

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	108	27	431	0.250	111	1.2	0.3	11.611	B
B-A	71	18	205	0.346	79	2.6	0.6	30.535	D
C-A	734	184			734				
C-B	120	30	414	0.291	121	0.7	0.4	12.475	B
A-B	47	12			47				
A-C	872	218			872				

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	90	23	494	0.183	91	0.3	0.2	9.129	A
B-A	59	15	271	0.220	61	0.6	0.3	17.399	C
C-A	615	154			615				
C-B	101	25	447	0.225	101	0.4	0.3	10.521	B
A-B	39	10			39				
A-C	730	183			730				

2029 + com + dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		3.72	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D14	2029 + com + dev	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	800	100.000
B		ONE HOUR	✓	151	100.000
C		ONE HOUR	✓	1238	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	62	738
	B	59	0	92
	C	1052	186	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	0	0	4
	B	0	0	0
	C	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	12.39	0.3	B	84	127
B-A	0.55	66.58	1.1	F	54	81
C-A					965	1448
C-B	0.48	16.53	0.9	C	171	256
A-B					57	85
A-C					677	1016

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	546	0.127	69	0.0	0.1	7.537	A
B-A	44	11	273	0.163	44	0.0	0.2	15.677	C
C-A	792	198			792				
C-B	140	35	485	0.289	138	0.0	0.4	10.341	B
A-B	47	12			47				
A-C	556	139			556				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	21	504	0.164	83	0.1	0.2	8.545	A
B-A	53	13	208	0.255	52	0.2	0.3	23.088	C
C-A	946	236			946				
C-B	167	42	459	0.365	167	0.4	0.6	12.293	B
A-B	56	14			56				
A-C	663	166			663				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	401	0.253	101	0.2	0.3	11.966	B
B-A	65	16	119	0.548	62	0.3	1.1	60.972	F
C-A	1158	290			1158				
C-B	205	51	422	0.485	203	0.6	0.9	16.330	C
A-B	68	17			68				
A-C	813	203			813				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	101	25	392	0.259	101	0.3	0.3	12.390	B
B-A	65	16	118	0.550	65	1.1	1.1	66.578	F
C-A	1158	290			1158				
C-B	205	51	422	0.485	205	0.9	0.9	16.525	C
A-B	68	17			68				
A-C	813	203			813				

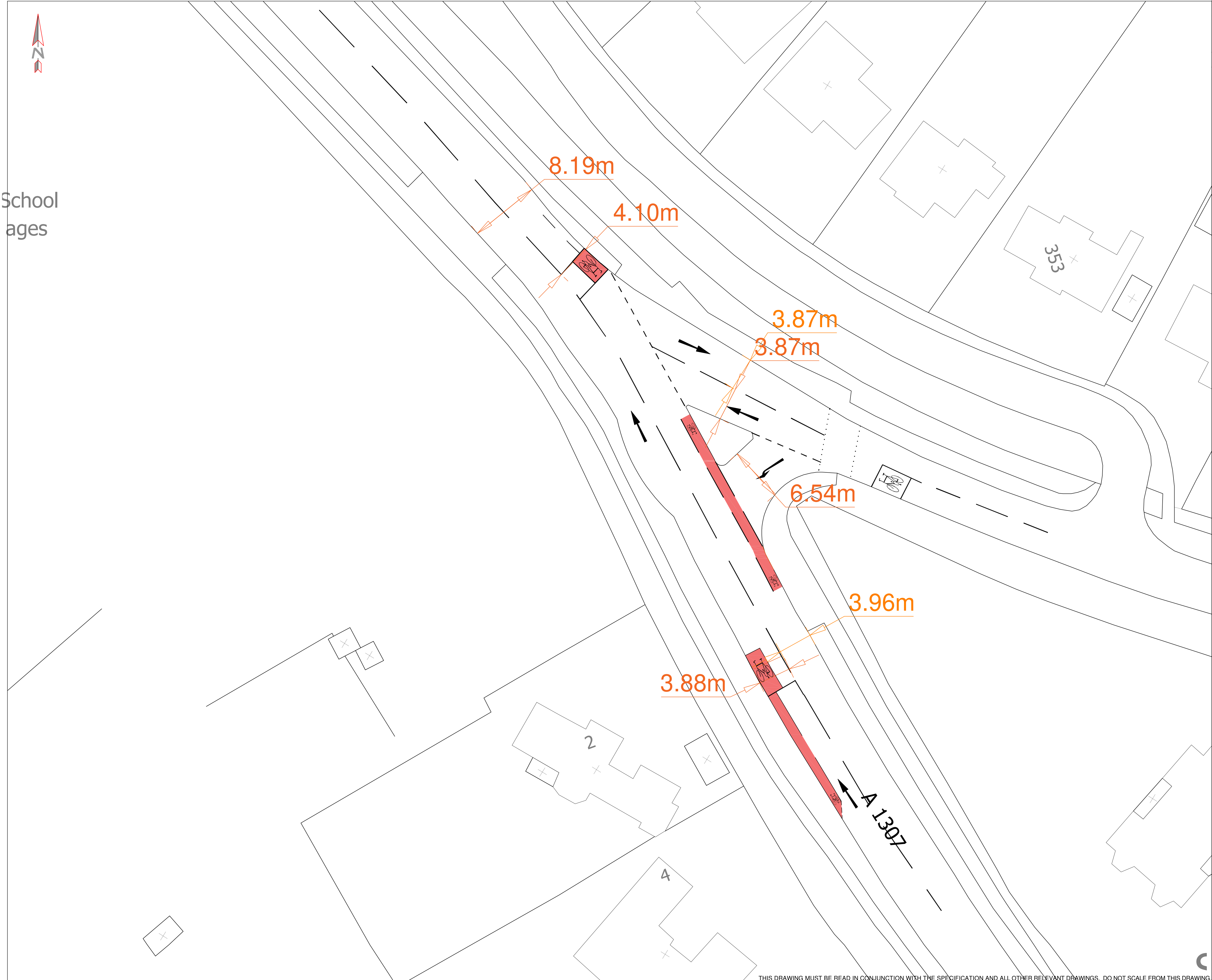
18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	21	501	0.165	83	0.3	0.2	8.641	A
B-A	53	13	207	0.256	56	1.1	0.4	24.305	C
C-A	946	236			946				
C-B	167	42	459	0.365	169	0.9	0.6	12.463	B
A-B	56	14			56				
A-C	663	166			663				

