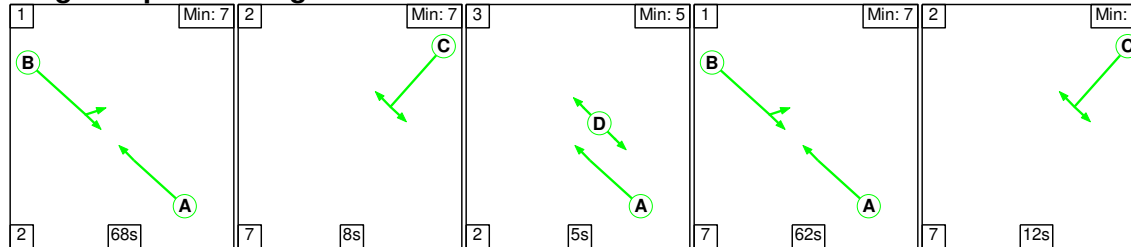


Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	80.2%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	768	2003	1669	46.0%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1245	2025	1553	80.2%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	37	2002:2115	154+57	17.5 : 17.5%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	1134	2011	2011	56.4%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	795	2023	2023	39.3%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	121	2002	1535	7.9%
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	3.2	3.5	0.0	6.8	-	-	-	-
Unnamed Junction	-	-	0	0	0	3.2	3.5	0.0	6.8	-	-	-	-
1/1	768	768	-	-	-	0.4	0.4	-	0.9	4.0	5.1	0.4	5.5
2/1	1245	1245	-	-	-	2.4	2.0	-	4.4	12.7	24.2	2.0	26.2
3/2+3/1	37	37	-	-	-	0.4	0.1	-	0.5	48.2	0.6	0.1	0.7
4/1	1134	1134	-	-	-	0.0	0.6	-	0.6	2.0	0.0	0.6	0.6
5/1	795	795	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
6/1	121	121	-	-	-	0.0	0.0	-	0.1	2.4	0.2	0.0	0.2
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		12.2	Total Delay for Signalled Lanes (pcuHr):			5.81	Cycle Time (s): 180			
			PRC Over All Lanes (%):		12.2	Total Delay Over All Lanes(pcuHr):			6.78				

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

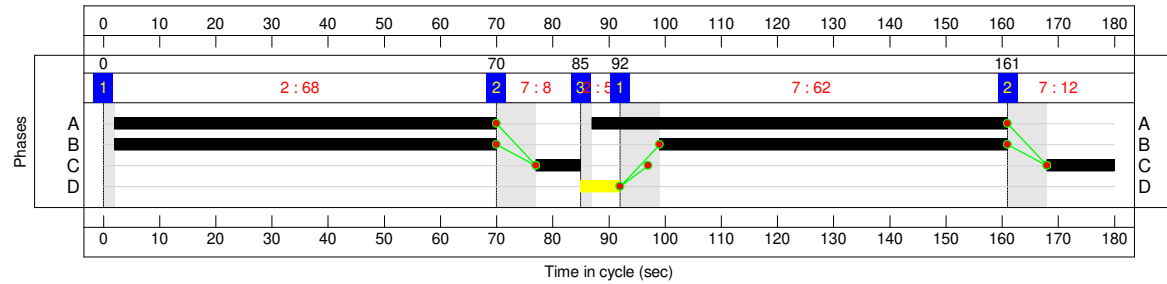
Stage Sequence Diagram



Stage Timings

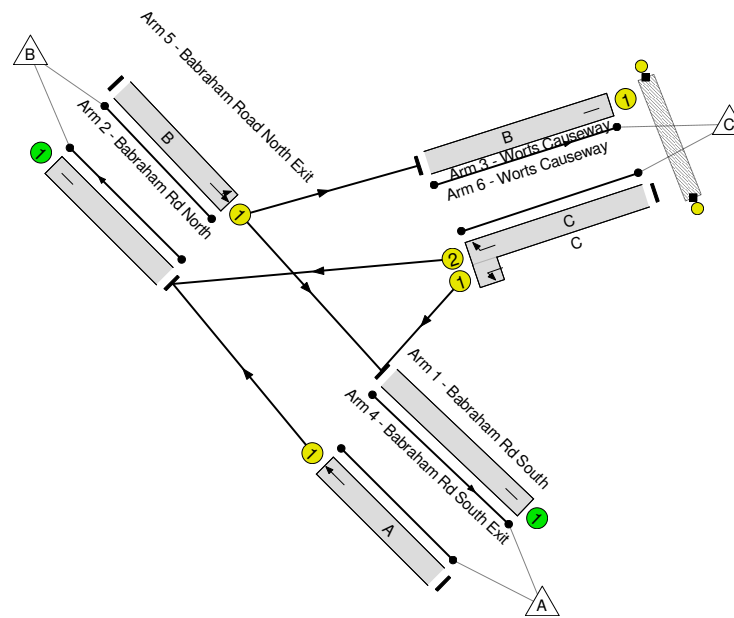
Stage	1	2	3	1	2
Duration	68	8	5	62	12
Change Point	0	70	85	92	161

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 39.2 %
	Total Traffic Delay: 7.9 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

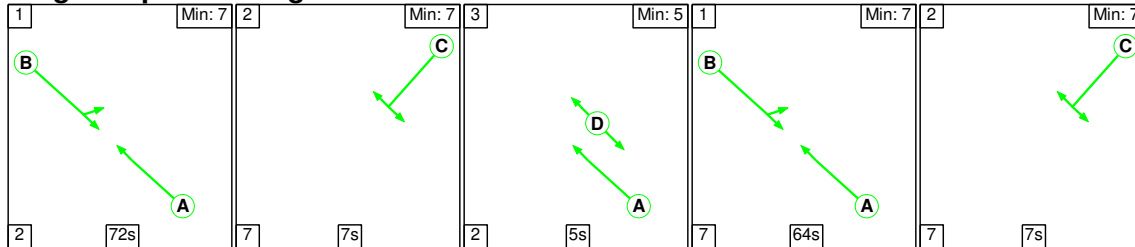


Network Results

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	-	-		-	-	-	-	-	-	64.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	64.7%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	142	-	1036	2003	1602	64.7%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	130	-	911	2025	1485	61.3%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	20	-	160	2002:2115	236+23	61.9 : 61.9%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	881	2011	2011	43.8%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	1182	2023	2023	58.4%
6/1	Worts Causeway	U	N/A	N/A	B		2	130	-	44	2002	1468	3.0%
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	4.3	3.6	0.0	7.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.3	3.6	0.0	7.9	-	-	-	-
1/1	1036	1036	-	-	-	1.1	0.9	-	2.0	6.9	11.8	0.9	12.7
2/1	911	911	-	-	-	1.5	0.8	-	2.3	9.1	12.7	0.8	13.4
3/2+3/1	160	160	-	-	-	1.7	0.8	-	2.5	55.4	3.8	0.8	4.6
4/1	881	881	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/1	1182	1182	-	-	-	0.0	0.7	-	0.7	2.1	0.0	0.7	0.7
6/1	44	44	-	-	-	0.0	0.0	-	0.0	2.6	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		39.2	Total Delay for Signalled Lanes (pcuHr):			6.80	Cycle Time (s): 180			
			PRC Over All Lanes (%):		39.2	Total Delay Over All Lanes(pcuHr):			7.89				

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

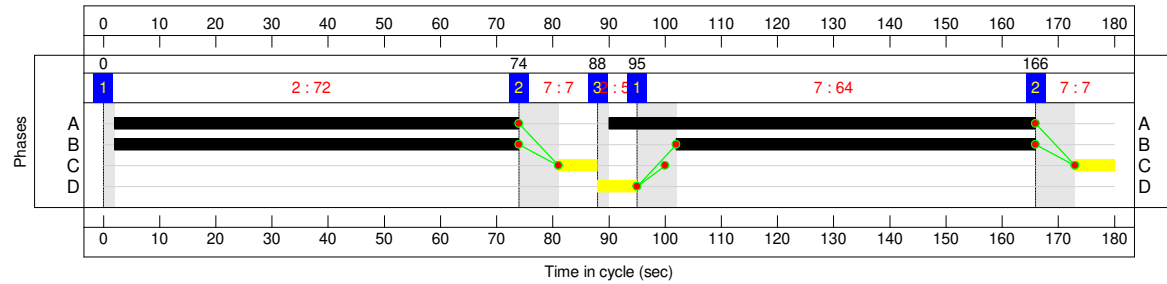
Stage Sequence Diagram



Stage Timings

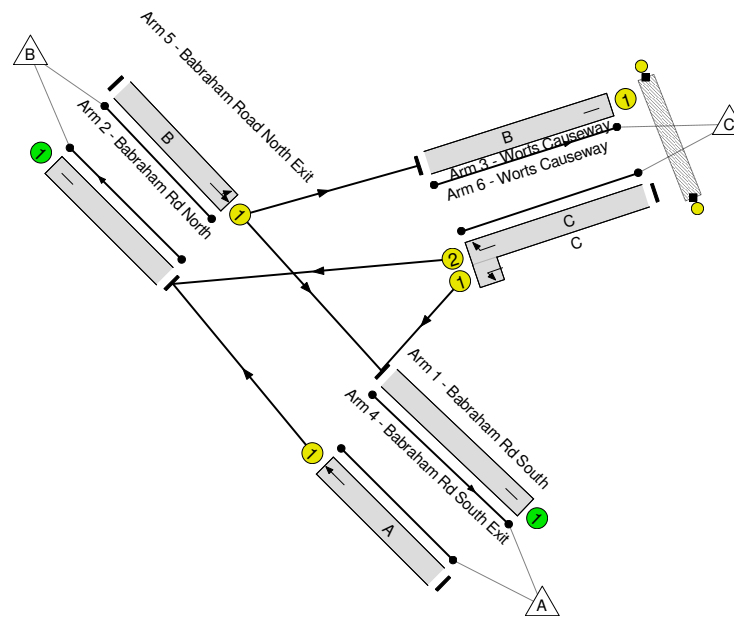
Stage	1	2	3	1	2
Duration	72	7	5	64	7
Change Point	0	74	88	95	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 1.2 %
	Total Traffic Delay: 9.9 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

