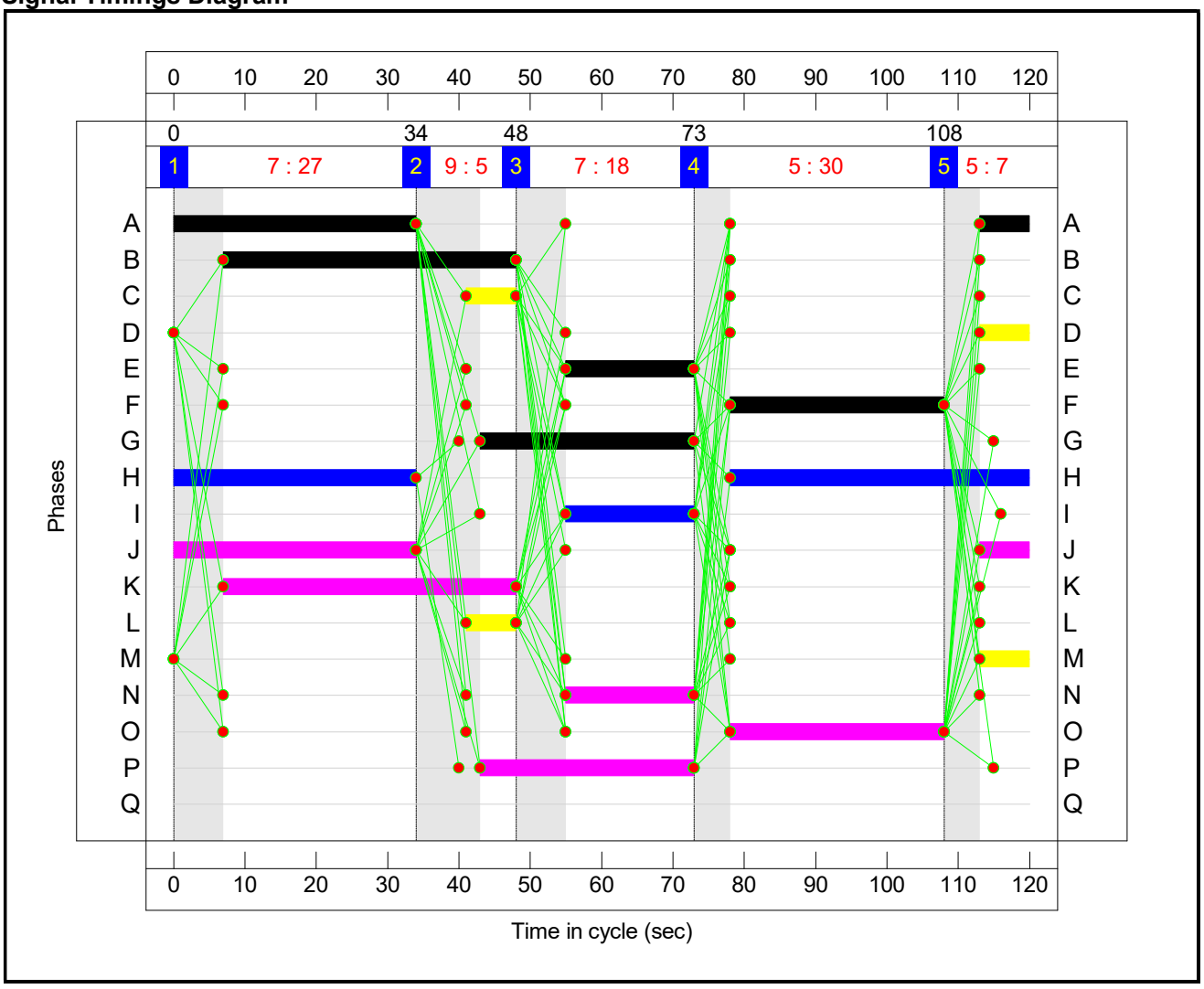
Stage Sequence Diagram



Stage Timings

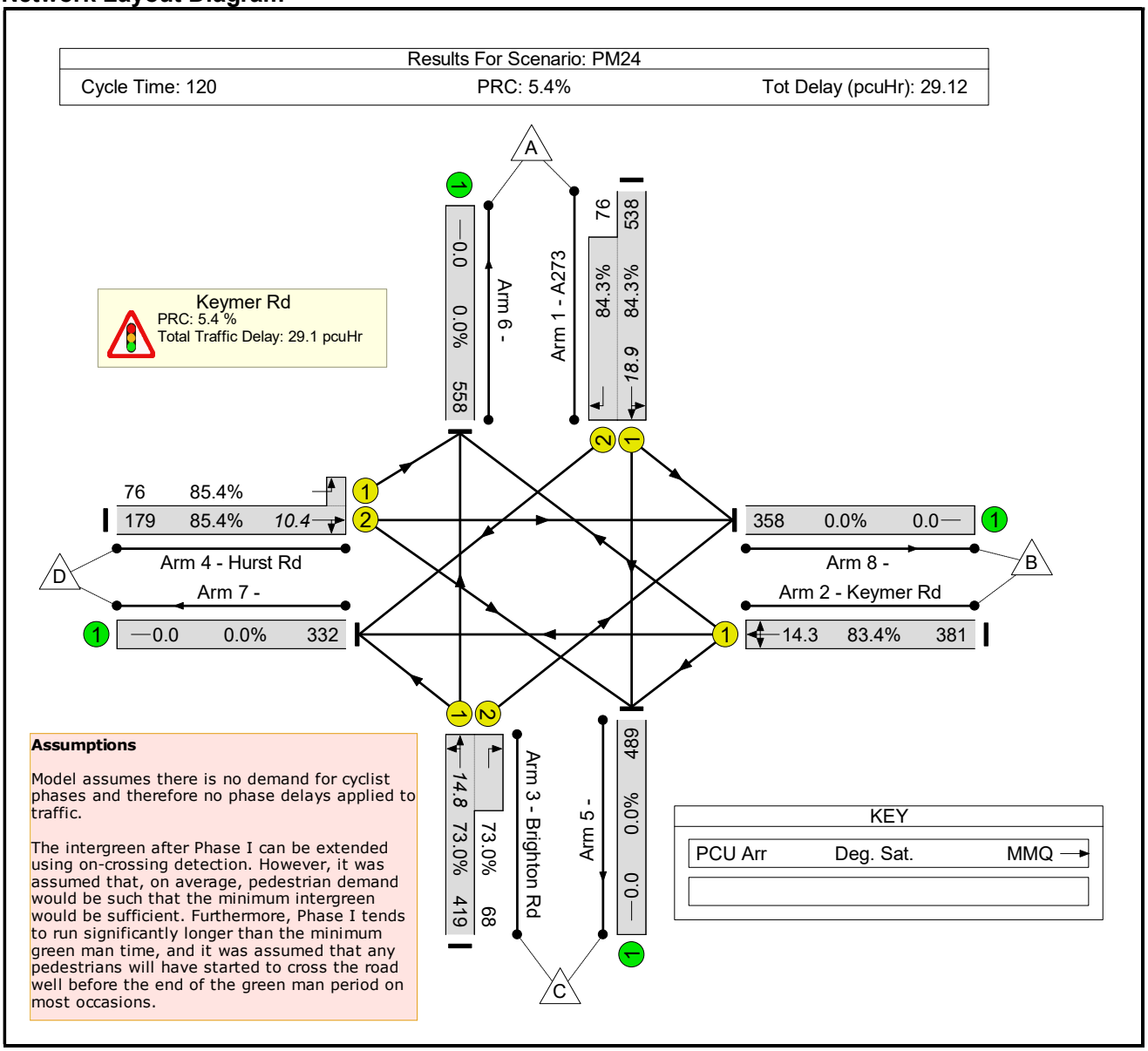
Stage	1	2	3	4	5
Duration	27	5	18	30	7
Change Point	0	34	48	73	108

Signal Timings Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - No Cyclist Demand	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.4%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	41:7	-	614	1875:1613	638+90	84.3 : 84.3%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	30	-	381	1769	457	83.4%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	41:7	-	487	1884:1729	574+93	73.0 : 73.0%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	18:30	-	255	1888:1641	210+89	85.4 : 85.4%
5/1		U	N/A	N/A	-		-	-	-	489	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	558	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	358	Inf	Inf	0.0%

