UNIVERSITY OF CAMBRIDGE

North West Cambridge

Future Phases of Eddington

September 2025

Transport Assessment

kmc
transport planning

North-West Cambridge
Future Phases

Transport Assessment Appendices

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Document:	Trasport Assessment Appendices
Project:	North-West Cambridge
Client:	University of Cambridge
Job Number:	24067

Issue	Date	Status	Prepared	Reviewed	Approved
1	May 2025	Draft	MV LK NP	JP	EP
2	June 2025	Draft	MV LK NP	JP	EP
3	July 2025	Draft	MV LK NP	JP	EP
4	July 2025	Final Draft for legal review	MV LK NP	JP	EP
5	Sept 2025	FINAL	MV LK NP	JP	EP

This report has been prepared by KMC Transport Planning Ltd ('KMC') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which KMC was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). KMC accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Appendix A Stakeholder Engagement

Meeting Minutes

Job Name	24067 - North-West Cambridge
Subject	Highways Pre-Application Meeting – Demand Modelling
Ref	24067
Date	05.12.2024

Attendees: -

Nigel Pettit, KMC Transport Planning

Luke Kenny, KMC Transport Planning

Michael Viner, KMC Transport Planning

Linda Blower, Cambridgeshire County Council

Guy Wilson, Greater Cambridge Shared Planning

Stewart Bethell, University of Cambridge

Time & Venue: -

Date: 05.12.2024

Time: 09:30

Venue: Teams conference call

Meeting Minutes

NP introduced scheme and provided context to previous highways pre-application meetings and provided schedule/ context for upcoming pre-application meetings with CCC.

NP introduced consent vs emerging proposals from a residential perspective. Noted that the proposals are emerging and the masterplan is in process of being fixed in terms of residential mix and quantum.

NP introduced Eddington / Phase 1 Travel Mode Shares and provided a comparison to Cambridge district. LB stated how the bus mode for Eddington share is impressively high, and how if you place services on correctly there will be utilisation.

NP provided information on the approved vehicle trip envelope (the 2013 Extant Consent) and how the emerging proposals to increase dwelling numbers won't exceed this approved level, with a focus on delivering sustainable infrastructure over and above highway capacity.

NP provided insight into the further and more recent data that is being collected and analysed. LB asked if the 2024 data is showing similar responses. NP/SB said this is being confirmed at present, and

early mode shares look similar but will be confirmed at a later date to CCC. SB confirmed that Eddington is still exceeding 75% travel by sustainable modes. SB stated that response mix is representative of key worker / private housing therefore the data gives a good picture of what the key worker and private housing. A split will be provided between uses.

NP provided a slide on the methodology (trip generation, internalisation, distribution and assignment) for the Phase 2 trip generation. Based around survey data and TRICS sites.
SB provided further insight into the TRICS surveys (10) that have been undertaken on site and across UoC's wider sites. KMC will be using this as further evidence base.

KMC will provide further information on trip generation exercise in the new year as the survey data is analysed further and masterplan is fixed on dwelling quantum and mix.

NP asked if CCC can provide agreement in principle to trip generation approach. LB confirmed CCC would come back on general principles proposed here.

NP also requested CCC provide formal feedback on the Scoping Note issued to CCC by KMC, and specifically the key areas where agreement is sought – summarised in Section 17 of KMC's Scoping Note.

NP introduced assessment scenarios. NP also stated that construction will be considered for robustness where some construction traffic and operational development will be assessed together to allow for the long term strategic nature of the development.
LB asked if in real world what timeframe for full build out is. NP to confirm this with CCC at a later date when more detail is known on development programme. NP confirmed current assumption is 2027 opening year (first occupation of future phases) and then future assessment years of 5 and 10 years post opening. NP confirmed full occupation will be assumed for all scenarios. LB asked how much of phase 1 has been built out. SB confirmed 1,029 have been built out. SB stated there is approximately 820 units to be built out. GW confirmed this is approximately correct.

NP also provided information on the Plausible 'core' scenario and probably 'sensitivity' scenario that will be assessed and reported on. These scenarios will be assessed and reported against NPPF 2024. LB said this approach broadly makes sense but caveated there may be instances pre-planning committee where for, example, Councillors may request other scenarios or tests. NP confirmed these could be added on at a later date if required. NP also confirmed that the assessment scenarios will also be baselined against a '2012 Consent with 2023 Mode Share' scenario to directly compared the impact of the additional dwellings numbers compared with extant consent.

LB asked whether the surveys show there to be any 'hangover' from COVID (e.g. WFH patterns). SB stated that WFH went to 68% in COVID. In the last two-years, this has stayed stationery at 32%. 2024 data is yet to be analysed but will be reported upon when it is back.