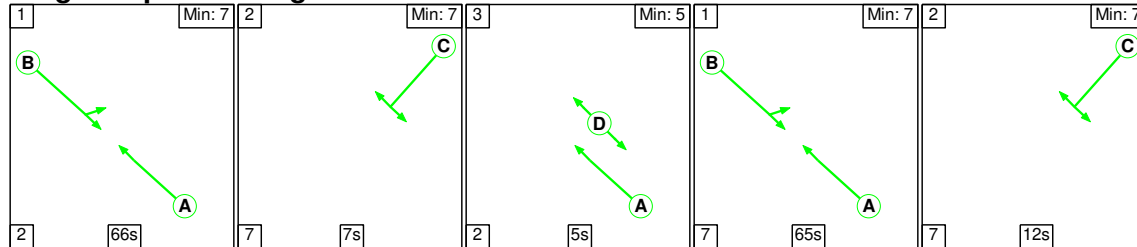


Network Results

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	-	-		-	-	-	-	-	-	89.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	89.0%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	794	2003	1669	47.6%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1381	2025	1553	89.0%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	51	2002:2115	163+40	25.2 : 25.2%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	1224	2011	2011	60.9%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	835	2023	2023	41.3%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	167	2002	1535	10.9%
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	4.2	5.7	0.0	9.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.2	5.7	0.0	9.9	-	-	-	-
1/1	794	794	-	-	-	0.5	0.5	-	0.9	4.1	5.3	0.5	5.7
2/1	1381	1381	-	-	-	3.2	3.9	-	7.0	18.4	32.2	3.9	36.1
3/2+3/1	51	51	-	-	-	0.5	0.2	-	0.7	50.0	1.0	0.2	1.1
4/1	1224	1224	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
5/1	835	835	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
6/1	167	167	-	-	-	0.1	0.1	-	0.1	2.4	0.3	0.1	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		1.2	Total Delay for Signalled Lanes (pcuHr):			8.78	Cycle Time (s): 180			
			PRC Over All Lanes (%):		1.2	Total Delay Over All Lanes(pcuHr):			9.91				

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

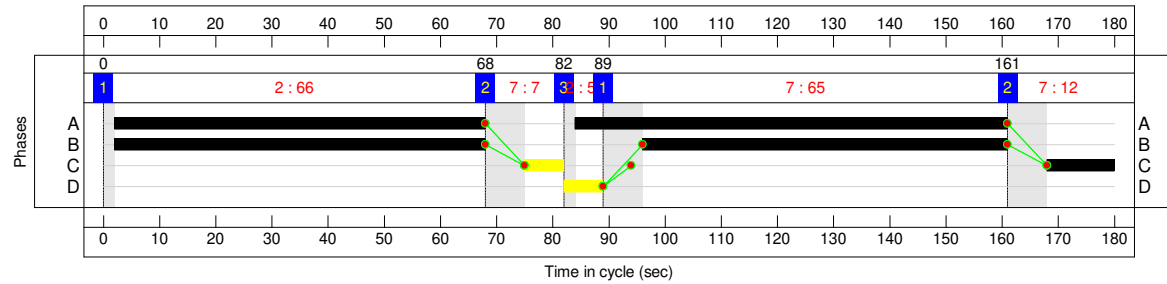
Stage Sequence Diagram



Stage Timings

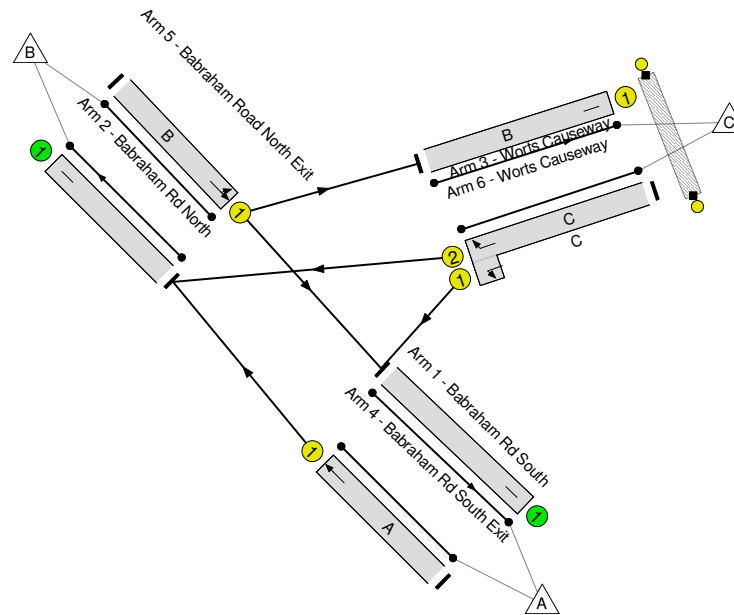
Stage	1	2	3	1	2
Duration	66	7	5	65	12
Change Point	0	68	82	89	161

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 34.8 %
	Total Traffic Delay: 8.5 pcu-Hr
	Ave. Route Delay Per Ped: 0.0 s/Ped



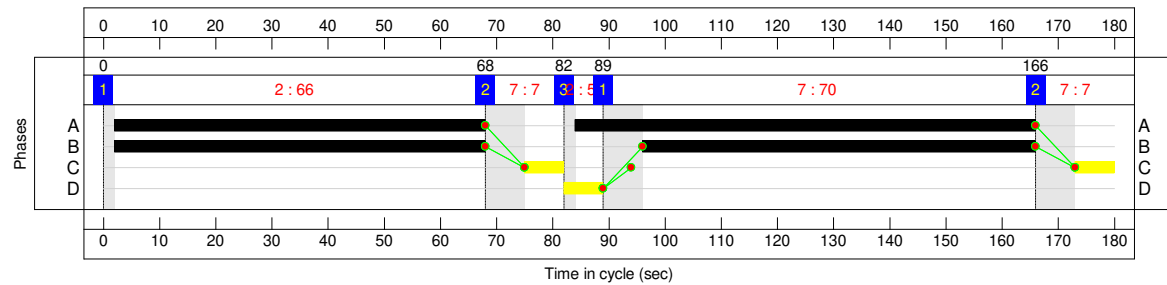
Network Results

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	-	-		-	-	-	-	-	-	66.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.7%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	143	-	1077	2003	1614	66.7%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	131	-	946	2025	1496	63.2%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	19	-	165	2002:2115	225+22	66.7 : 66.7%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	920	2011	2011	45.7%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	1227	2023	2023	60.7%
6/1	Worts Causeway	U	N/A	N/A	B		2	131	-	41	2002	1479	2.8%
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	4.4	4.0	0.0	8.5	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.4	4.0	0.0	8.5	-	-	-	-
1/1	1077	1077	-	-	-	1.1	1.0	-	2.1	7.1	12.9	1.0	13.9
2/1	946	946	-	-	-	1.5	0.9	-	2.4	9.1	13.1	0.9	14.0
3/2+3/1	165	165	-	-	-	1.7	1.0	-	2.7	59.4	4.0	1.0	5.0
4/1	920	920	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/1	1227	1227	-	-	-	0.0	0.8	-	0.8	2.3	0.0	0.8	0.8
6/1	41	41	-	-	-	0.0	0.0	-	0.0	2.5	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		34.8	Total Delay for Signalled Lanes (pcuHr):			7.28	Cycle Time (s): 180			
			PRC Over All Lanes (%):		34.8	Total Delay Over All Lanes(pcuHr):			8.47				

Stage Sequence Diagram

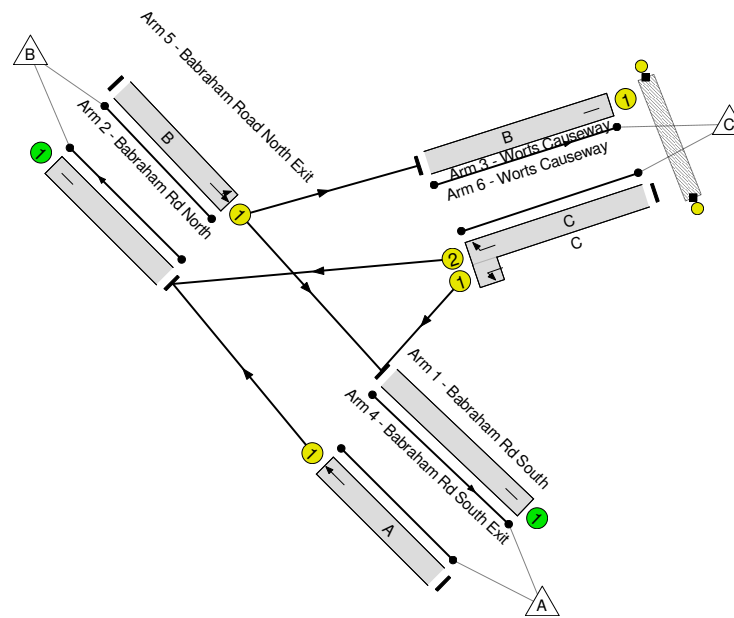


Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 2.8 %
	Total Traffic Delay: 12.4 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

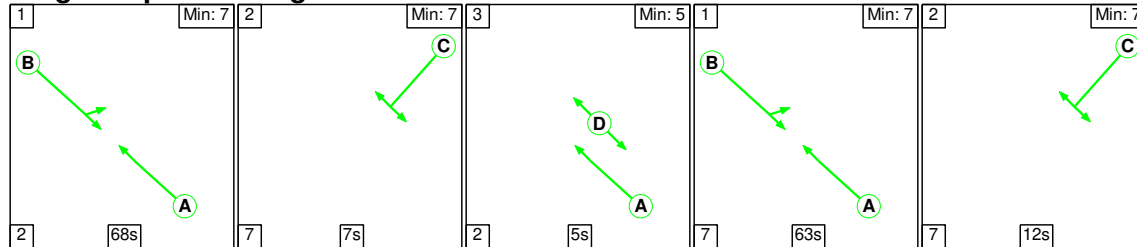


Network Results

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	-	-		-	-	-	-	-	-	92.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	92.6%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	829	2003	1669	49.7%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1437	2025	1553	92.6%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	52	2002:2115	163+39	25.8 : 25.8%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	1275	2011	2011	63.4%
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	-	172	2002	1535	11.2%
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	4.7	7.6	0.0	12.4	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.7	7.6	0.0	12.4	-	-	-	-
1/1	829	829	-	-	-	0.5	0.5	-	1.0	4.3	5.8	0.5	6.2
2/1	1437	1437	-	-	-	3.6	5.7	-	9.3	23.3	36.7	5.7	42.4
3/2+3/1	52	52	-	-	-	0.6	0.2	-	0.7	50.5	1.1	0.2	1.2
4/1	1275	1275	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
5/1	871	871	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	172	172	-	-	-	0.1	0.1	-	0.1	2.5	0.3	0.1	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%): -2.8			Total Delay for Signalled Lanes (pcuHr): 11.14			Cycle Time (s): 180				
			PRC Over All Lanes (%): -2.8			Total Delay Over All Lanes(pcuHr): 12.38							