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	545	0.127	69	0.2	0.1	7.576	A
B-A	44	11	272	0.163	45	0.4	0.2	15.927	C
C-A	792	198			792				
C-B	140	35	485	0.289	141	0.6	0.4	10.479	B
A-B	47	12			47				
A-C	556	139			556				

Appendix J - Worts' Causeway/Babraham Road signalised junction



School
ages

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant Conisbee engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check
-----	------	-------------	-------	-------

conisbee

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Drawing Status

PRELIMINARY

Project

Worts' Causeway, Cambridge
Lot GB2

Title

Babraham Road/Worts Causeway
Junction with dimensions

Drawing No

180724-X-00-DR-C-3007

Date

22/03/2019

Scale

1:200@A1

Drawn

OJD

Engineer

HLJ

Project No

180724

Client Project No

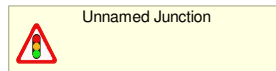
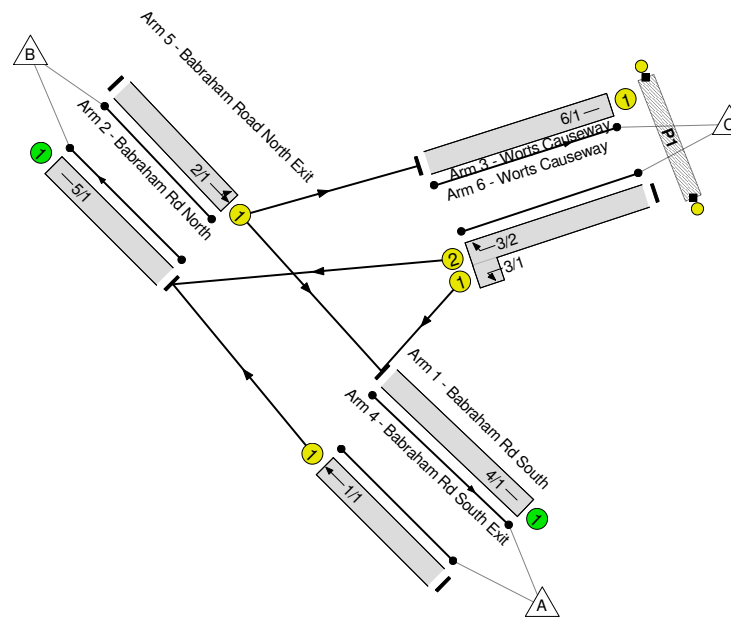
Revision

Full Input Data And Results

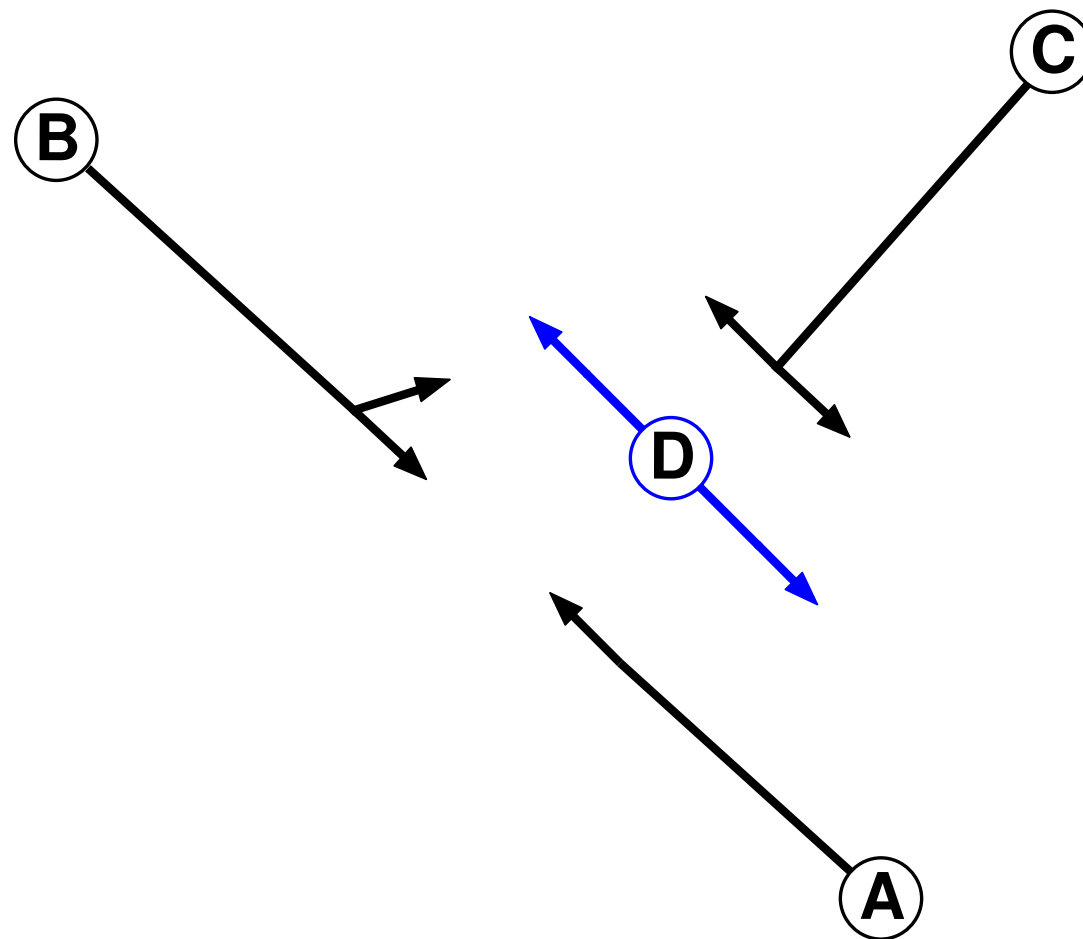
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Worts Causeway - Babraham Road junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		7	7