SB stated that 759,000 passengers on Universal bus service last year. Predicted to be 800,000 in the next year.

NP tabled the initial high level assessment outputs on slide 9 of the scenario comparison utilising 2023 data. The high level data shows that car driver trips do not increase to much overall, between scenario tests, due to the low mode share data in the AM and PM peaks Vehicle trips remain well below the 2012 consented numbers when accounting for the additional dwellings numbers proposed. NP concluded the focus therefore needs to be on sustainable transport infrastructure, over and above highway capacity, and LB agreed in principle.

NP provided the bullet points of the agreements sought in the scoping note. LB confirmed comments or agreements in principle would be provided by CCC following the meeting.

LB to have in depth look at full slides for this meeting and provide comments, questions or agreements to KMC.

NP introduced LK's work on pedestrian and cycle flows. LB said this is useful. This is to be discussed at next highways pre-application meeting.

Actions:

CCC to review scoping note and slides from meeting on demand modelling / trip generation and to feedback any comments, queries and agreements in principle to KMC.

KMC to provide CCC with further analysis of surveys and how this feeds into the trip generation once at future highways-pre application meeting undertaken.

CCC to confirm back on PPA process

Meeting Minutes

Job Name	24067 - North-West Cambridge
Subject	Highways Pre-Application Meeting – Scoping Note Comments
Ref	24067
Date	27.01.2025

Attendees: -

Nigel Pettit, KMC Transport Planning

Michael Viner, KMC Transport Planning

Linda Blower, Cambridgeshire County Council

Stewart Bethell, University of Cambridge

Sophie Bulter, Quod

Time & Venue: -

Date: 27.01.2025

Time: 10:00

Venue: Teams conference call

Meeting Minutes

NP shared the scoping note comments received from CCC in January 2025.

LB stated that the evidence base approach is good and welcomed. NP made LB aware that the 2024 survey data has a slightly lower response rate but will be utilised when appropriate as provides useful comparison on PFS houses and KW houses.

NP provided information on the TRICS surveys that have been undertaken to inform the trip gen mode. SB provided information on the variety of land uses that have been surveyed, and how the UoC are building a Cambridge centric TRICS database that will be included in the national database. LB confirmed that this is acceptable and is happy with this approach.

With regards to internalisation, NP stated that KMC are keen not to overcook internalisation rates and therefore provide a robust assessment with evidence. LB said this sounded positive and any evidence to justify this is welcomed by CCC. NP also stated that UoC has a considerable amount of data on Work From Home (WFH) that can be used to evidence WDF stats continuing into the future. This information goes back to 2009. SB said the data has shown stabilisation since the COVID-19 pandemic and the UoC do not have any planned policies to change WFH options.

NP informed LB on KMC conversations with Lou Mason-Walsh (LMW) on the modelling methodology and that LMW was happy on KMC's approach to compare net trip generation changes between 2012 consent (trip budget) and new proposed development trips. NP confirmed that LMW had agreed from a strategic modelling perspective, CSRM is not something that is expected to be included in the scope of this assessment given the previous Outline Permission, agreed trip budget and current status of the strategic model. LB confirmed she is aligned with LMW's comments, in regard to no need for a strategic model assessment and the principle of a trip comparison exercise to replace modelling of the full local network with a focus on the site accesses and junctions where the net increase in trips is greater than 30 two-way movements, but confirmed CCC may need to see modelling of the existing situation for some local junctions for validation purposes. CCC may also want a few additional junctions modelled but will await until trip generation is finalised to confirm which / if any. KMC are also going to explore the AMB model to assess walking, cycling and public transport, subject to further discussions with CCC modelling team.

LB confirmed reference within CCC's response note (Jan 2025) reserving the right to request additional scenarios and additional modelling is standard caveat for all CCC pre-app responses until the trip model outputs are confirmed.

KMC will also provide LB and CCC with more information on peak hour spreading, internalisation, and mode switching when finalised. KMC are keen not to overpredict these in order to show a robust case.

NP confirmed KMC are awaiting a written response from National Highways on the scoping note. KMC to chase.

NP introduced a draft RAG tracker to tick off aspects between now and planning submission. LB confirmed this approach sounds sensible.

Actions:

CCC to confirm back on PPA process via email for KMC/UoC review.

KMC confirmed that when further TRICS evidence is available and added to the model, KMC will present the model inputs and outputs to CCC for approval.

Meeting to be arranged to discuss the updated masterplan with CCC.