Keymer Rd No Cyclist Demand Full Input Data And Results

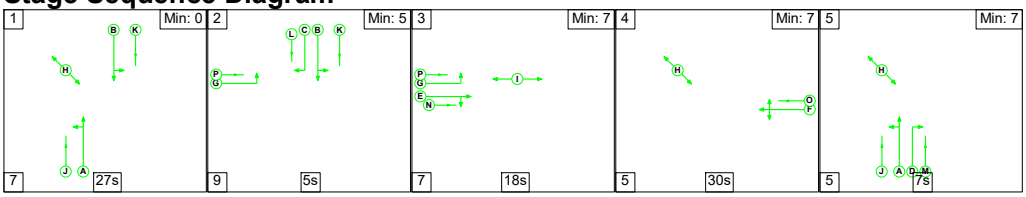
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - No Cyclist Demand	**-**	**-**	**0**	**0**	**0**	**20.2**	**8.9**	**0.0**	**29.1**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**20.2**	**8.9**	**0.0**	**29.1**	**-**	**-**	**-**	**-**
1/1+1/2	614	614	-	-	-	6.5	2.6	-	9.0	53.0	16.3	2.6	18.9
2/1	381	381	-	-	-	4.5	2.4	-	6.8	64.4	12.0	2.4	14.3
3/1+3/2	487	487	-	-	-	5.9	1.3	-	7.2	53.6	13.4	1.3	14.8
4/2+4/1	255	255	-	-	-	3.4	2.6	-	6.0	84.9	7.8	2.6	10.4
5/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 5.4 Total Delay for Signalled Lanes (pcuHr): 29.12 Cycle Time (s): 120
PRC Over All Lanes (%): 5.4 Total Delay Over All Lanes(pcuHr): 29.12

Keymer Rd No Cyclist Demand Full Input Data And Results

Scenario 5: 'PM39' (FG5: 'PM 2039 ', Plan 1: 'Network Control Plan 1')