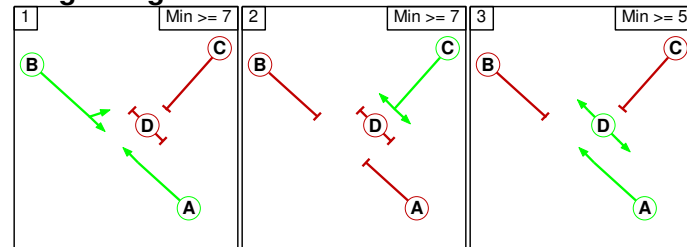
Phase Intergreens Matrix

Terminating Phase	Starting Phase				
		A	B	C	D
	A		-	7	-
	B	-		7	-
	C	-	-		-
	D	-	7	5	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	0
	2	2		2
	3	7	7	

Give-Way Lane Input Data

Junction: Unnamed Junction
There are no Opposed Lanes in this Junction

Lane Input Data

Junction: Unnamed Junction												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Babraham Rd South)	U	A	2	3	60.0	Geom	-	3.88	0.00	Y	Arm 5 Ahead	Inf
2/1 (Babraham Rd North)	U	B	2	3	18.8	Geom	-	4.10	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	Inf
3/1 (Worts Causeway)	U	C	2	3	1.6	Geom	-	5.00	0.00	Y	Arm 4 Left	Inf
3/2 (Worts Causeway)	U	C	2	3	60.0	Geom	-	3.87	0.00	Y	Arm 5 Right	Inf
4/1 (Babraham Rd South Exit)	U		2	3	60.0	Geom	-	3.96	0.00	Y		
5/1 (Babraham Road North Exit)	U		2	3	18.8	Geom	-	4.08	0.00	Y		
6/1 (Worts Causeway)	U	B	2	3	60.0	Geom	-	3.87	0.00	Y		

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 AM'	08:00	09:00	01:00	
2: '2019 PM'	16:45	17:45	01:00	
3: '2024 AM'	08:00	09:00	01:00	
4: '2024 PM'	16:45	17:45	01:00	
5: '2029 AM'	08:00	09:00	01:00	
6: '2029 PM'	16:45	17:45	01:00	
7: '2024 AM + com'	08:00	09:00	01:00	
8: '2024 PM + com'	16:45	17:45	01:00	
9: '2029 AM + com'	08:00	09:00	01:00	
10: '2029 PM + com'	16:45	17:45	01:00	
11: '2024 AM + com + dev'	08:00	09:00	01:00	
12: '2024 PM + com + dev'	16:45	17:45	01:00	
13: '2029 AM + com + dev'	08:00	09:00	01:00	
14: '2029 PM + com + dev'	16:45	17:45	01:00	

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	790	0	790
	B	741	0	22	763
	C	13	81	0	94
	Tot.	754	871	22	1647

Traffic Lane Flows

Lane	Scenario 1: Scenario 1
Junction: Unnamed Junction	
1/1	790
2/1	763
3/1	13
(short)	
3/2	94(In)
(with short)	81(Out)
4/1	754
5/1	871
6/1	22

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	97.1 %	2025	2025
				Arm 6 Left	Inf	2.9 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

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

Traffic Flows, Desired

Desired Flow :

CROSS-TABULATION					
	Destination				
Origin		A	B	C	Tot.
	A	0	670	0	670
	B	981	0	106	1087
	C	9	23	0	32
	Tot.	990	693	106	1789

Traffic Lane Flows

Lane	Scenario 2: New Scenario
Junction: Unnamed Junction	
1/1	670
2/1	1087
3/1 (short)	9
3/2 (with short)	32(In) 23(Out)
4/1	990
5/1	693
6/1	106

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	90.2 %	2025	2025
				Arm 6 Left	Inf	9.8 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 3: 'New Scenario' (FG3: '2024 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	865	0	865
	B	811	0	24	835
	C	14	89	0	103
	Tot.	825	954	24	1803

Traffic Lane Flows

Lane	Scenario 3: New Scenario
Junction: Unnamed Junction	
1/1	865
2/1	835
3/1 (short)	14
3/2 (with short)	103(In) 89(Out)
4/1	825
5/1	954
6/1	24

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	97.1 %	2025	2025
				Arm 6 Left	Inf	2.9 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

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

Traffic Flows, Desired

Desired Flow :

CROSS TABLE					
	Destination				
Origin		A	B	C	Tot.
	A	0	733	0	733
	B	1074	0	116	1190
	C	10	26	0	36
	Tot.	1084	759	116	1959

Traffic Lane Flows

Lane	Scenario 4: New Scenario
Junction: Unnamed Junction	
1/1	733
2/1	1190
3/1 (short)	10
3/2 (with short)	36(In) 26(Out)
4/1	1084
5/1	759
6/1	116

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	90.3 %	2025	2025
				Arm 6 Left	Inf	9.7 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

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

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	905	0	905
	B	850	0	26	876
	C	15	93	0	108
	Tot.	865	998	26	1889

Traffic Lane Flows

Lane	Scenario 5: New Scenario
Junction: Unnamed Junction	
1/1	905
2/1	876
3/1 (short)	15
3/2 (with short)	108(In) 93(Out)
4/1	865
5/1	998
6/1	26

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	97.0 %	2025	2025
				Arm 6 Left	Inf	3.0 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

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

Traffic Flows, Desired

Desired Flow :

CONFIDENTIAL					
	Destination				
Origin		A	B	C	Tot.
	A	0	768	0	768
	B	1124	0	121	1245
	C	10	27	0	37
	Tot.	1134	795	121	2050

Traffic Lane Flows

Lane	Scenario 6: New Scenario
Junction: Unnamed Junction	
1/1	768
2/1	1245
3/1 (short)	10
3/2 (with short)	37(In) 27(Out)
4/1	1134
5/1	795
6/1	121

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	90.3 %	2025	2025
				Arm 6 Left	Inf	9.7 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 7: 'New Scenario' (FG7: '2024 AM + com', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	1036	0	1036
	B	867	0	44	911
	C	14	146	0	160
	Tot.	881	1182	44	2107

Traffic Lane Flows

Lane	Scenario 7: New Scenario
Junction: Unnamed Junction	
1/1	1036
2/1	911
3/1 (short)	14
3/2 (with short)	160(In) 146(Out)
4/1	881
5/1	1182
6/1	44

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	95.2 %	2025	2025
				Arm 6 Left	Inf	4.8 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 8: 'New Scenario' (FG8: '2024 PM + com', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	794	0	794
	B	1214	0	167	1381
	C	10	41	0	51
	Tot.	1224	835	167	2226