Meeting Minutes

Job Name	24067 - North-West Cambridge
Subject	Highways Pre-Application Meeting –
Ref	24067
Date	13.02.2025

Attendees: -

Nigel Pettit, KMC Transport Planning

Michael Viner, KMC Transport Planning

Jessica Pratt, KMC Transport Planning

Linda Blower, Cambridgeshire County Council

Guy Wilson, Greater Cambridge Shared Planning

Stewart Bethell, University of Cambridge

Sophie Bulter, Quod

Time & Venue: -

Date: 13.02.2025

Time: 09:30

Venue: Teams conference call

Meeting Minutes

Introduction

NP introduced context to call. Next meeting (13th March 2025) will be based on masterplan and design elements, including a new access to Huntingdon Road.

NP provided context to current KMC progress to trip generation model. KMC are awaiting TRICS data from UoC to finalise mode inputs.

NP presented slides on Phase 2 Trip Generation methodology.

Person Trip Generation

Highlighted that KMC do not have site trip rates for private flats specific to the University. This is because there is limited private flats on sites at present.

The proposed methodology is to use a pro-rata of data from TRICS. LB said this should be representative of the site, but the approach sounds sensible. KMC will also cross reference any TRICS data with 2013 outline consent too.

Internalisation

NP confirmed methodology for bespoke internalisation rates for each journey use (e.g. education and leisure, shopping based on first principles plus survey evidence).

KMC also have UoC WFH data from 2009-2024. The UoC believe this will continue and no policies to change this. LB happy to use 2024 WFH data from surveys if can be evidenced.

Trip Distribution

KMC will create zones with trip generation segment by trip purpose. Origin Destination patterns based on a combination postcode data from the 2024 residential survey, assumptions on offerings and proximity (leisure, shopping, education), and census origin-destination data (on-site employment). LB confirmed acceptable in principle supported by evidence.

The local secondary school to the site will be at Darwin Green. KMC will seek further information on the timescales for this and how this works with phasing of and ability to serve NWC.

LB requested KMC consider the uptake of students into Eddington Primary School into the Transport Assessment (e.g., will all Children be able to go to Eddington Primary School from first occupation of Phase 2, or will there be an interim period where Phase 2 pupils will attend another school). KMC to consider within TA.

LB queried whether KMC have information/survey data on internalisation rates for shops within Eddington. JP said KMC would cross reference the survey data to establish this, and bring in any evidence to the trip generation model.

Spreadsheet Tool

NP presented extracts of the trip generation model (spreadsheet) KMC are working on at present for review in principle. The screen shots and numbers were indicative and subject to change, but shown to talk through work done, methodology and spreadsheet ability to vary inputs.

TRICs Data

SB introduced the UoC's emerging TRICS database that will be a hub of information for Cambridge sites.

Modelling Scope

NP presented approach to assess all three site accesses plus any junction with net impact of greater than 30 two-way vehicle movements. LB said CCC may request further junction modelling at extra junctions, but this is TBC following further pre-application meetings in March 2025, separate to the next highways pre-application meeting.

RAG Tracker

NP presented current status of RAG Tracker. LB agreed in principle to RAG tracker approach.

Actions

KMC to provide RAG tracker with CCC for further review and comment to-date.

Meeting Minutes

Job Name	24067 - North-West Cambridge
Subject	Highways Pre-Application Meeting – Masterplan Overview
Ref	24067
Date	13.03.2025

Attendees: -

Nigel Pettit, KMC Transport Planning

Jessica Pratt, KMC Transport Planning

Michael Viner, KMC Transport Planning

Linda Blower, Cambridgeshire County Council

Jon Finney, Cambridgeshire County Council

Clare Rankin, Cambridgeshire County Council

Sarah Chubb, Greater Cambridge Shared Planning

Guy Wilson, Greater Cambridge Shared Planning

Jonathan Brookes, Greater Cambridge Shared Planning

Sophie Butler, Quod

Stewart Bethell, University of Cambridge

Time & Venue: -

Date: 13.03.2025

Time: 09:30

Venue: Teams conference call

Meeting Minutes

1.1. JP talked through contents and agenda for the meeting.

1.2. JP tabled the emerging masterplan for NWC. Key principles of the masterplan were run through from a high level, including the land use zones, C.A alignment, green areas.

1.3. JP highlighted Huntington Road Junction location and Cycle Intersections (e.g., tie into Turing Way).

1.4. JP introduced the active travel network optioneering, and the different options that have been considered. The different types of active travel links were introduced such as Ridgeway, C.A, western edge, shared gardens and community lanes.