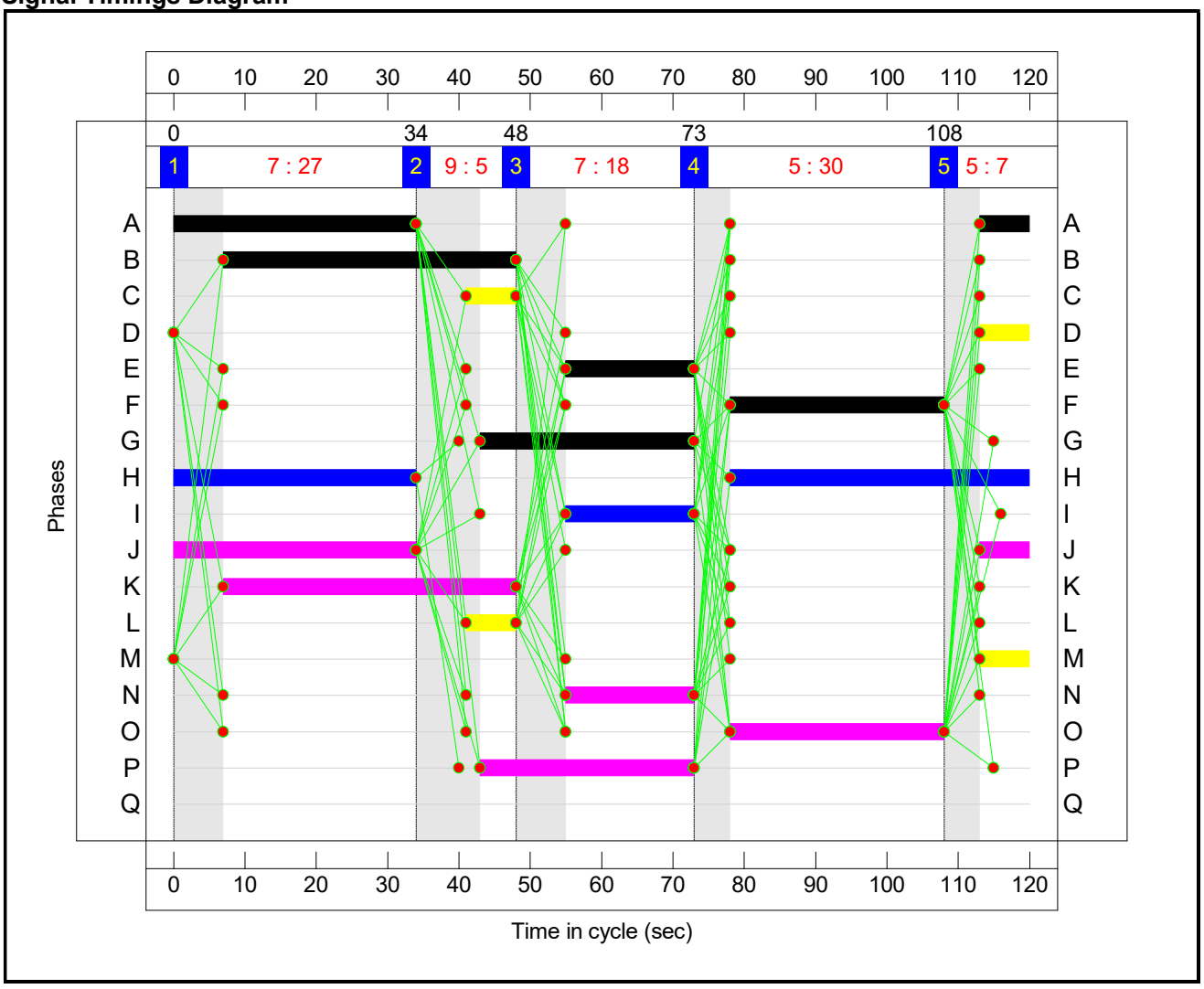
Stage Sequence Diagram



Stage Timings

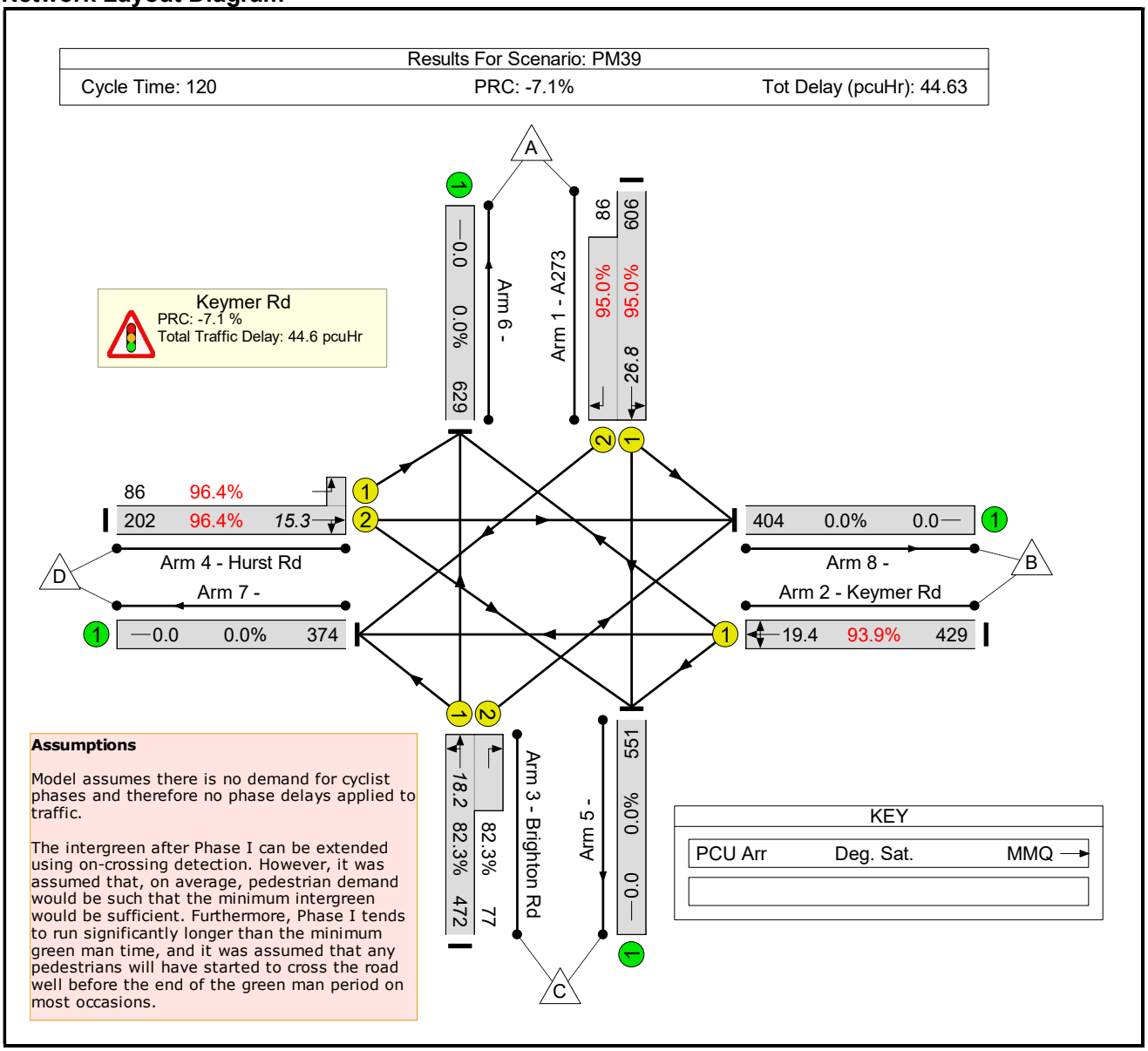
Stage	1	2	3	4	5
Duration	27	5	18	30	7
Change Point	0	34	48	73	108