Traffic Lane Flows

Lane	Scenario 8: New Scenario
Junction: Unnamed Junction	
1/1	794
2/1	1381
3/1 (short)	10
3/2 (with short)	51(In) 41(Out)
4/1	1224
5/1	835
6/1	167

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	87.9 %	2025	2025
				Arm 6 Left	Inf	12.1 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 9: 'New Scenario' (FG9: '2029 AM + com', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	1077	0	1077
	B	905	0	41	946
	C	15	150	0	165
	Tot.	920	1227	41	2188

Traffic Lane Flows

Lane	Scenario 9: New Scenario
Junction: Unnamed Junction	
1/1	1077
2/1	946
3/1 (short)	15
3/2 (with short)	165(In) 150(Out)
4/1	920
5/1	1227
6/1	41

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	95.7 %	2025	2025
				Arm 6 Left	Inf	4.3 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 10: 'New Scenario' (FG10: '2029 PM + com', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

CONFIDENTIAL					
	Destination				
Origin		A	B	C	Tot.
	A	0	829	0	829
	B	1265	0	172	1437
	C	10	42	0	52
	Tot.	1275	871	172	2318

Traffic Lane Flows

Lane	Scenario 10: New Scenario
Junction: Unnamed Junction	
1/1	829
2/1	1437
3/1 (short)	10
3/2 (with short)	52(In) 42(Out)
4/1	1275
5/1	871
6/1	172

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	88.0 %	2025	2025
				Arm 6 Left	Inf	12.0 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 11: 'New Scenario' (FG11: '2024 AM + com + dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	1078	0	1078
	B	900	0	40	940
	C	14	146	0	160
	Tot.	914	1224	40	2178

Traffic Lane Flows

Lane	Scenario 11: New Scenario
Junction: Unnamed Junction	
1/1	1078
2/1	940
3/1 (short)	14
3/2 (with short)	160(In) 146(Out)
4/1	914
5/1	1224
6/1	40

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	95.7 %	2025	2025
				Arm 6 Left	Inf	4.3 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 12: 'New Scenario' (FG12: '2024 PM + com + dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	826	0	826
	B	1239	0	167	1406
	C	10	41	0	51
	Tot.	1249	867	167	2283

Traffic Lane Flows

Lane	Scenario 12: New Scenario
Junction: Unnamed Junction	
1/1	826
2/1	1406
3/1 (short)	10
3/2 (with short)	51(In) 41(Out)
4/1	1249
5/1	867
6/1	167

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	88.1 %	2025	2025
				Arm 6 Left	Inf	11.9 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 13: 'New Scenario' (FG13: '2029 AM + com + dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	1118	0	1118
	B	938	0	41	979
	C	15	150	0	165
	Tot.	953	1268	41	2262

Traffic Lane Flows

Lane	Scenario 13: New Scenario
Junction: Unnamed Junction	
1/1	1118
2/1	979
3/1 (short)	15
3/2 (with short)	165(In) 150(Out)
4/1	953
5/1	1268
6/1	41

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	95.8 %	2025	2025
				Arm 6 Left	Inf	4.2 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

Scenario 14: 'New Scenario' (FG14: '2029 PM + com + dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

CROSS-TABULATION					
	Destination				
Origin		A	B	C	Tot.
	A	0	860	0	860
	B	1289	0	172	1461
	C	10	42	0	52
	Tot.	1299	902	172	2373

Traffic Lane Flows

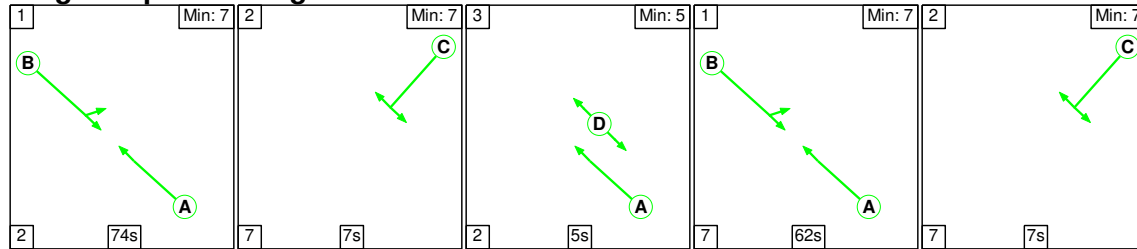
Lane	Scenario 14: New Scenario
Junction: Unnamed Junction	
1/1	860
2/1	1461
3/1 (short)	10
3/2 (with short)	52(In) 42(Out)
4/1	1299
5/1	902
6/1	172

Lane Saturation Flows

Junction: Unnamed Junction								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Babraham Rd South)	3.88	0.00	Y	Arm 5 Ahead	Inf	100.0 %	2003	2003
2/1 (Babraham Rd North)	4.10	0.00	Y	Arm 4 Ahead	Inf	88.2 %	2025	2025
				Arm 6 Left	Inf	11.8 %		
3/1 (Worts Causeway)	5.00	0.00	Y	Arm 4 Left	Inf	100.0 %	2115	2115
3/2 (Worts Causeway)	3.87	0.00	Y	Arm 5 Right	Inf	100.0 %	2002	2002
4/1 (Babraham Rd South Exit)	3.96	0.00	Y				2011	2011
5/1 (Babraham Road North Exit)	4.08	0.00	Y				2023	2023
6/1 (Worts Causeway)	3.87	0.00	Y				2002	2002