1.5. JP confirmed that as part of the development for the Masterplan, KMC have considered many options and routes for cycle infrastructure. NP reaffirmed that the pros and cons of each option have been considered. Site constraints, levels, desire lines and population densities have all been considered. A bi-directional track on the Eastern side of C.A to connect into the Ridgeway and uni-directional along the entire length of C.A were all considered. However, as the masterplan has evolved these options have been discounted.

1.6. JP confirmed a bi-directional track along the western side of C.A is now proposed, based on the key factors above. The majority of the development density is on the western side of C.A, key connections are therefore provided between key residential and employment/education plots. All plots and desire lines are then provided for through a mesh of the western bi-directional route, community lanes and leisure routes. A western bi-directional route still allows for easy connection to the ridgeway at the common.

1.7. The detail of the interactions between a mesh of cycle links were presented, and discussions were had on how these interact with the existing cycle network. The pedestrian and vehicle crossings that have been considered were tabled. The transition between bi-directional and unidirectional on Turing Way were also presented.

1.8. NP raised the point that this is an outline application. It is expected that mostly parameter plans will be considered. The detailed plans presented have been undertaken for viability testing. JB asked if Design Codes would be submitted as part of the planning application. JP confirmed this.

1.9. Plans of C.A were raised and discussed. The principles of C.A were highlighted.

1.10. JP stated C.A is shown to be 6.5m. JB stated width of street has significant role to play in design speed, and potentially 6.2m could be better. JF also questioned why C.A is 6.5m wide stating this could lead to higher motor vehicle speed. JF stated 6.1m/6.2m could be adequate. JP stated that on the bends of C.A, 6.5m would be preferable for two buses to pass in accordance with swept path analysis undertaken. KMC can revisit the width of C.A. JB questioned how frequently buses will be on this route where they will need to pass each other. JB questioned whether the meanders are creating a problem that they are trying to resolve. JF also agreed that meanders may be creating an additional problem. The carriageway could be reduced to 6.1m/6.2m without these meanders. JP stated that the junctions on C.A are in place due to the footways/cycleways – a 2 stage approach to crossing would be in place. JF also questioned the Copenhagen crossings – whether there is sufficient room for a vehicle to wait off the NMU path to continue its movement. JF stated Copenhagen crossings should have a 6.0m waiting width. CR confirmed from previous experience 5m should be fine for a car to wait. SC confirmed 5m provided for Waterbeach Development..

1.11. SC confirmed GCP desire to narrow Eddington Phase 1 corridor.

1.12. CR questioned the conflict zones around the bi-directional cycle route compared to uni-directional, as bi-directional would require drivers to look both ways and potential for conflict from both directions.

1.13. SC stated GCP are keen to relook at the overall corridor width for the site, to make it easier to cross. SC stated that wide corridors with different levels of segregation create an overly wide street. SC stated GCP prefer a bidirectional cycle route to achieve this objective, and it assists with land budgets. CR stated that uni-directional would be simpler for crossings, location of ped/cycles etc and conflict zones. JF stated that other strategic sites in Cambridge also have uni directional. CR questioned why at Turing Way / C.A bi and unidirectional are proposed.

1.14. JF stated that bi-directional routes lead to cyclists crossing C.A to get to their destination. This lowers them in the user hierarchy, which JF states should not be happening. JF stated uni-directional should be considered and are likely to be preferred. JF stated there is a nervousness about using data from an incomplete site to inform decisions (e.g., using data from Eddington at present). JF questioned whether there was any data on predicted cycle flows. JP confirmed this had been looked at, as well as detailing; the TRICS surveys that had been undertaken, the density plots as presented and engineering process that has gone into developing the masterplan to arrive at the preferred layout with bi-directional cycle infrastructure on the western side of C.A. This outcome allows the infra to serve a greater density of residents alongside a 'mesh' of cycle routes provided on both sides of C.A and throughout the entire development.

1.15. SC asked about the origins and destinations of residents on the north eastern side of C.A. JP confirmed this was low density living at the NE. High density residential living is on the western side. A uni-directional cycle route on the eastern side would double up with ridgeway infrastructure and only serve low density housing on the north eastern side.

1.16. SC stated bi-directional routes also have biodiversity benefits, more verge, green space etc. SC confirmed GCP desire to narrow Eddington Phase 1 corridor.

1.17. JF questioned about residents living in NE and travelling to commercial quarter. They would have to cross live carriageways to get onto bidirectional and recross. JP stated uni-direction requires more crossing of C.A. NP re-confirmed that, if uni-directional infra is provided, cyclists would need to cross C.A to travel north from the eastern plots and south from the dense western plots – these crossing/conflict movements would be removed if bi-directional is provided on the western side of C.A. CR confirmed that cyclists won't cross C.A for uni-directional lanes and they would end up being used as two-way but they do provide infrastructure on both sides, whereas bi-directional would leave the eastern side without infra. JP reiterated the mesh of all cycle infrastructure would negate this concern with the community lanes provided through the western plots.