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

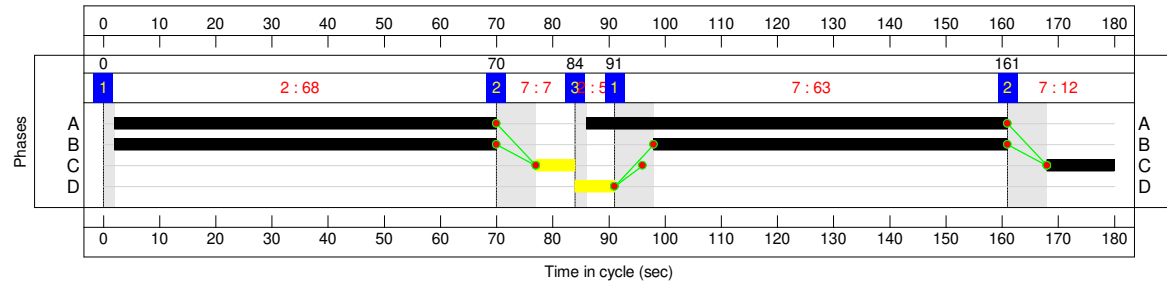
Stage Sequence Diagram



Stage Timings

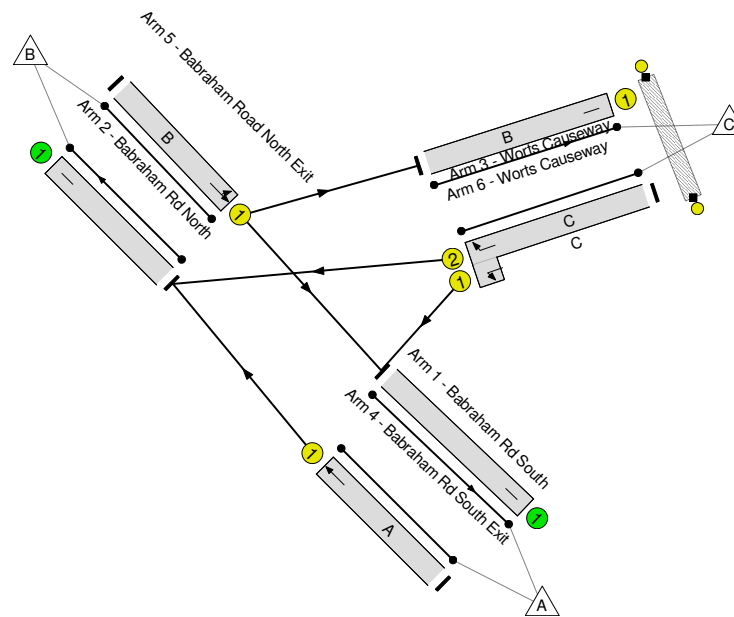
Stage	1	2	3	1	2
Duration	68	7	5	63	12
Change Point	0	70	84	91	161

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 34.7 %
	Total Traffic Delay: 8.3 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

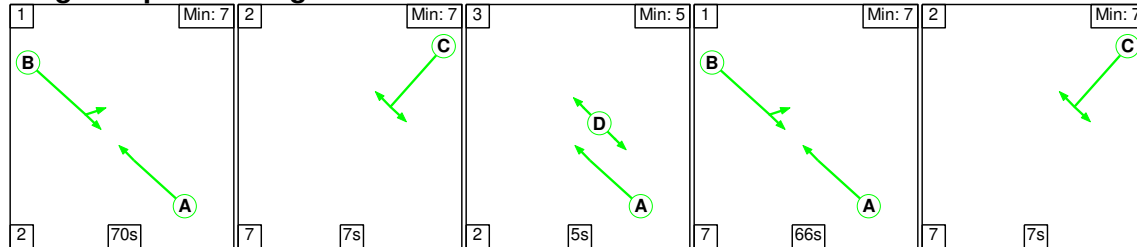


Network Results

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	-	-		-	-	-	-	-	-	66.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	66.8%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	143	-	1078	2003	1614	66.8%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	131	-	940	2025	1496	62.8%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	19	-	160	2002:2115	226+22	64.7 : 64.7%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	914	2011	2011	45.5%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	1224	2023	2023	60.5%
6/1	Worts Causeway	U	N/A	N/A	B		2	131	-	40	2002	1479	2.7%
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	4.4	3.9	0.0	8.3	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.4	3.9	0.0	8.3	-	-	-	-
1/1	1078	1078	-	-	-	1.1	1.0	-	2.1	7.1	12.9	1.0	13.9
2/1	940	940	-	-	-	1.5	0.8	-	2.4	9.1	13.1	0.8	13.9
3/2+3/1	160	160	-	-	-	1.7	0.9	-	2.6	58.1	3.8	0.9	4.7
4/1	914	914	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/1	1224	1224	-	-	-	0.0	0.8	-	0.8	2.2	0.0	0.8	0.8
6/1	40	40	-	-	-	0.0	0.0	-	0.0	2.5	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		34.7	Total Delay for Signalled Lanes (pcuHr):			7.11	Cycle Time (s): 180			
			PRC Over All Lanes (%):		34.7	Total Delay Over All Lanes(pcuHr):			8.29				

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

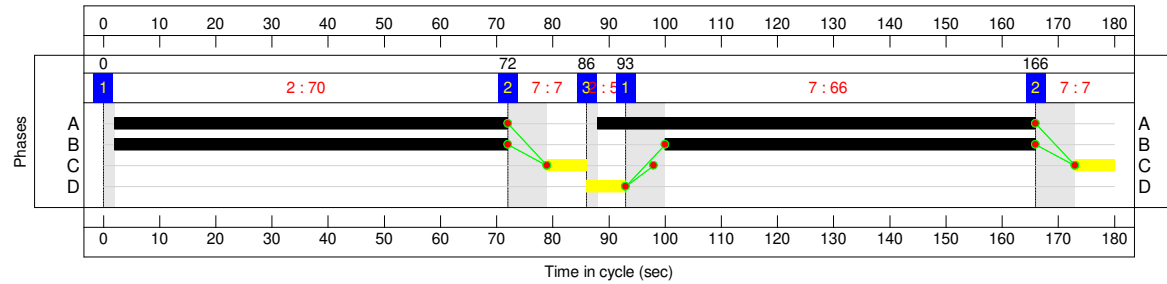
Stage Sequence Diagram



Stage Timings

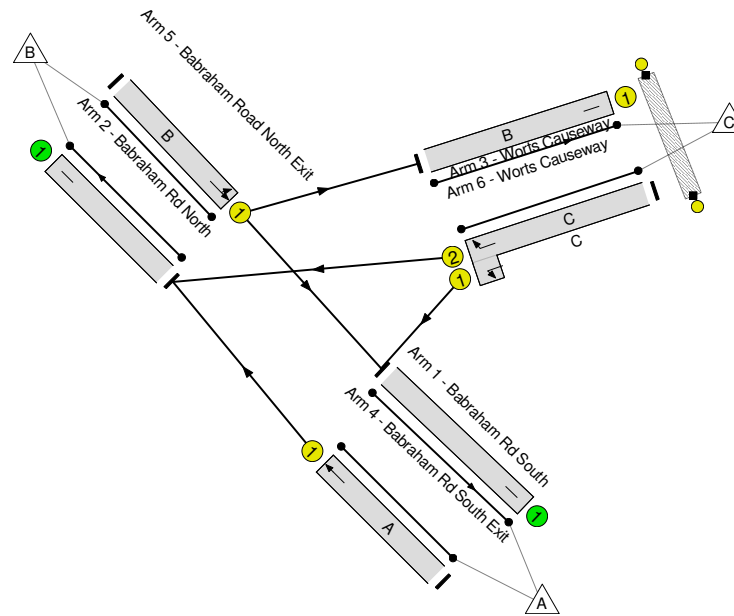
Stage	1	2	3	1	2
Duration	70	7	5	66	7
Change Point	0	72	86	93	166

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: -0.6 %
	Total Traffic Delay: 10.9 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

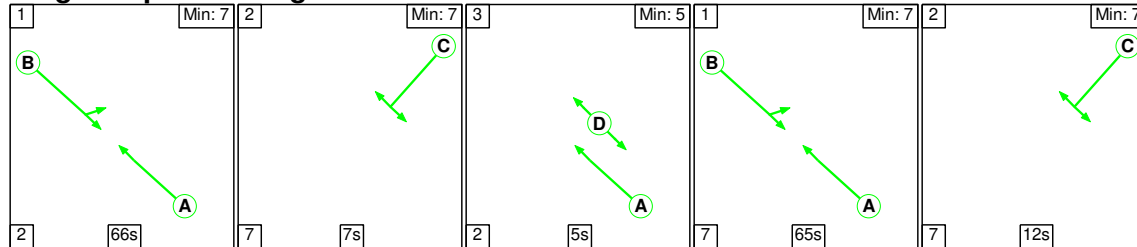


Network Results

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	-	-		-	-	-	-	-	-	90.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	826	2003	1669	49.5%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1406	2025	1553	90.6%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	51	2002:2115	163+40	25.2 : 25.2%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	1249	2011	2011	62.1%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	867	2023	2023	42.9%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	167	2002	1535	10.9%
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	4.5	6.4	0.0	10.9	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.5	6.4	0.0	10.9	-	-	-	-
1/1	826	826	-	-	-	0.5	0.5	-	1.0	4.3	5.7	0.5	6.2
2/1	1406	1406	-	-	-	3.4	4.5	-	7.9	20.2	34.4	4.5	38.9
3/2+3/1	51	51	-	-	-	0.5	0.2	-	0.7	50.1	1.0	0.2	1.2
4/1	1249	1249	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
5/1	867	867	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	167	167	-	-	-	0.1	0.1	-	0.1	2.4	0.3	0.1	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		-0.6	Total Delay for Signalled Lanes (pcuHr):			9.71	Cycle Time (s): 180			
			PRC Over All Lanes (%):		-0.6	Total Delay Over All Lanes(pcuHr):			10.90				

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

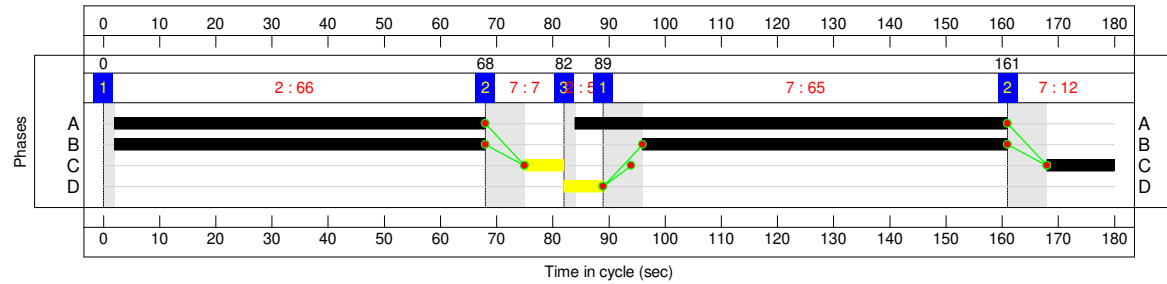
Stage Sequence Diagram



Stage Timings

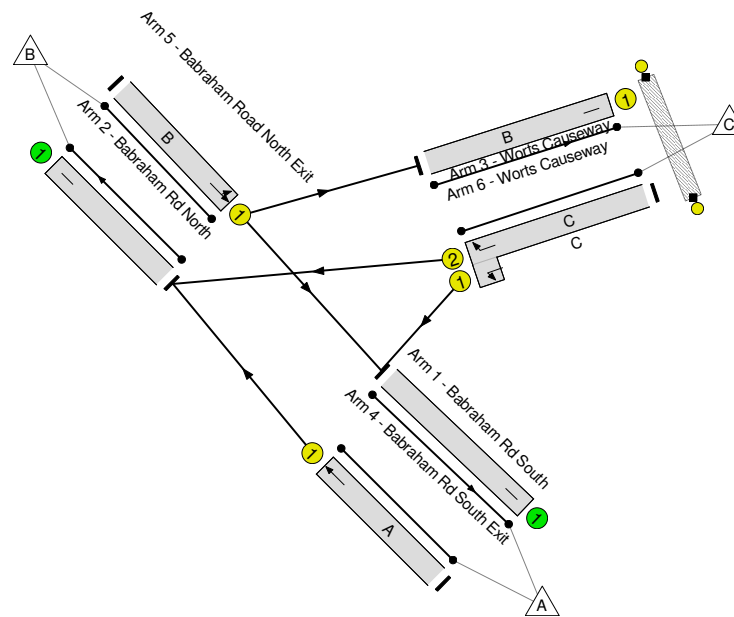
Stage	1	2	3	1	2
Duration	66	7	5	65	12
Change Point	0	68	82	89	161