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

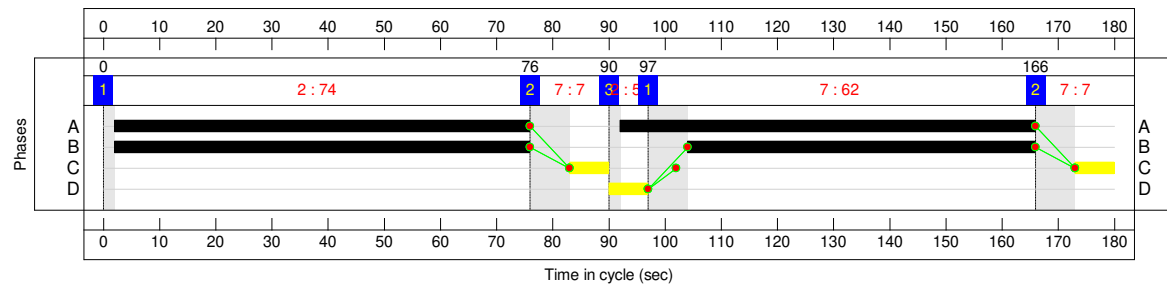
Stage Sequence Diagram



Stage Timings

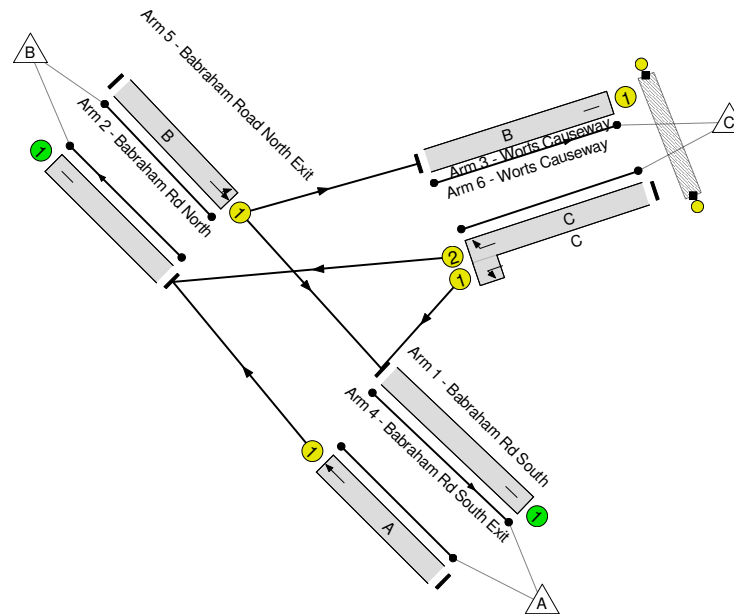
Stage	1	2	3	1	2
Duration	74	7	5	62	7
Change Point	0	76	90	97	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 83.1 %
	Total Traffic Delay: 4.4 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

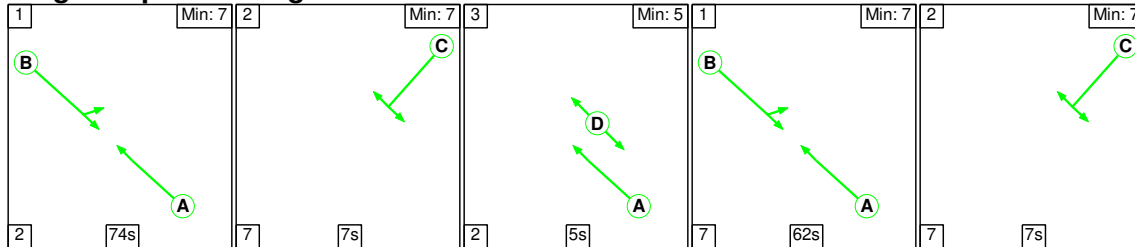


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	49.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	49.1%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	790	2003	1669	47.3%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	763	2025	1553	49.1%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	94	2002:2115	169+27	47.9 : 47.9%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	754	2011	2011	37.5%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	871	2023	2023	43.1%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	22	2002	1535	1.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.4	2.1	0.0	4.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	2.4	2.1	0.0	4.4	-	-	-	-
1/1	790	790	-	-	-	0.5	0.4	-	0.9	4.1	5.3	0.4	5.7
2/1	763	763	-	-	-	0.9	0.5	-	1.4	6.5	9.1	0.5	9.6
3/2+3/1	94	94	-	-	-	1.0	0.5	-	1.5	56.3	2.0	0.5	2.4
4/1	754	754	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	871	871	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	22	22	-	-	-	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		83.1	Total Delay for Signalled Lanes (pcuHr):			3.77	Cycle Time (s): 180			
			PRC Over All Lanes (%):		83.1	Total Delay Over All Lanes(pcuHr):			4.45				

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

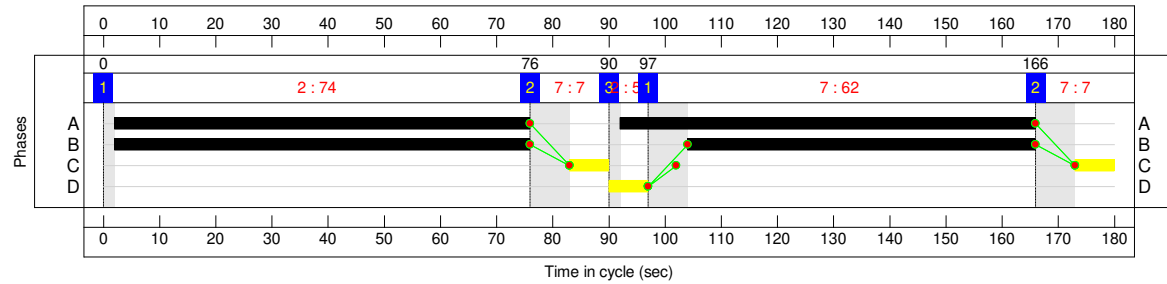
Stage Sequence Diagram



Stage Timings

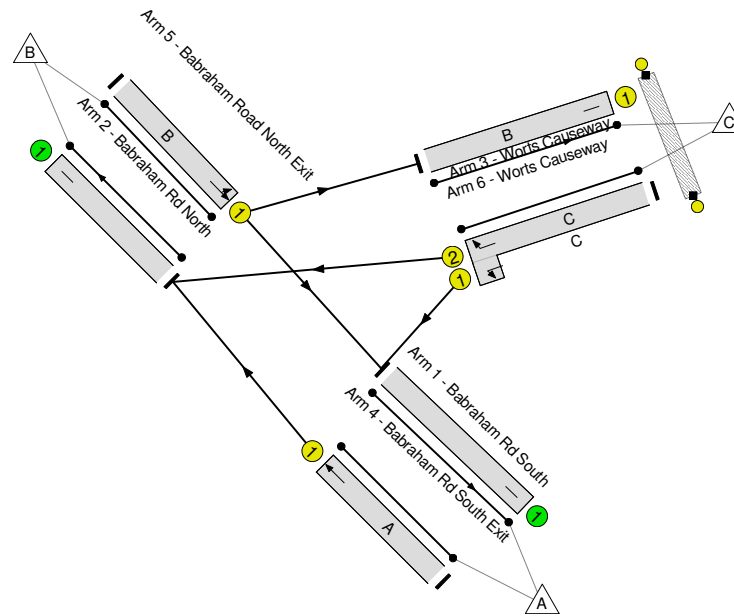
Stage	1	2	3	1	2
Duration	74	7	5	62	7
Change Point	0	76	90	97	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 28.5 %
	Total Traffic Delay: 4.8 pcu-Hr
	Ave. Route Delay Per Ped: 0.0 s/Ped