1.18. CR stated her preference is uni-directional, as if bi-directional is continued with, there is a need to focus on the number of conflict zones and this could be more complicated. However, if bi-directional is managed correctly, and more thought is put into how people may cross, there is more potential for it to work.

1.19. SC stated that it would be useful to have narrative behind bi-directionals on C.A. Explaining the benefits of these would be useful (strategic benefits too), and equally important to explain the connectivity 'mesh' of alternative cycle routes to re-confirm not just a reliance of C.A. KMC to take the parcels causing CCC most concern (north east) and play out a residents journey to school, commercial uses etc. KMC to confirm how many times cyclists would need to cross for each option (bi vs uni). JP said KMC can look at this with forecast numbers, journey purposes etc.

1.20. JP introduced level differences at C.A between C.A cycleway and ridgeway. Cyclists join between the two where level differences are least significant. JF stated this link between the two can't be more than 1:20 in gradient for wheelchair uses (LTN 1/20).

1.21. JF questioned what level of detail will be submitted as part of planning application. JP confirmed its an outline application, and the detailed plans being shown on screen are not likely to be submitted but are instead being developed to test viability. The Common forms a separate study area and the landscaping will play a large role in the feel of the space and the desire lines through it. There will be multiple routes for pedestrian which are DDA complaint.

1.22. JF said there should be caution about discrimination for wheelchair users. CR said it is not discrimination if the link cannot be provided and alternative route is provided instead.

1.23. JP shared plans of Turing Way / C.A Junction. CR questioned the uni-directional and bi-directional layouts in this area. SB provided context to this alignment and how it serves those using ridgeway and provides link to Cambridge West.

1.24. JF also questioned some of the dimensions and access arrangements to Plot F1 and F2 off Turing Way. There is potential for cars to wait on cycle routes.

1.25. SC asked whether the principle of centre lines would follow through to design codes – GCP preference would be to remove centre lines from carriageway. SC stated useful to have discussion on toolkit of measures as part of design code to keep the design speed of this street as low as possible. Taking away centre lines, carriageway width, visual disruptors, narrow one-way build out sections etc. JF shared a plan showing buildouts proposed for Land North of Cherry Hinton.

1.26. SB stated bus infrastructure along C.A is crucial too. Being able to route buses is important. Universal is a success story of Phase 1. There are many bus companies who would like to utilise the site to route services through. UoC also has speed data on site. Average speed is approximately 21.7mph throughout the site. JF shared drawings from Land North of Cherry Hinton regarding a commercial bus route. These examples are on the CCC website.

1.27. NP shared Huntington Road / C.A junction plans. This junction has been scaled down since 2013 OPP and brought in accordance with LTN 1/20 and user hierarchy. Junction predicted to operate within capacity. CR asked for connections to be provided to north of Barcroft centre. This was part of OPP to provide that link. JP also introduced equestrian infrastructure provision. JF said equestrians and pedestrians shouldn't be mixed. Equestrians should have their own / separate Pegasus crossing.

Actions:

- KMC to provide further evidence to support Bi-Directional cycle infra on western side of C.A alongside mesh of other community and leisure routes being provided. KMC to take the parcels causing CCC most concern (north east) and play out a resident's journey to school, commercial uses etc. KMC to confirm how many times cyclists would need to cross for each option (bi vs uni).

- LB to confirm potential dates in early April for a Teams call to discuss trip demand outputs.

Meeting Minutes

Job Name	24067 - North-West Cambridge
Subject	Highways Pre-Application Meeting – Mitigation Strategy
Ref	24067
Date	31.07.2025

Attendees: -

Nigel Pettit, KMC Transport Planning

Jessica Pratt, KMC Transport Planning

Michael Viner, KMC Transport Planning

Elliot Page, KMC Transport Planning

Linda Blower, Transport Assessment Team - Cambridgeshire County Council

Sophie Butler, Quod

Janine Richarsonson, Greater Cambridge Shared Planning

Jonathan Brookes, Greater Cambridge Shared Planning

Clare Rankin, Active Travel Team - Cambridgeshire County Council

Stewart Bethell, University of Cambridge

David Smith, University of Cambridge

Time & Venue: -

Date: 31.07.2025

Time: 13:30

Venue: Teams conference call

Meeting Minutes

- Introductions
- EP provided context to the current progress to date in transport terms on future phases at NWCM. Initial mitigation ideas have been drafted. This meeting is to seek initial in-principle agreement on the mitigation ideas.