Signal Timings Diagram



Network Layout Diagram

	Unnamed Junction
	PRC: 29.9 %
	Total Traffic Delay: 9.0 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped

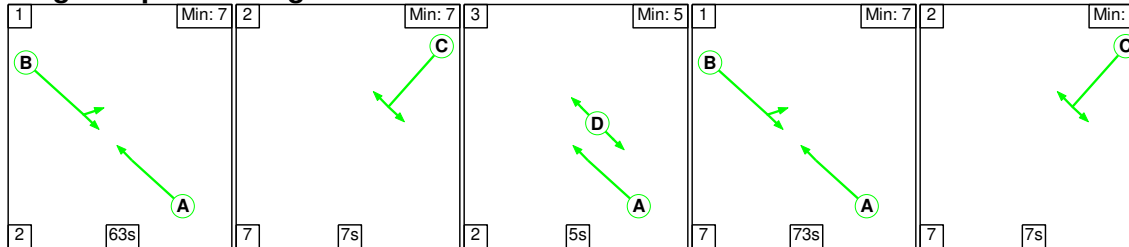


Network Results

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	-	-		-	-	-	-	-	-	69.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	69.3%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	143	-	1118	2003	1614	69.3%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	131	-	979	2025	1496	65.4%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	19	-	165	2002:2115	225+22	66.7 : 66.7%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	953	2011	2011	47.4%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	1268	2023	2023	62.7%
6/1	Worts Causeway	U	N/A	N/A	B		2	131	-	41	2002	1479	2.8%
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	4.6	4.3	0.0	9.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	4.6	4.3	0.0	9.0	-	-	-	-
1/1	1118	1118	-	-	-	1.2	1.1	-	2.3	7.5	14.0	1.1	15.1
2/1	979	979	-	-	-	1.7	0.9	-	2.6	9.5	14.1	0.9	15.1
3/2+3/1	165	165	-	-	-	1.7	1.0	-	2.7	59.4	4.0	1.0	5.0
4/1	953	953	-	-	-	0.0	0.4	-	0.4	1.7	0.0	0.4	0.4
5/1	1268	1268	-	-	-	0.0	0.8	-	0.8	2.4	0.0	0.8	0.8
6/1	41	41	-	-	-	0.0	0.0	-	0.0	2.5	0.1	0.0	0.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		29.9	Total Delay for Signalled Lanes (pcuHr):			7.69	Cycle Time (s): 180			
			PRC Over All Lanes (%):		29.9	Total Delay Over All Lanes(pcuHr):			8.98				

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

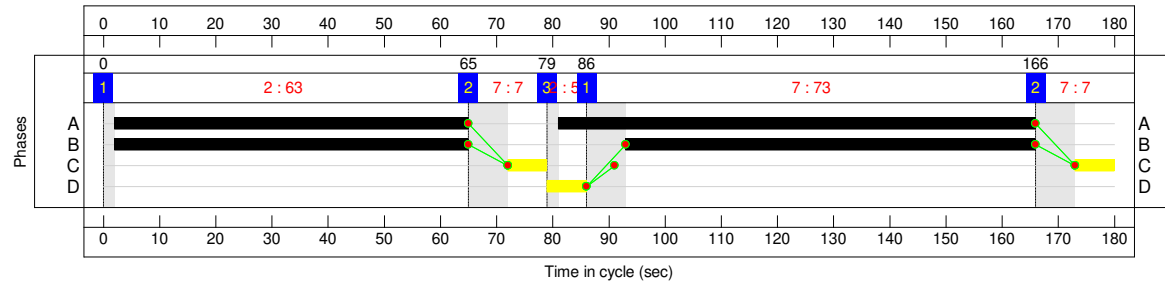
Stage Sequence Diagram



Stage Timings

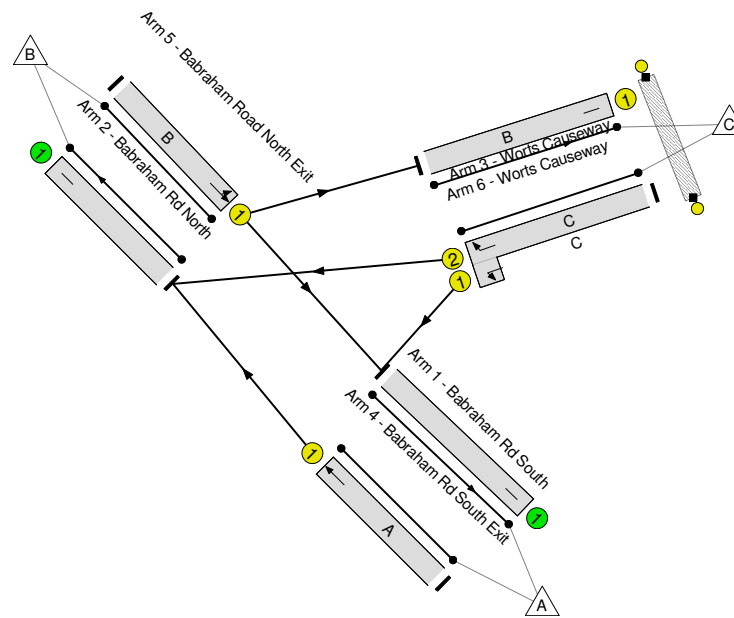
Stage	1	2	3	1	2
Duration	63	7	5	73	7
Change Point	0	65	79	86	166

Signal Timings Diagram



Network Layout Diagram

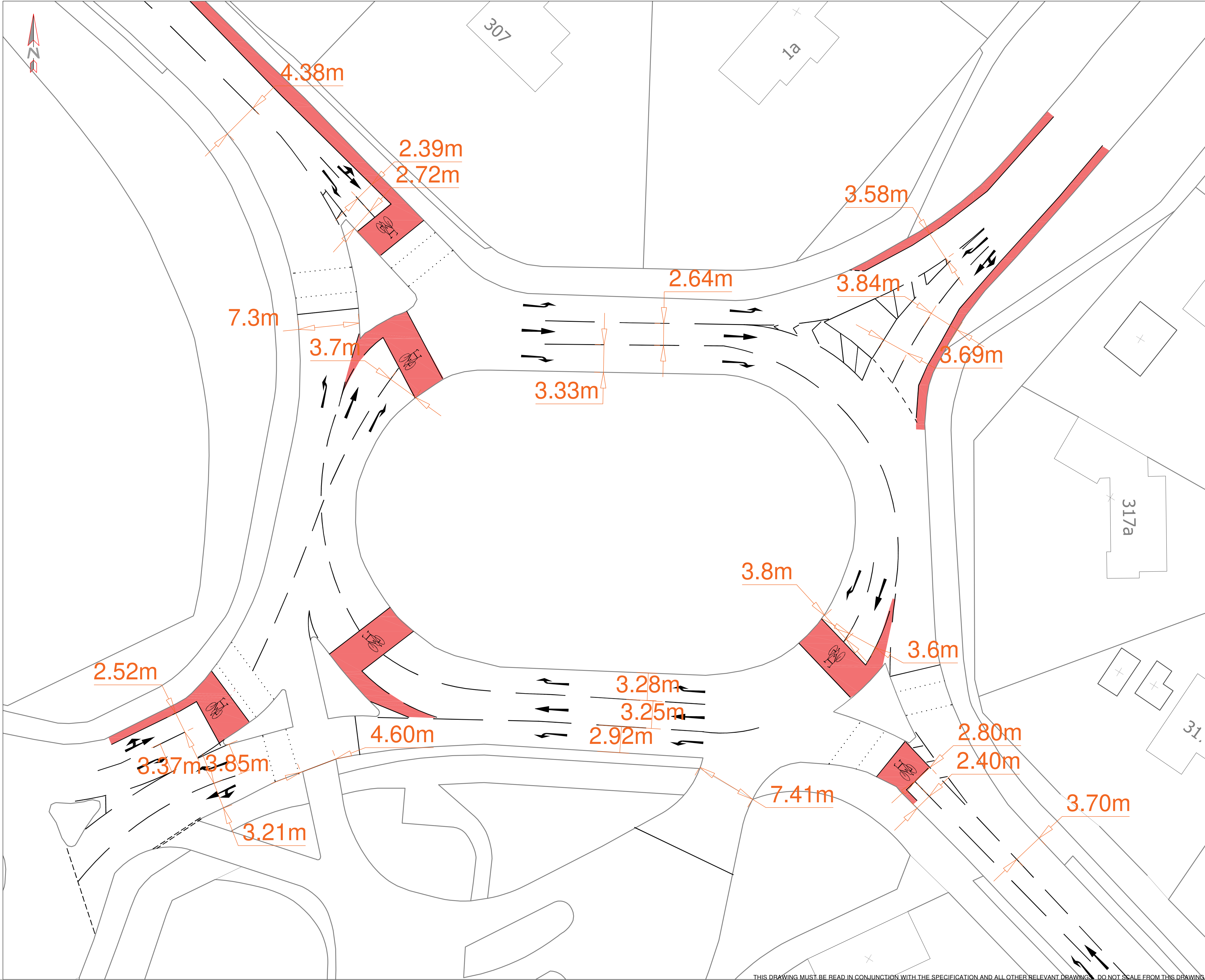
	Unnamed Junction
	PRC: -4.6 %
	Total Traffic Delay: 14.0 pcuHr
	Ave. Route Delay Per Ped: 0.0 s/Ped