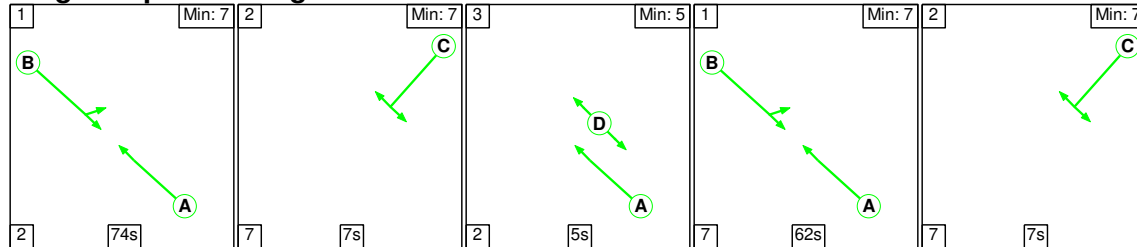


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	70.0%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	670	2003	1669	40.1%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1087	2025	1553	70.0%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	32	2002:2115	153+60	15.0 : 15.0%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	990	2011	2011	49.2%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	693	2023	2023	34.3%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	106	2002	1535	6.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.4	2.4	0.0	4.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	2.4	2.4	0.0	4.8	-	-	-	-
1/1	670	670	-	-	-	0.4	0.3	-	0.7	3.7	4.1	0.3	4.4
2/1	1087	1087	-	-	-	1.7	1.2	-	2.9	9.6	17.5	1.2	18.7
3/2+3/1	32	32	-	-	-	0.3	0.1	-	0.4	47.8	0.5	0.1	0.6
4/1	990	990	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
5/1	693	693	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	106	106	-	-	-	0.0	0.0	-	0.1	2.4	0.2	0.0	0.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		28.5	Total Delay for Signalled Lanes (pcuHr):			4.07	Cycle Time (s): 180			
			PRC Over All Lanes (%):		28.5	Total Delay Over All Lanes(pcuHr):			4.81				

Scenario 3: 'New Scenario' (FG3: '2024 AM', Plan 1: 'Network Control Plan 1')

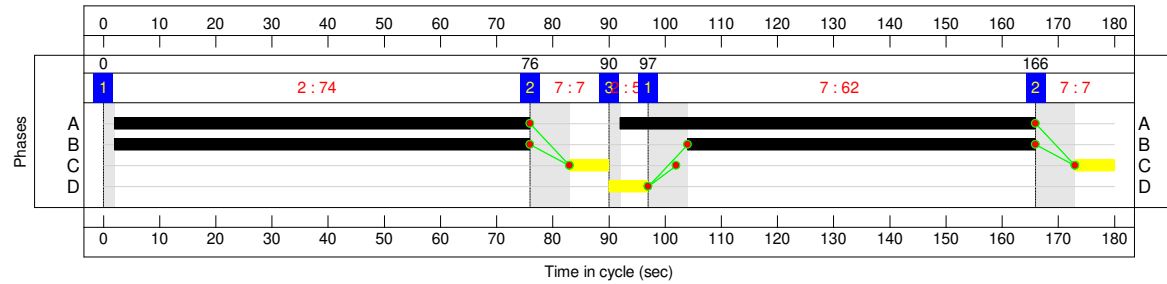
Stage Sequence Diagram



Stage Timings

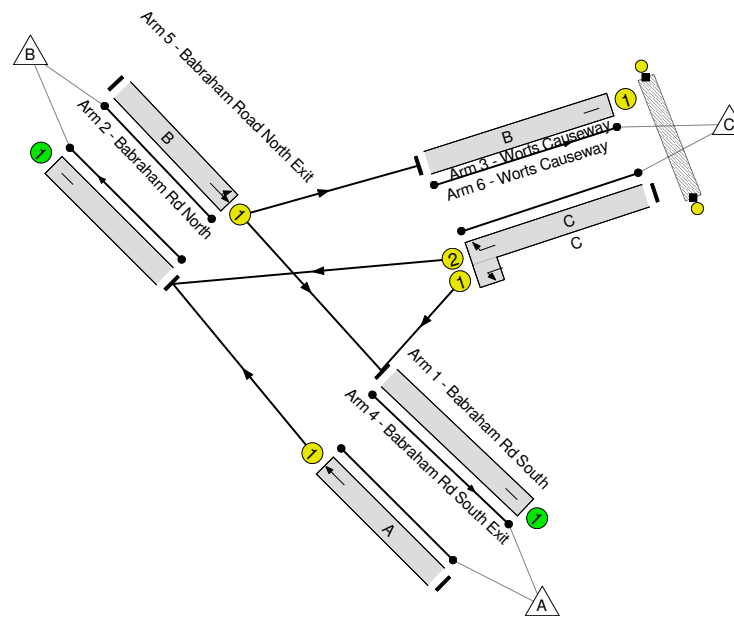
Stage	1	2	3	1	2
Duration	74	7	5	62	7
Change Point	0	76	90	97	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 67.3 %
	Total Traffic Delay: 5.2 pcu-Hr
	Ave. Route Delay Per Ped: 0.0 s/Ped