- JP introduced the Phase 1 mitigation and enhancement strategy (transport context). KMC has undertaken a review of these to date. A map was presented showing the locations of these plans.

- CR asked whether crossings at Eddington Avenue / Turing Way have been identified as a potential existing problem. EP stated these have been flagged, however they may be outside of the mitigation for Phase 2. UoC have noted these but may fall outside of the scope of future phases.

- JP stated that for various aspects (e.g., crossing outside of school), 3rd party independent safety audits have been undertaken.

- JP tabled the vehicle trip budget for NWC – the consent vs the forecasts for future phases for masterplan. KMC confirmed that vehicle trip budget previously agreed will not be exceeded – evidenced based on a range of surveys at Eddington lead by the UoC.

- LB asked if there is any highways mitigation in S106 that has not been implemented that may require looking at. EP and NTP confirmed there are now S106 highway measures outstanding. EP and NTP confirmed two off-site junctions were discussed in the OPP TA – Mini roundabout to east (Northampton Street / Madingley Rd) and M11 Slips, but were not followed through in OPP S106 following agreement and discussion with CCoC Officers. LB asked if any non-highway schemes (e.g., AT and PT) had not been delivered. JP stated it is just Public Transport Schemes (reliant on Darwin Green) and NP stated a shared use path at Huntington Road (now to be delivered as part of NWCM) were to be delivered.

- JP introduced proposed bus strategy for NWC. It meets the requirements set out in the previous S106. EP stated in TA work, the numbers have been forecast with regard to distribution too. NP stated the bus strategy also included growth areas. JB asked if there is a need to reflect for what the AV may do for connectivity between NWC and Cambridge West. SB stated AV project will finish Q1 2026. Further discussions are ongoing with future uses.

- JP introduced the on-site mitigation for future phases. Plan showed of the key crossing points and internal junctions. EP stated that C.A is not being applied for in detail at this time, but Design Code will provide the full detail behind it. CR asked for confirmation whether key connections between Ridgeway and C.A have been made. EP confirmed they had. KMC to issue a plan to show this.

- JP introduced the off-site mitigation for NWC future phases. EP noted that UoC will hopefully be an enabler of the PROW connection to the north, but this is on St Johns land and subject to further land owner agreements.

- CR asked whether a priority crossing will be provided at the northern most access. EP said commercial access – so only commercial traffic associated with this. KMC is to review this further.

- JB asked question whether equestrian crossings required more space than traditional crossings and whether this has any implications on two-stage crossing. EP confirmed this is

not a two-stage crossing. EP said KMC will review space requirements at this crossing as Horse Society are active in this location.

- LB said new crossings would need a traffic assessment too in terms of capacity. KMC stated this would be included within the TA work and has been done.

- LB said looks positive but CCC will require further detail. LB questioned whether contributions will be made towards strategic transport schemes. JT from CCC is reviewing these further.

Appendix B Policy and Guidance

B.1 National Policy

National Planning Policy Framework (2024)

B.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Section 9 outlines the national policy on promoting sustainable transport.

B.1.2 Paragraph 109 highlights the importance of adopting "*a vision-led approach*" from the early stages of the planning process to "*identify transport solutions that deliver well-designed, sustainable and popular places*." To achieve this, the planning process should involve:

- "Making transport considerations an important part of early engagement with local communities;
- ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- understanding and addressing the potential impacts of development on transport networks;
- realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

B.1.3 Paragraph 110 indicates that developments should be focused on locations where the need to travel can be limited and a 'genuine choice of transport modes' is available. It is recognised that these opportunities will vary between urban and rural areas, and this should be accounted for in the plan-making process.

B.1.4 Paragraph 115 emphasises that new developments should ensure that:

- "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."

B.1.5 Paragraph 116 goes on to state that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

B.1.6 Paragraph 117 highlights that developments should give "*priority first to pedestrian and cycle movements" while also addressing "the needs of people with disabilities and reduced mobility in relation to all modes of transport.*"

B.1.7 They should also "*create places that are safe, secure and attractive*" allowing for efficient access for delivery and service vehicles. It is expected that, where appropriate, proposals are designed to incorporate charging facilities for "*plug-in and ultra-low emissions vehicles in safe, accessible and convenient locations.*"

B.1.8 Paragraph 118 requires all developments generating "*significant amounts of movement*" are required to provide a travel plan and a "*vision-led transport statement or transport assessment*" to support the planning application to assess the impact on the proposal.