Signal Timings Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - No Cyclist Demand	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.4%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	41:7	-	692	1875:1613	638+91	95.0 : 95.0%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	30	-	429	1769	457	93.9%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	41:7	-	549	1884:1729	573+94	82.3 : 82.3%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	18:30	-	288	1888:1641	210+89	96.4 : 96.4%
5/1		U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	404	Inf	Inf	0.0%

Keymer Rd No Cyclist Demand Full Input Data And Results

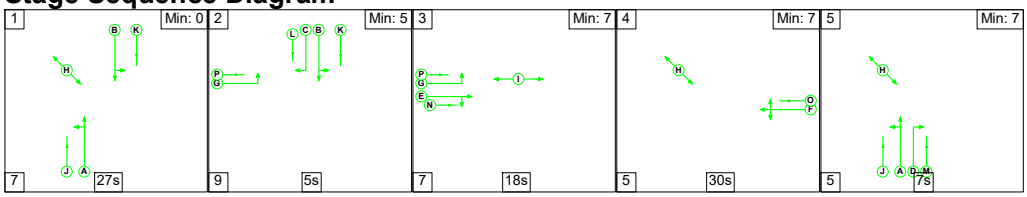
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - No Cyclist Demand	**-**	**-**	**0**	**0**	**0**	**23.8**	**20.9**	**0.0**	**44.6**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**23.8**	**20.9**	**0.0**	**44.6**	**-**	**-**	**-**	**-**
1/1+1/2	692	692	-	-	-	7.7	6.9	-	14.6	75.8	19.9	6.9	26.8
2/1	429	429	-	-	-	5.2	5.5	-	10.7	89.7	13.9	5.5	19.4
3/1+3/2	549	549	-	-	-	7.0	2.2	-	9.2	60.4	16.0	2.2	18.2
4/2+4/1	288	288	-	-	-	3.9	6.2	-	10.2	126.9	9.1	6.2	15.3
5/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 44.63 Cycle Time (s): 120
PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 44.63

Keymer Rd No Cyclist Demand Full Input Data And Results

Scenario 6: 'PM39+D' (FG6: 'PM 2039 + Development', Plan 1: 'Network Control Plan 1')