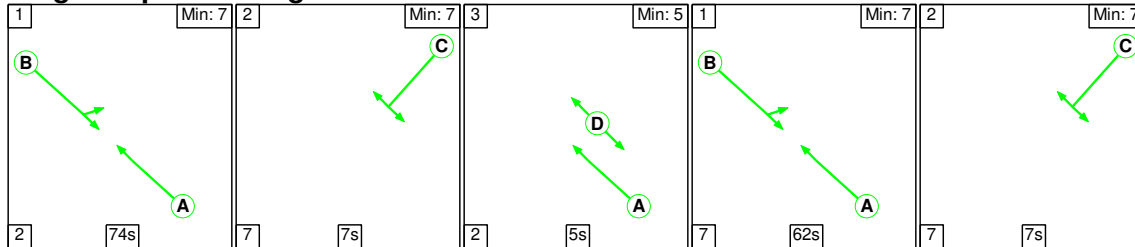


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	53.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	53.8%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	865	2003	1669	51.8%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	835	2025	1553	53.8%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	103	2002:2115	169+27	52.6 : 52.6%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	825	2011	2011	41.0%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	954	2023	2023	47.2%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	24	2002	1535	1.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.7	2.5	0.0	5.2	-	-	-	-
Unnamed Junction	-	-	0	0	0	2.7	2.5	0.0	5.2	-	-	-	-
1/1	865	865	-	-	-	0.5	0.5	-	1.1	4.4	6.2	0.5	6.8
2/1	835	835	-	-	-	1.0	0.6	-	1.6	7.0	10.4	0.6	11.0
3/2+3/1	103	103	-	-	-	1.1	0.5	-	1.7	58.2	2.2	0.5	2.7
4/1	825	825	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/1	954	954	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
6/1	24	24	-	-	-	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		67.3	Total Delay for Signalled Lanes (pcuHr):			4.37	Cycle Time (s): 180			
			PRC Over All Lanes (%):		67.3	Total Delay Over All Lanes(pcuHr):			5.17				

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

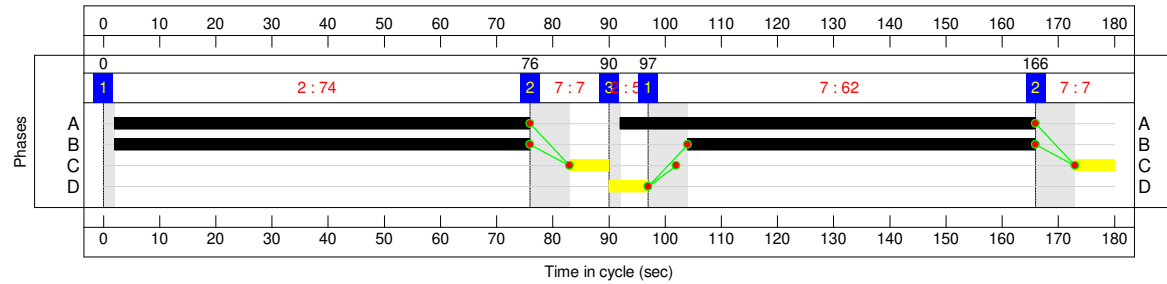
Stage Sequence Diagram



Stage Timings

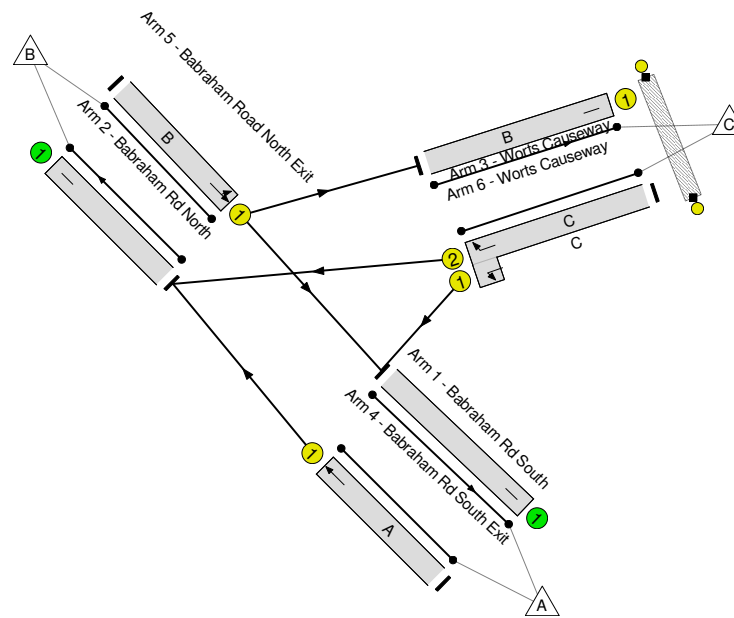
Stage	1	2	3	1	2
Duration	74	7	5	62	7
Change Point	0	76	90	97	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 17.4 %
	Total Traffic Delay: 6.0 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

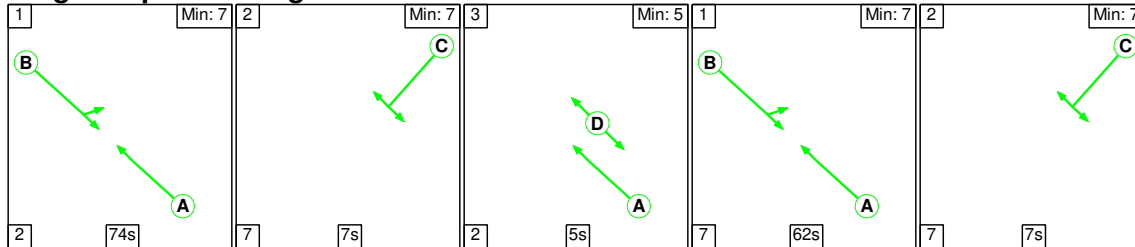


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	76.7%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	733	2003	1669	43.9%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1190	2025	1553	76.7%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	36	2002:2115	153+59	17.0 : 17.0%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	1084	2011	2011	53.9%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	759	2023	2023	37.5%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	116	2002	1535	7.6%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.9	3.0	0.0	6.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	2.9	3.0	0.0	6.0	-	-	-	-
1/1	733	733	-	-	-	0.4	0.4	-	0.8	3.9	4.7	0.4	5.1
2/1	1190	1190	-	-	-	2.1	1.6	-	3.8	11.3	21.5	1.6	23.1
3/2+3/1	36	36	-	-	-	0.4	0.1	-	0.5	48.1	0.6	0.1	0.7
4/1	1084	1084	-	-	-	0.0	0.6	-	0.6	1.9	0.0	0.6	0.6
5/1	759	759	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
6/1	116	116	-	-	-	0.0	0.0	-	0.1	2.4	0.2	0.0	0.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		17.4	Total Delay for Signalled Lanes (pcuHr):			5.10	Cycle Time (s): 180			
			PRC Over All Lanes (%):		17.4	Total Delay Over All Lanes(pcuHr):			5.99				