Planning Practice Guidance: Travel Plans, Transport Statements, and Statements in Decision-Taking (2014)

B.1.9 Following the withdrawal in October 2014 of the Department for Transport (DfT) "Guidance on Transport Assessment (2007)", the DfT publish the Planning Practice Guidance (PPG) in 2014. The PPG contains a suite of guidance, with is continually being updated. This guidance is intended to assist all stakeholders in determining whether an assessment may be required and, if so, what level and scope the assessment should include.

B.1.10 The PPG provides guidance on:

- Whether a Transport Assessment or Transport Statement is required;
- When a Travel Plan is required;
- Establishing a scope for the Transport Assessment and Travel Plan; and
- What information is to be included within a Transport Assessment and Travel Plan, respectively.

B.1.11 The scale and nature of the development proposals at Northwest Cambridge mean that a Transport Assessment and Travel Plan are required to support the planning application. The scope of this Transport Assessment, and other supporting transport documentation such a Travel Plan, was informed by the PPG, but also supported by a process of liaison and agreement with the relevant authorities during the preparation of this planning application.

Planning for the Future – National Highways (2023)

B.1.12 This document was produced by National Highways, who are the overseeing organisation for the management of the strategic road network and all-purpose trunk roads within England, in 2023 details the approach National Highways will take when engaging with the planning system. The guide also provides advice on what information should support a planning proposal. The guide should be read in conjunction with the circular "Strategic Road Network and the Delivery of Sustainable Development (2022)".

B.1.13 Within this document, National Highways outline sustainability principles that should be considered in new development. Paragraph 28 of the guidance states that:

"*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority area*"

B.1.14 This is further development in Paragraph 29, stating:

"*Where developments are located, how they are designed and how well delivery and public transport services are integrated has a huge impact on people's mode of travel for short journeys. It is also important to ensure that associated business uses and infrastructure are well sited – for example, employment space or the location of freight and logistics facilities. We will therefore expect those responsible for preparing local and neighbourhood plans to only promote development at locations that are or can be made sustainable and where opportunities to maximise walking, wheeling, cycling, public transport and shared travel have been identified*."

B.1.15 Another sustainability principle National Highways consider includes moving away from transport planning based on predicting future demand capacity (known as predict and provide) to planning that sets an outcome communities want to achieve and provide the transport solutions to deliver these outcomes (known as decide and provide and vision and validate).

Strategic Road Network and the Delivery of Sustainable Development (2022)

B.1.16 This circular was produced by National Highways on behalf of the Secretary in State in 2022. National Highways are the overseeing organisation for the management of the strategic road network and all-purpose trunk roads within the England. The circular supersedes policies in the DfT circular (2013) of the same title.

B.1.17 This document applies to the whole of the strategic network and all-purpose trunk roads, and outlines how National Highways will:

- Engage with the planning system; and
- Fulfil its remit to be delivery partner for sustainable economic growth whilst maintaining, manging and operating a safe and efficient strategic road network.

B.1.18 The delivery of sustainable development is a key focus of this document.

B.1.19 Paragraph 12 of the circular states that:

"*New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.*"

B.1.20 The circular states that walking, cycling and public transport must be the natural choice for those able to use it. This approach by National Highways seeks too:

- Make the most efficient use of capacity within the transport network;
- Improve health and wellbeing; and
- Support government policies, strategies and guidance that aim to lessen the damaging environmental effects from development.

B.1.21 Additionally, National Highways states it will:

"*Support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility, and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals*"

B.1.22 This Transport Assessment, and other supporting transport documentation, has been prepared in reference to this circular.