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	-	-		-	-	-	-	-	-	94.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	94.1%
1/1	Babraham Rd South Ahead	U	N/A	N/A	A		2	148	-	860	2003	1669	51.5%
2/1	Babraham Rd North Ahead Left	U	N/A	N/A	B		2	136	-	1461	2025	1553	94.1%
3/2+3/1	Worts Causeway Left Right	U	N/A	N/A	C		2	14	-	52	2002:2115	163+39	25.8 : 25.8%
4/1	Babraham Rd South Exit	U	N/A	N/A	-		-	-	-	1299	2011	2011	64.6%
5/1	Babraham Road North Exit	U	N/A	N/A	-		-	-	-	902	2023	2023	44.6%
6/1	Worts Causeway	U	N/A	N/A	B		2	136	-	172	2002	1535	11.2%
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	5.0	9.0	0.0	14.0	-	-	-	-
Unnamed Junction	-	-	0	0	0	5.0	9.0	0.0	14.0	-	-	-	-
1/1	860	860	-	-	-	0.5	0.5	-	1.1	4.4	6.2	0.5	6.7
2/1	1461	1461	-	-	-	3.9	6.9	-	10.8	26.6	39.0	6.9	45.9
3/2+3/1	52	52	-	-	-	0.6	0.2	-	0.7	50.8	1.1	0.2	1.3
4/1	1299	1299	-	-	-	0.0	0.9	-	0.9	2.5	0.0	0.9	0.9
5/1	902	902	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
6/1	172	172	-	-	-	0.1	0.1	-	0.1	2.5	0.3	0.1	0.3
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
C1			PRC for Signalled Lanes (%):		-4.6	Total Delay for Signalled Lanes (pcuHr):			12.70	Cycle Time (s): 180			
			PRC Over All Lanes (%):		-4.6	Total Delay Over All Lanes(pcuHr):			14.01				

Appendix K - Addenbrooke's Hospital partially signalised roundabout



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
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conisbee

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London N1 1DH
Tel 020 7700 6666
Fax 020 7700 6686
design@conisbee.co.uk
www.conisbee.co.uk

Drawing Status

PRELIMINARY

Project

Worts' Causeway, Cambridge
Lot GB2

Title

Fendon Road/Addenbrooke's
hospital/Hills Road roundabout

Drawing No

180724-X-00-DR-C-3012

Date

31/05/2019

Scale

1:200@A1

Drawn

OJD

Engineer

HLJ

Project No

180724

Client Project No

Revision

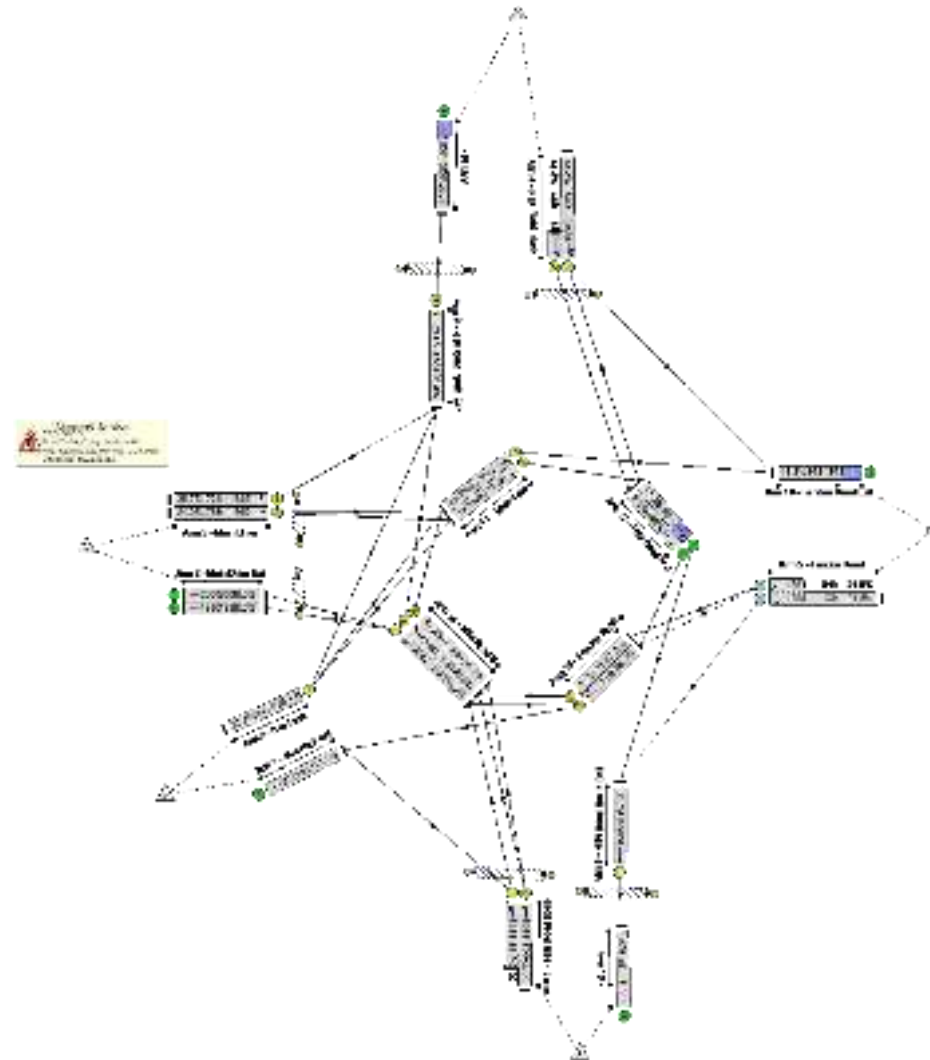
THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING

Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Fendon Road Roundabout with bus park (base).lsg3x
Author:	
Company:	
Address:	

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

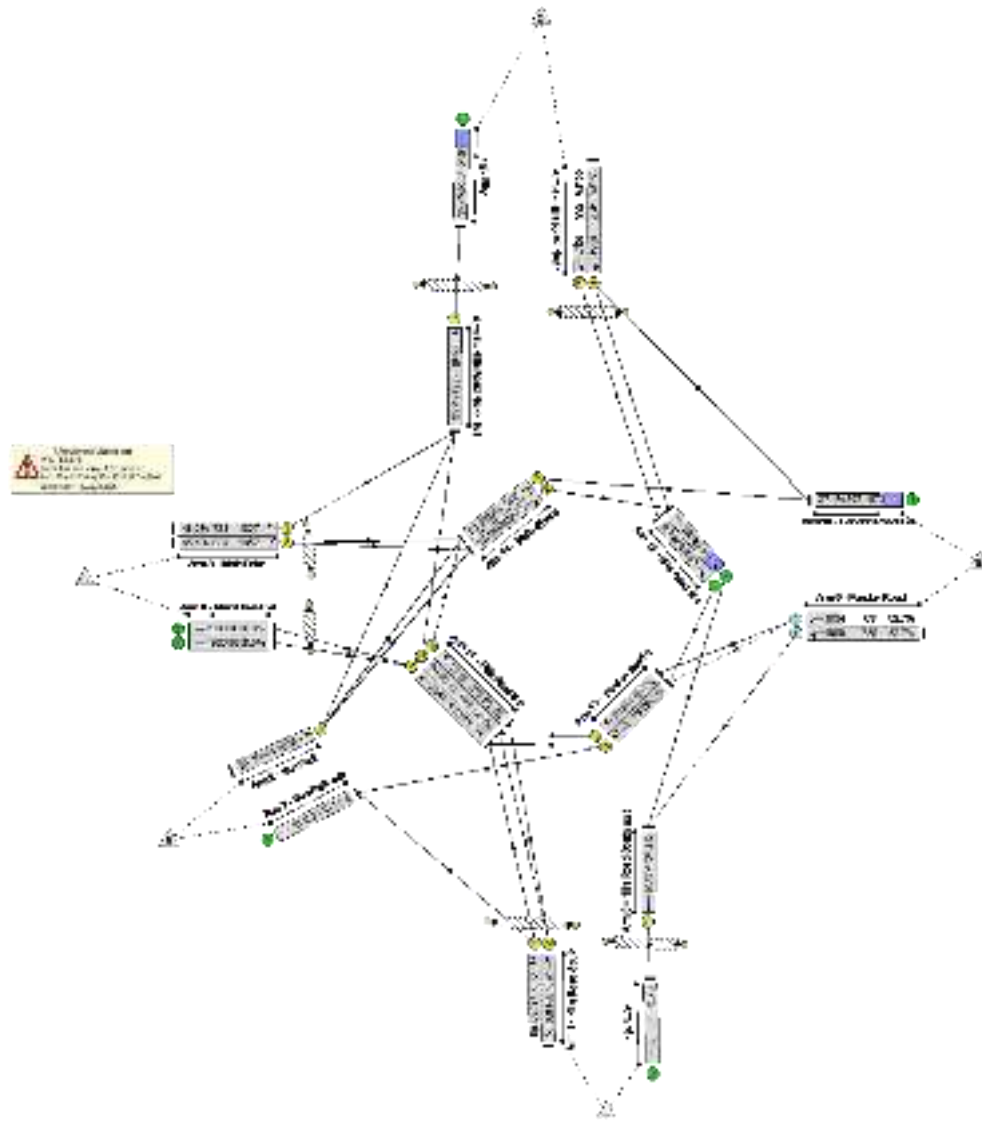


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network Unnamed Junction	-	-	-		-	-	-	-	-	-	65.9%	468	0	0	14.8	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	47	-	871	1895:1855	908+414	65.9 : 65.9%	-	-	-	2.0	8.3	7.5
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	41	2075	184	22.2%	-	-	-	0.6	50.7	1.1
3/1	Main Drive Left	U	C1:A		1	34	-	259	1867	726	35.7%	-	-	-	1.7	23.4	4.8
3/2	Main Drive Ahead	U	C1:A		1	34	-	182	1952	759	24.0%	-	-	-	1.1	21.7	3.2
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	15	-	423	1854:1887	509+435	44.8 : 44.8%	-	-	-	1.4	12.1	2.2
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	242	1999:1984	139+849	24.5 : 24.5%	468	0	0	0.2	2.6	0.4
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	395	1985	1698	23.3%	-	-	-	0.3	2.6	1.9
7/1	Bus Park exit	U	-		-	-	-	27	2115	2115	1.3%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	321	1936	1936	16.6%	-	-	-	0.1	1.1	0.1
8/2	Main Drive Exit	U	-		-	-	-	320	2000	2000	16.0%	-	-	-	0.1	1.1	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	565	2115	1551	36.4%	-	-	-	0.4	2.2	1.0