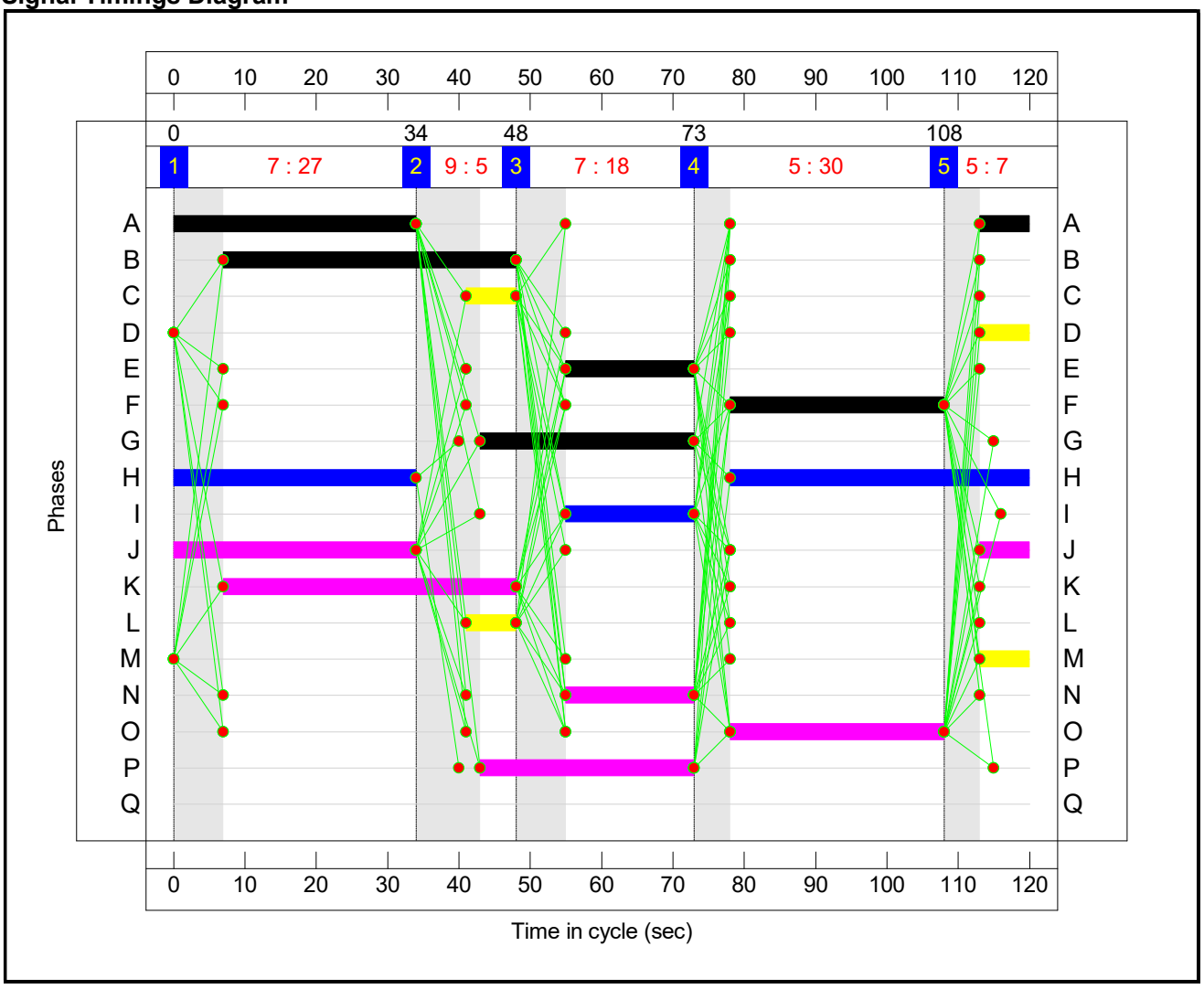
Stage Sequence Diagram



Stage Timings

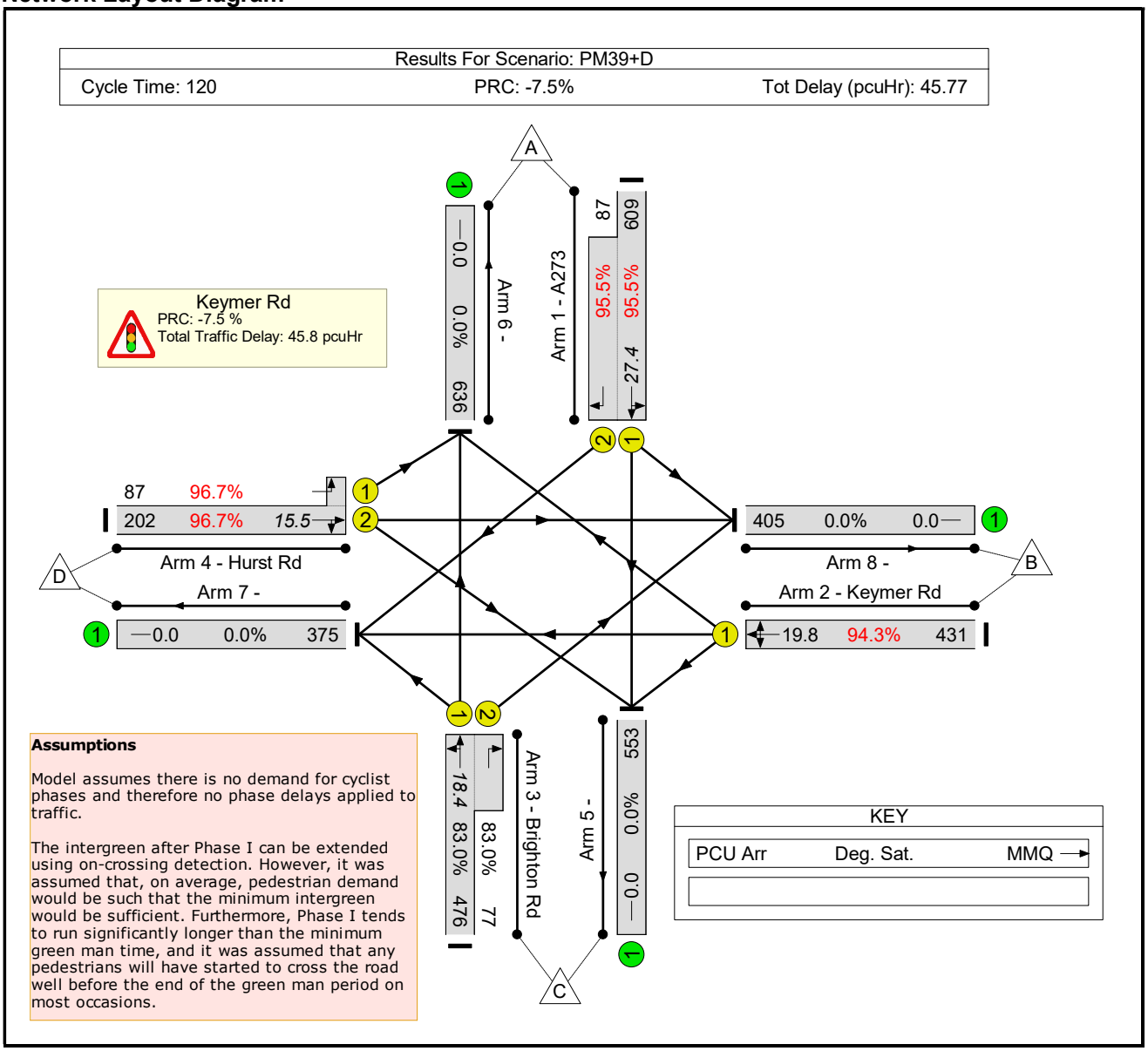
Stage	1	2	3	4	5
Duration	27	5	18	30	7
Change Point	0	34	48	73	108

Signal Timings Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Layout Diagram



Keymer Rd No Cyclist Demand Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Existing Layout - No Cyclist Demand	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.7%**
Keymer Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.7%**
1/1+1/2	A273 Ahead Right Left	U	N/A	N/A	B C		1	41:7	-	696	1875:1613	638+91	95.5 : 95.5%
2/1	Keymer Rd Left Right Ahead	U	N/A	N/A	F		1	30	-	431	1769	457	94.3%
3/1+3/2	Brighton Rd Ahead Left Right	U	N/A	N/A	A D		1	41:7	-	553	1884:1729	574+93	83.0 : 83.0%
4/2+4/1	Hurst Rd Right Left Ahead	U	N/A	N/A	E G		1	18:30	-	289	1888:1641	209+90	96.7 : 96.7%
5/1		U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	636	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%

Keymer Rd No Cyclist Demand Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Existing Layout - No Cyclist Demand	**-**	**-**	**0**	**0**	**0**	**24.0**	**21.8**	**0.0**	**45.8**	**-**	**-**	**-**	**-**
Keymer Rd	**-**	**-**	**0**	**0**	**0**	**24.0**	**21.8**	**0.0**	**45.8**	**-**	**-**	**-**	**-**
1/1+1/2	696	696	-	-	-	7.8	7.3	-	15.1	78.0	20.1	7.3	27.4
2/1	431	431	-	-	-	5.2	5.7	-	11.0	91.7	14.0	5.7	19.8
3/1+3/2	553	553	-	-	-	7.0	2.3	-	9.4	60.9	16.1	2.3	18.4
4/2+4/1	289	289	-	-	-	4.0	6.4	-	10.4	128.9	9.1	6.4	15.5
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -7.5 Total Delay for Signalled Lanes (pcuHr): 45.77 Cycle Time (s): 120
PRC Over All Lanes (%): -7.5 Total Delay Over All Lanes(pcuHr): 45.77