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

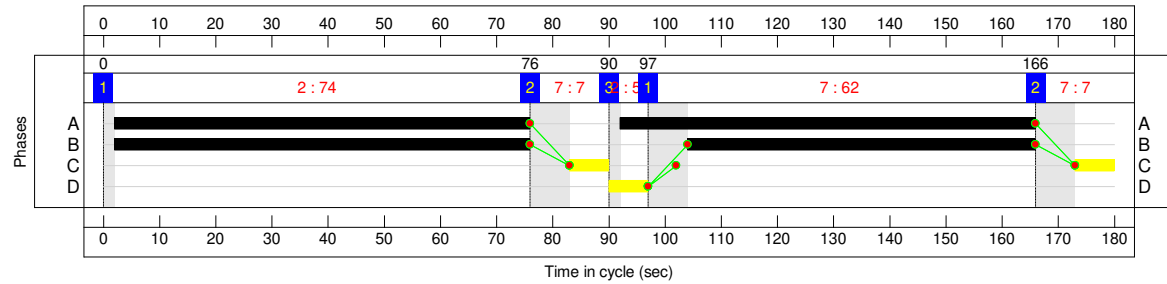
Stage Sequence Diagram



Stage Timings

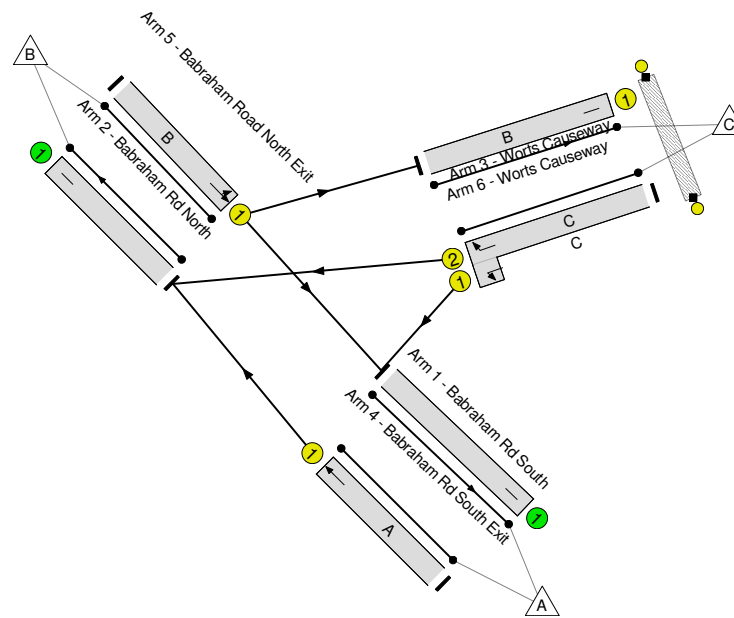
Stage	1	2	3	1	2
Duration	74	7	5	62	7
Change Point	0	76	90	97	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 59.5 %
	Total Traffic Delay: 5.6 pcu-Hr
	Ave. Route Delay Per Ped: 0.0 s/Ped

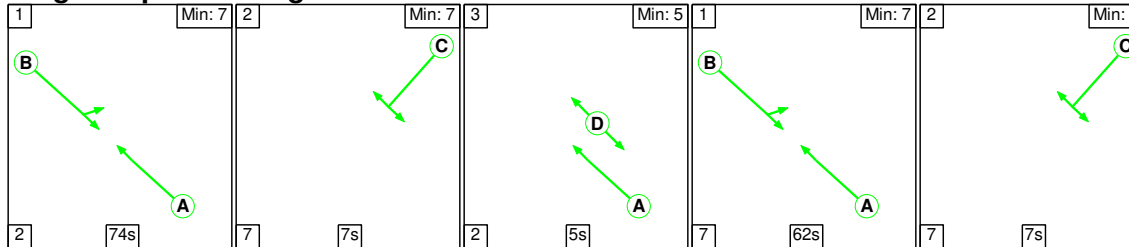


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	56.4%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	56.4%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	905	2003	1669	54.2%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	876	2025	1553	56.4%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	108	2002:2115	169+27	55.1 : 55.1%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	865	2011	2011	43.0%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	998	2023	2023	49.3%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	26	2002	1535	1.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	D		1	7	-	0	-	0	0.0%
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	0	0	0	2.9	2.7	0.0	5.6	-	-	-	-
Unnamed Junction	-	-	0	0	0	2.9	2.7	0.0	5.6	-	-	-	-
1/1	905	905	-	-	-	0.6	0.6	-	1.2	4.6	6.8	0.6	7.4
2/1	876	876	-	-	-	1.1	0.6	-	1.8	7.3	11.4	0.6	12.1
3/2+3/1	108	108	-	-	-	1.2	0.6	-	1.8	59.2	2.3	0.6	2.9
4/1	865	865	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/1	998	998	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
6/1	26	26	-	-	-	0.0	0.0	-	0.0	2.3	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		59.5	Total Delay for Signalled Lanes (pcuHr):			4.74	Cycle Time (s): 180			
			PRC Over All Lanes (%):		59.5	Total Delay Over All Lanes(pcuHr):			5.60				

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

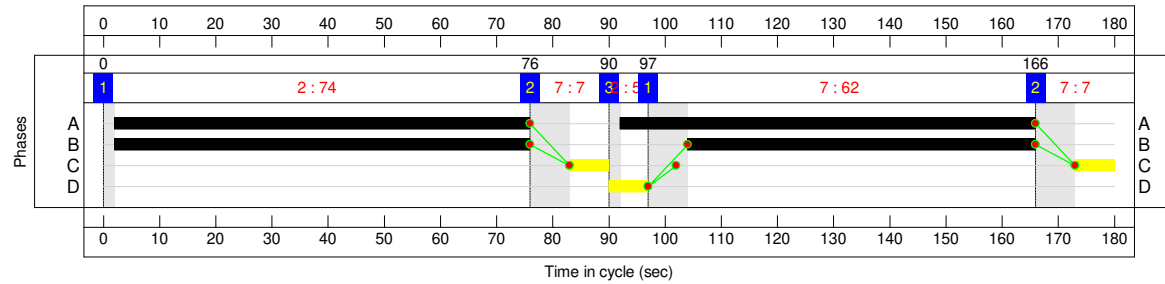
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	74	7	5	62	7
Change Point	0	76	90	97	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 12.2 %
	Total Traffic Delay: 6.8 pcu-Hr
	Ave. Route Delay Per Ped: 0.0 s/Ped