10/1	Fendon Road Exit	U	-		-	-	-	390	1973	1973	19.8%	-	-	-	0.1	1.2	0.2
11/1	Main drive c Ahead	U	C3:B		1	16	-	387	2042	847	45.7%	-	-	-	0.9	8.7	3.1
11/2	Main drive c Right	U	C3:B		1	16	-	136	2073	860	15.8%	-	-	-	0.3	7.6	0.9
12/1	Hills Road N c Ahead	U	-		-	-	-	361	2019	2019	17.9%	-	-	-	0.0	0.0	0.0
12/2	Hills Road N c Right	U	-		-	-	-	195	2088	2088	9.3%	-	-	-	0.0	0.0	0.0
13/1	Fendon Road c Ahead Right	U	C4:C		1	22	-	395	2115	616	64.1%	-	-	-	2.7	24.4	7.5
13/2	Fendon Road c Right	U	C4:C		1	22	-	8	2135	622	1.3%	-	-	-	0.0	20.2	0.1
14/1	Hills Road S c Ahead	U	C1:F		1	79	-	641	2047	1820	35.2%	-	-	-	0.1	0.8	2.5
14/2	Hills Road S c Ahead	U	C1:B		1	40	-	283	2080	948	29.9%	-	-	-	1.2	15.4	4.4
14/3	Hills Road S c Right	U	C1:B		1	40	-	323	2083	949	34.0%	-	-	-	1.4	15.8	5.1
15/1		U	-		-	-	-	565	2053	2053	27.5%	-	-	-	0.2	1.2	0.2
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	22	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C5:B		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:C		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:D		1	42	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C2:B		3	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	C3:C		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
<div><div>C1PRC for Signalled Lanes (%)152.3</div><div>C2Stream: 1 PRC for Signalled Lanes (%)147.1</div><div>C3Stream: 1 PRC for Signalled Lanes (%)96.9</div><div>C4Stream: 1 PRC for Signalled Lanes (%)36.6</div><div>C5Stream: 1 PRC for Signalled Lanes (%)286.9</div><div>PRC Over All Lanes (%)36.6</div><div>Total Delay for Signalled Lanes (pcuHr):6.13</div><div>Total Delay for Signalled Lanes (pcuHr):0.35</div><div>Total Delay for Signalled Lanes (pcuHr):2.64</div><div>Total Delay for Signalled Lanes (pcuHr):4.74</div><div>Total Delay for Signalled Lanes (pcuHr):0.28</div><div>Total Delay Over All Lanes(pcuHr):14.83</div><div>Cycle Time (s):90</div><div>Cycle Time (s):90</div><div>Cycle Time (s):41</div><div>Cycle Time (s):79</div><div>Cycle Time (s):90</div></div>																	

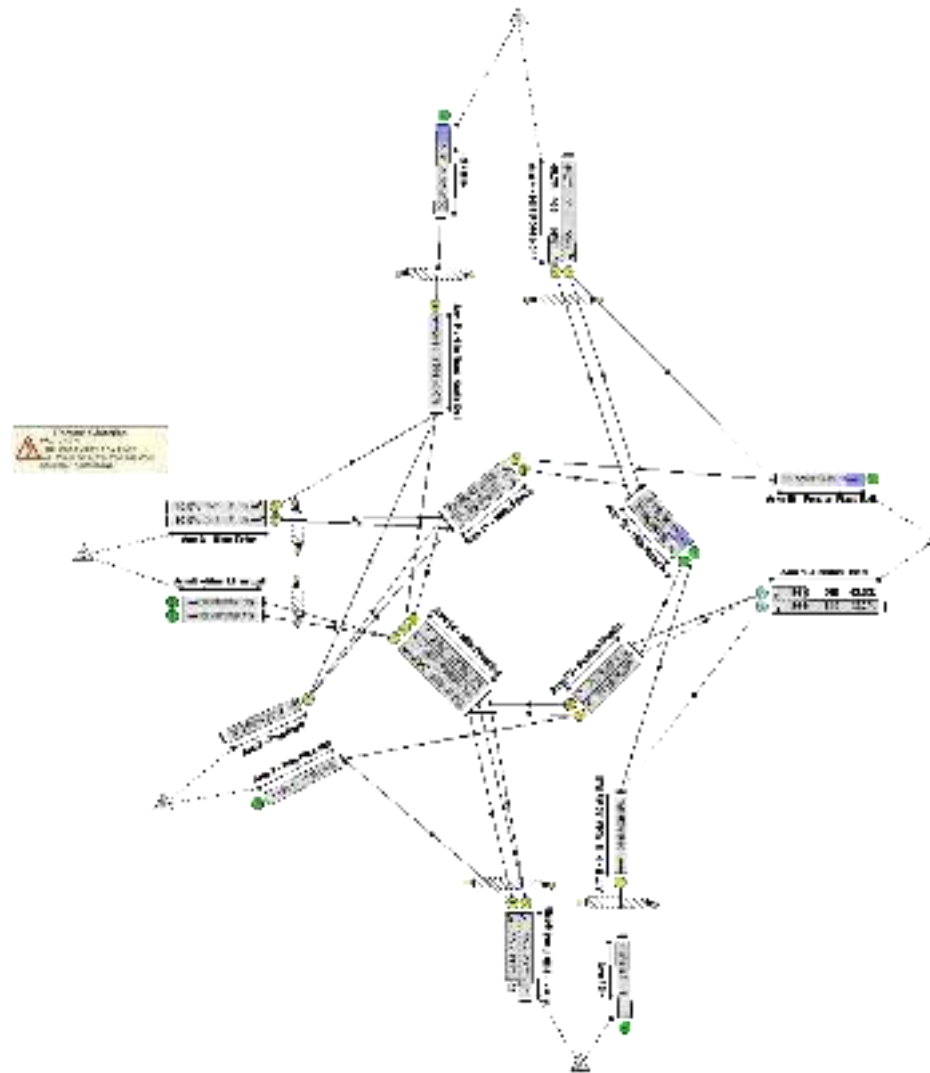
Scenario 2: 'Scenario 2' (FG2: '2019 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	57.4%	860	0	0	17.5	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	57.4%	860	0	0	17.5	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	707	1895:1855	1180+217	50.6 : 50.6%	-	-	-	1.0	5.1	5.8
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	37	2075	184	20.1%	-	-	-	0.5	50.3	1.0
3/1	Main Drive Left	U	C1:A		1	37	-	382	1867	788	48.5%	-	-	-	2.5	23.3	7.4
3/2	Main Drive Ahead	U	C1:A		1	37	-	374	1952	824	45.4%	-	-	-	2.3	22.6	7.1
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	427	1854:1887	408+366	55.2 : 55.2%	-	-	-	2.0	16.8	2.7
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	433	1999:1984	759+63	52.7 : 52.7%	860	0	0	0.6	5.0	1.3
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	975	1985	1698	57.4%	-	-	-	1.2	4.3	7.4
7/1	Bus Park exit	U	-		-	-	-	31	2115	2115	1.5%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	155	1936	1936	8.0%	-	-	-	0.0	1.0	0.0
8/2	Main Drive Exit	U	-		-	-	-	156	2000	2000	7.8%	-	-	-	0.0	1.0	0.0
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	508	2115	1551	32.8%	-	-	-	0.3	2.1	1.2
10/1	Fendon Road Exit	U	-		-	-	-	535	1973	1973	27.1%	-	-	-	0.2	1.3	0.3

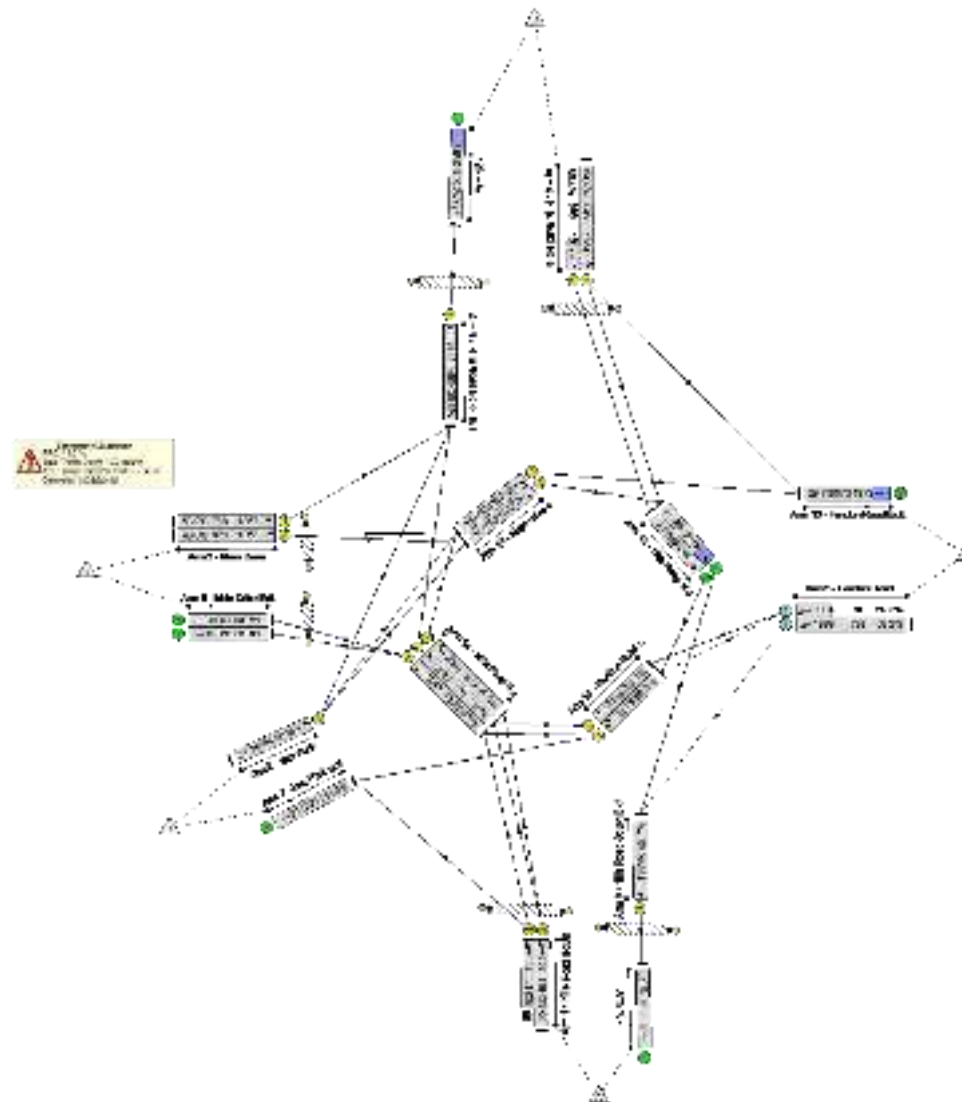
Scenario 3: 'Scenario 3' (FG3: '2024 AM', Plan 1: 'Network Control Plan 1') Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	72.2%	1126	0	0	17.2	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	72.2%	1126	0	0	17.2	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	47	-	954	1895:1855	908+414	72.2 : 72.2%	-	-	-	2.3	8.7	9.1
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	43	2075	184	23.3%	-	-	-	0.6	50.9	1.1
3/1	Main Drive Left	U	C1:A		1	29	-	284	1867	622	45.6%	-	-	-	2.3	28.9	5.9
3/2	Main Drive Ahead	U	C1:A		1	29	-	199	1952	651	30.6%	-	-	-	1.5	26.3	3.9
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	16	-	463	1854:1887	533+458	46.7 : 46.7%	-	-	-	1.5	11.4	2.3
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	572	1999:1984	815+540	42.2 : 42.2%	1126	0	0	0.4	2.5	0.8
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	739	1985	1698	43.5%	-	-	-	0.7	3.4	4.5
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	351	1936	1936	18.1%	-	-	-	0.1	1.1	0.1
8/2	Main Drive Exit	U	-		-	-	-	351	2000	2000	17.6%	-	-	-	0.1	1.1	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	620	2115	1551	40.0%	-	-	-	0.4	2.3	1.1
10/1	Fendon Road Exit	U	-		-	-	-	424	1973	1973	21.5%	-	-	-	0.1	1.2	0.3

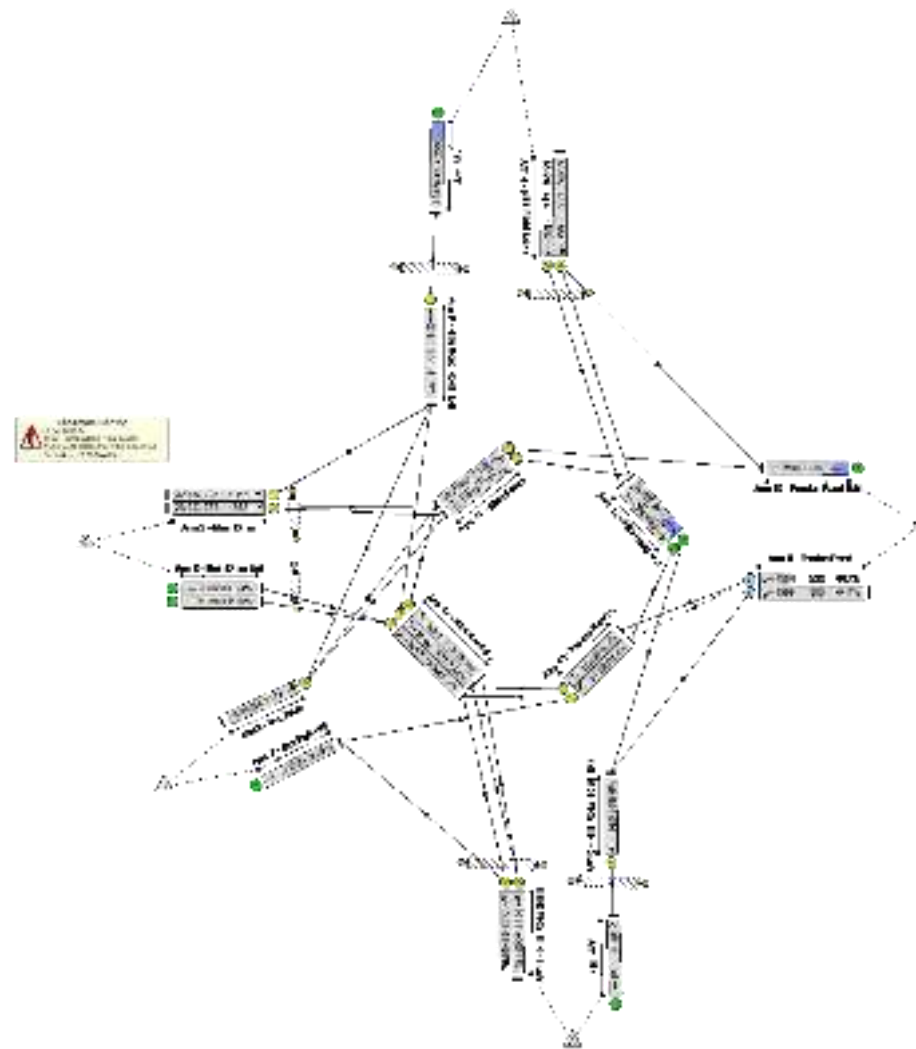
Scenario 4: 'Scenario 4' (FG4: '2024 PM', Plan 1: 'Network Control Plan 1')



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network Unnamed Junction	-	-	-		-	-	-	-	-	-	62.7%	940	0	0	19.9	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	773	1895:1855	1181+217	55.3 : 55.3%	-	-	-	1.1	5.3	6.5
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	40	2075	184	21.7%	-	-	-	0.6	50.6	1.1
3/1	Main Drive Left	U	C1:A		1	37	-	418	1867	788	53.0%	-	-	-	2.8	24.2	8.3
3/2	Main Drive Ahead	U	C1:A		1	37	-	409	1952	824	49.6%	-	-	-	2.7	23.3	7.9
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	467	1854:1887	408+366	60.4 : 60.4%	-	-	-	2.3	17.6	3.0
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	473	1999:1984	738+61	59.2 : 59.2%	940	0	0	0.8	6.0	1.7
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1065	1985	1698	62.7%	-	-	-	1.4	4.9	9.1
7/1	Bus Park exit	U	-		-	-	-	34	2115	2115	1.6%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	171	1936	1936	8.8%	-	-	-	0.0	1.0	0.0
8/2	Main Drive Exit	U	-		-	-	-	169	2000	2000	8.5%	-	-	-	0.0	1.0	0.0
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	555	2115	1551	35.8%	-	-	-	0.3	2.2	1.3

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

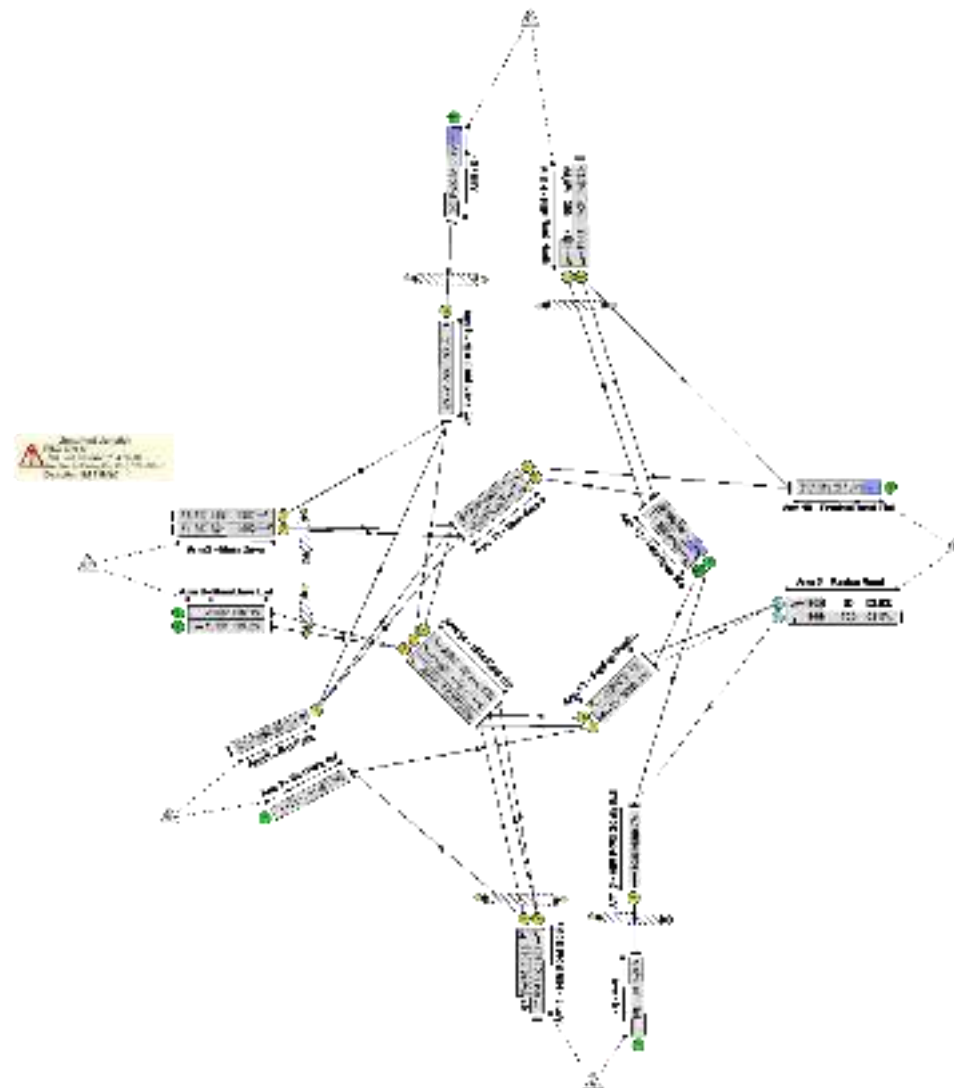


Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	75.6%	1178	0	0	18.3	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	75.6%	1178	0	0	18.3	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	47	-	1000	1895:1855	907+415	75.6 : 75.6%	-	-	-	2.5	9.0	10.6
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	44	2075	184	23.9%	-	-	-	0.6	51.0	1.2
3/1	Main Drive Left	U	C1:A		1	33	-	297	1867	705	42.1%	-	-	-	2.1	25.1	5.8
3/2	Main Drive Ahead	U	C1:A		1	33	-	209	1952	737	28.3%	-	-	-	1.3	22.9	3.8
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	14	-	484	1854:1887	485+414	53.9 : 53.9%	-	-	-	1.9	13.8	2.8
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	598	1999:1984	806+533	44.7 : 44.7%	1178	0	0	0.5	2.8	1.1
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	774	1985	1698	45.6%	-	-	-	0.7	3.5	4.9
7/1	Bus Park exit	U	-		-	-	-	31	2115	2115	1.5%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	368	1936	1936	19.0%	-	-	-	0.1	1.1	0.1
8/2	Main Drive Exit	U	-		-	-	-	367	2000	2000	18.4%	-	-	-	0.1	1.1	0.1
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	648	2115	1551	41.8%	-	-	-	0.4	2.4	1.2
10/1	Fendon Road Exit	U	-		-	-	-	444	1973	1973	22.5%	-	-	-	0.2	1.3	0.3

11/1	Main drive c Ahead	U	C3:B		1	17	-	441	2042	896	49.2%	-	-	-	1.0	8.2	3.6	
11/2	Main drive c Right	U	C3:B		1	17	-	156	2073	910	17.1%	-	-	-	0.3	7.0	1.0	
12/1	Hills Road N c Ahead	U	-		-	-	-	414	2019	2019	20.5%	-	-	-	0.0	0.0	0.0	
12/2	Hills Road N c Right	U	-		-	-	-	223	2088	2088	10.7%	-	-	-	0.0	0.0	0.0	
13/1	Fendon Road c Ahead Right	U	C4:C		1	22	-	452	2115	616	73.4%	-	-	-	3.2	25.2	8.9	
13/2	Fendon Road c Right	U	C4:C		1	22	-	9	2135	622	1.4%	-	-	-	0.1	20.2	0.1	
14/1	Hills Road S c Ahead	U	C1:F		1	79	-	735	2047	1820	40.4%	-	-	-	0.2	0.9	3.1	
14/2	Hills Road S c Ahead	U	C1:B		1	41	-	324	2080	971	33.4%	-	-	-	1.4	15.2	5.0	
14/3	Hills Road S c Right	U	C1:B		1	41	-	371	2083	972	38.2%	-	-	-	1.6	15.6	6.0	
15/1		U	-		-	-	-	648	2053	2053	31.6%	-	-	-	0.2	1.3	0.3	
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	22	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P2	Unnamed Ped Link	-	C5:B		1	7	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P3	Unnamed Ped Link	-	C1:C		1	9	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P4	Unnamed Ped Link	-	C1:D		1	43	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P5	Unnamed Ped Link	-	C2:B		3	21	-	0	-	0	0.0%	-	-	-	-	-	-	
Ped Link: P6	Unnamed Ped Link	-	C3:C		1	22	-	0	-	0	0.0%	-	-	-	-	-	-	
			C1	PRC for Signalled Lanes (%)	113.7			Total Delay for Signalled Lanes (pcuHr):				7.18		Cycle Time (s):		90		
			C2	Stream: 1 PRC for Signalled Lanes (%)	115.4			Total Delay for Signalled Lanes (pcuHr):				0.43		Cycle Time (s):		90		
			C3	Stream: 1 PRC for Signalled Lanes (%)	67.1			Total Delay for Signalled Lanes (pcuHr):				3.17		Cycle Time (s):		41		
			C4	Stream: 1 PRC for Signalled Lanes (%)	19.0			Total Delay for Signalled Lanes (pcuHr):				5.71		Cycle Time (s):		79		
			C5	Stream: 1 PRC for Signalled Lanes (%)	97.5			Total Delay for Signalled Lanes (pcuHr):				0.75		Cycle Time (s):		90		
			PRC Over All Lanes (%):				19.0			Total Delay Over All Lanes(pcuHr):				18.32				

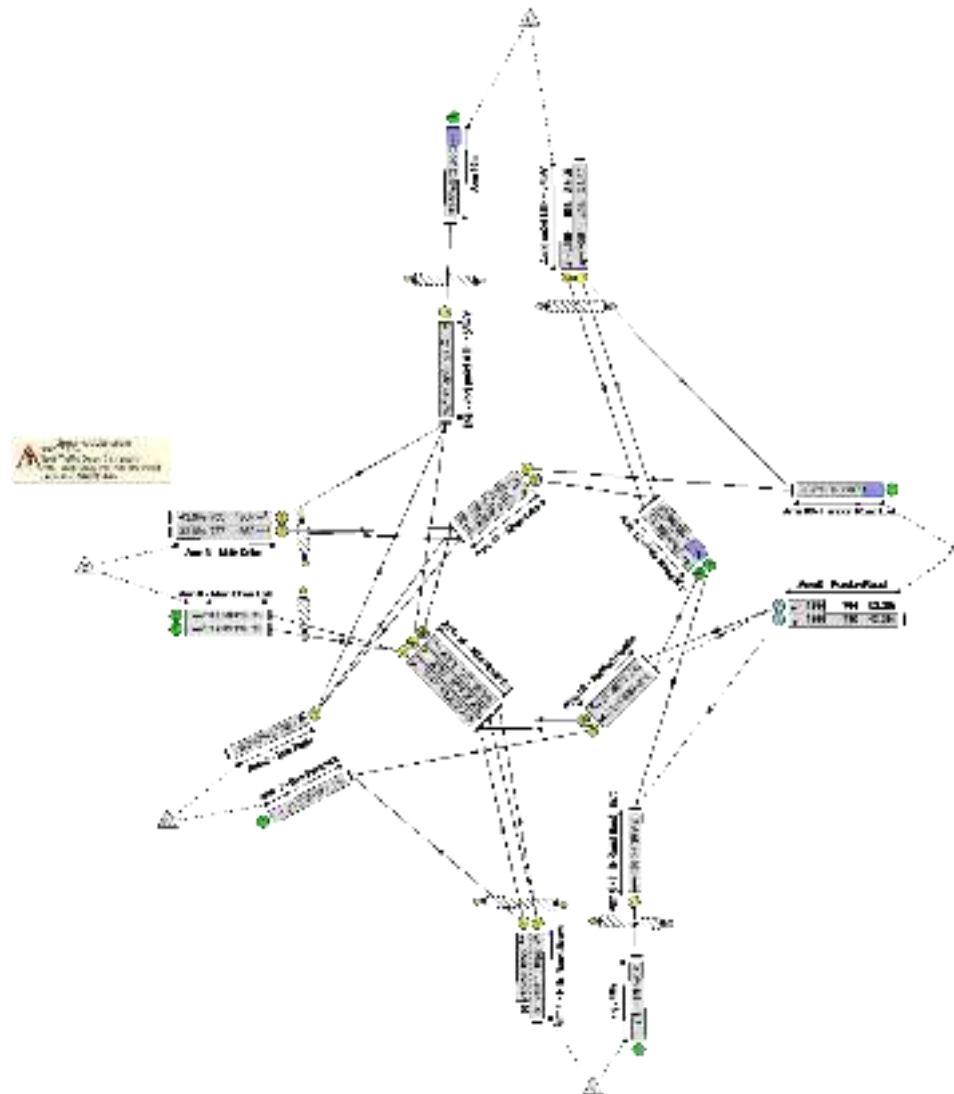
Scenario 6: 'Scenario 6' (FG6: '2029 PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	65.7%	986	0	0	21.4	-	-
Unnamed Junction	-	-	-		-	-	-	-	-	-	65.7%	986	0	0	21.4	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	54	-	809	1895:1855	1180+218	57.9 : 57.9%	-	-	-	1.2	5.4	7.0
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	42	2075	184	22.8%	-	-	-	0.6	50.8	1.1
3/1	Main Drive Left	U	C1:A		1	37	-	438	1867	788	55.6%	-	-	-	3.0	24.7	8.8
3/2	Main Drive Ahead	U	C1:A		1	37	-	428	1952	824	51.9%	-	-	-	2.8	23.8	8.4
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	11	-	489	1854:1887	408+365	63.3 : 63.3%	-	-	-	2.5	18.1	3.2
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	496	1999:1984	726+60	63.0 : 63.0%	986	0	0	0.9	6.8	2.0
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	1116	1985	1698	65.7%	-	-	-	1.6	5.2	9.9
7/1	Bus Park exit	U	-		-	-	-	36	2115	2115	1.7%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	178	1936	1936	9.2%	-	-	-	0.1	1.0	0.1
8/2	Main Drive Exit	U	-		-	-	-	178	2000	2000	8.9%	-	-	-	0.0	1.0	0.0
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	581	2115	1551	37.5%	-	-	-	0.4	2.3	1.5
10/1	Fendon Road Exit	U	-		-	-	-	613	1973	1973	31.1%	-	-	-	0.2	1.4	0.4

Scenario 7: 'Scenario 7' (FG7: '2024 + COM AM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network Unnamed Junction	-	-	-		-	-	-	-	-	-	89.8%	1484	0	0	23.1	-	-
1/2+1/1	Hills Road South Left Left2	U	C4:A		1	45	-	1183	1895:1855	811+529	88.2 : 88.2%	-	-	-	3.6	11.0	15.2
2/1	Bus Park Left Ahead	U	C1:E		1	7	-	43	2075	184	23.3%	-	-	-	0.6	50.9	1.1
3/1	Main Drive Left	U	C1:A		1	33	-	309	1867	705	43.8%	-	-	-	2.2	25.4	6.1
3/2	Main Drive Ahead	U	C1:A		1	33	-	249	1952	737	33.8%	-	-	-	1.6	23.7	4.7
4/1+4/2	Hills Road North Left Ahead	U	C3:A		1	21	-	666	1854:1887	757+359	59.7 : 59.7%	-	-	-	1.8	9.6	4.1
5/1+5/2	Fendon Road Left Ahead	O	-		-	-	-	751	1999:1984	735+744	48.3 : 53.2%	1484	0	0	0.6	2.9	1.5
6/1	Hills Road South Exit Ahead	U	C5:A		1	76	-	978	1985	1698	57.6%	-	-	-	1.2	4.3	7.5
7/1	Bus Park exit	U	-		-	-	-	30	2115	2115	1.4%	-	-	-	0.0	0.9	0.0
8/1	Main Drive Exit	U	-		-	-	-	519	1936	1936	26.8%	-	-	-	0.2	1.3	0.2
8/2	Main Drive Exit	U	-		-	-	-	519	2000	2000	26.0%	-	-	-	0.2	1.2	0.2
9/1	Hills Road North Exit Ahead	U	C2:A		3	63	-	686	2115	1551	44.2%	-	-	-	0.5	2.5	1.3

10/1	Fendon Road Exit	U	-		-	-	-	469	1973	1973	23.8%	-	-	-	0.2	1.3	0.3
11/1	Main drive c Ahead	U	C3:B		1	10	-	466	2042	548	85.1%	-	-	-	1.8	14.2	4.9
11/2	Main drive c Right	U	C3:B		1	10	-	174	2073	556	31.3%	-	-	-	0.6	12.0	1.5
12/1	Hills Road N c Ahead	U	-		-	-	-	623	2019	2019	30.9%	-	-	-	0.0	0.0	0.0
12/2	Hills Road N c Right	U	-		-	-	-	214	2088	2088	10.2%	-	-	-	0.0	0.0	0.0
13/1	Fendon Road c Ahead Right	U	C4:C		1	24	-	601	2115	669	89.8%	-	-	-	4.3	25.8	12.5
13/2	Fendon Road c Right	U	C4:C		1	24	-	9	2135	676	1.3%	-	-	-	0.0	18.8	0.1
14/1	Hills Road S c Ahead	U	C1:F		1	79	-	1038	2047	1820	57.0%	-	-	-	0.3	1.1	5.8
14/2	Hills Road S c Ahead	U	C1:B		1	41	-	351	2080	971	36.2%	-	-	-	1.5	15.4	5.6
14/3	Hills Road S c Right	U	C1:B		1	41	-	374	2083	972	38.5%	-	-	-	1.6	15.6	6.0
15/1		U	-		-	-	-	686	2053	2053	33.4%	-	-	-	0.3	1.3	0.3
Ped Link: P1	Unnamed Ped Link	-	C4:B		1	24	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C5:B		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C1:C		1	9	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C1:D		1	43	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P5	Unnamed Ped Link	-	C2:B		3	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P6	Unnamed Ped Link	-	C3:C		1	15	-	0	-	0	0.0%	-	-	-	-	-	-
<div><div>C1</div><div>PRC for Signalled Lanes (%)</div><div>57.8</div><div>Total Delay for Signalled Lanes (pcuHr)</div><div>7.87</div><div>Cycle Time (s)</div><div>90</div></div> <div><div>C2</div><div>Stream: 1 PRC for Signalled Lanes (%)</div><div>103.5</div><div>Total Delay for Signalled Lanes (pcuHr)</div><div>0.48</div><div>Cycle Time (s)</div><div>90</div></div> <div><div>C3</div><div>Stream: 1 PRC for Signalled Lanes (%)</div><div>5.8</div><div>Total Delay for Signalled Lanes (pcuHr)</div><div>4.19</div><div>Cycle Time (s)</div><div>41</div></div> <div><div>C4</div><div>Stream: 1 PRC for Signalled Lanes (%)</div><div>0.2</div><div>Total Delay for Signalled Lanes (pcuHr)</div><div>7.97</div><div>Cycle Time (s)</div><div>79</div></div> <div><div>C5</div><div>Stream: 1 PRC for Signalled Lanes (%)</div><div>56.3</div><div>Total Delay for Signalled Lanes (pcuHr)</div><div>1.18</div><div>Cycle Time (s)</div><div>90</div></div> <div><div></div><div>PRC Over All Lanes (%)</div><div>0.2</div><div>Total Delay Over All Lanes (pcuHr)</div><div>23.10</div><div></div><div></div></div>																	

Scenario 8: 'Scenario 8' (FG8: '2024 + COM PM', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