Active Travel England

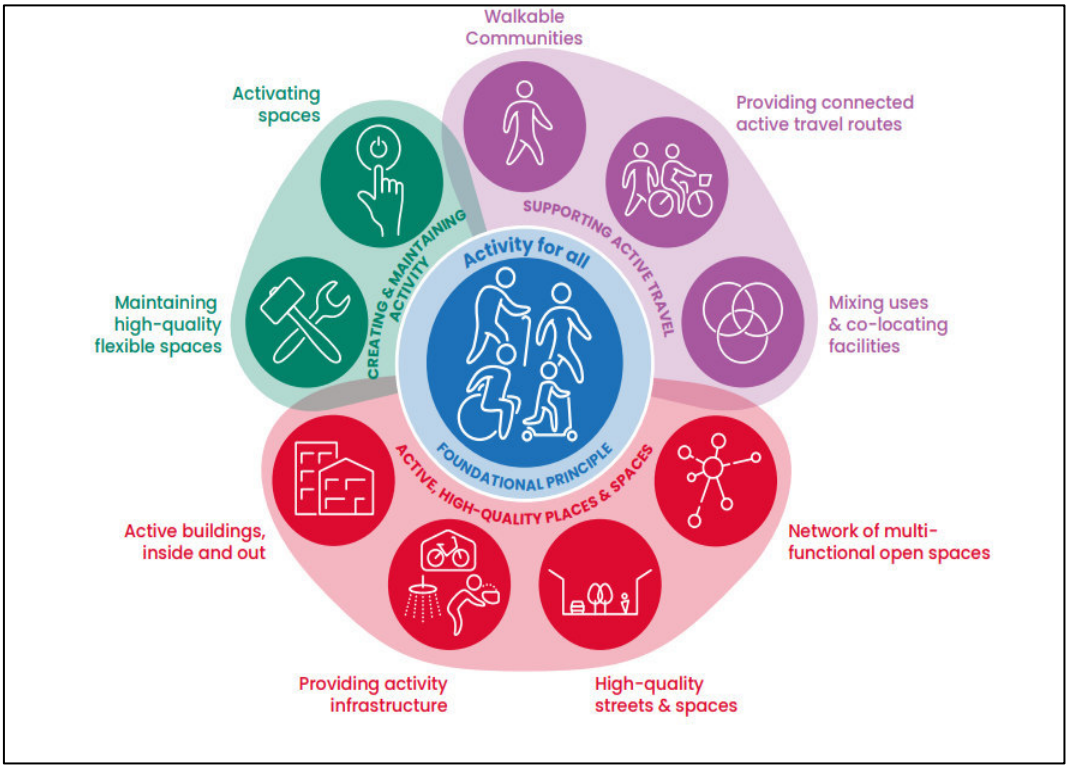
B.1.23 Active Travel England (ATE) is the government's executive agency sponsored by the Department for Transport (DfT) and responsible for making walking, wheeling, and cycling the preferred travel mode choice for everyone.

B.1.24 ATE became a statutory consultee on the 1st of June 2023 on all major planning applications that include 150 dwellings or more, building(s) (not exclusively residential) of 7,500 sqm internal floor space or more and sites where the overall development area is 5ha or more. Therefore, ATE will be a statutory consultee for this planning application.

B.1.25 ATE will apply their latest 'Active Design' guidance, released by Sport England in May 2023, supported by Active Travel England and the Office for Health Improvements and Disparities, to consider developments on which they are consulted. The guidance provides a toolkit for developers, officers, and consultants to ensure that 'activity for all' is at the heart of new developments.

B.1.26 The guidance puts 'Activity for All' as the founding principle of good design, building upon this foundation with a further nine principles. Figure B.1 is an extract from the Active Design guidance and summarises the 10 active travel principles.

Figure B.1: Active Travel England Design Principles



Manual for Streets

B.1.27 In 2007, the DfT published Manual for Streets (MfS), which provided guidance on the design, construction and maintenance of residential streets based on a detailed appraisal of operational factors and the findings of empirical research.

B.1.28 For the purpose of MfS, a street is defined as a place within its own right, which, although it may well contain a highway, has an important public realm function beyond the pure movement of traffic. Most highways in built-up areas can be considered as streets.

B.1.29 MfS aims to assist in the creation of streets that:

- *"help to build and strengthen the communities they serve;*
- *meet the needs of all users, by embodying the principles of inclusive design;*
- *form part of a well-connected network;*
- *are attractive and have their own distinctive identity;*
- *are cost-effective to construct and maintain; and*
- *are safe."*

B.1.30 It is also noted that MfS should be considered as a starting point for good design, and that the principles it espouses should not be applied blindly, but should be interpreted in the light of new innovations and technologies. As an example, MfS pre-dates the widespread adoption of "wheeling" modes of personal transport, and so does not address the requirements and interactions of these users with others who may legitimately use a street. However, the hierarchical, sustainable and safety conscious principles that it sets out can be easily applied to design solutions in the context of these, and other, more recent innovations.

B.1.31 In common with best practice in terms of place-making, the principles also make clear that thought should be given to the potential future changes and trends, and that it may week be sensible to incorporate and allow for these in the design of streets now.

Local Transport Note 1/20 Cycle Infrastructure Design

B.1.32 Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design' was published by the DfT in July 2020. The note provides guidance to local authorities and developers on delivering high quality cycle infrastructure including:

- Planning for cycling;
- Space for cycling within highways;
- Transitions between carriageways, cycle lanes and cycle tracks;
- Junctions and crossings;
- Cycle parking;
- Planning and designing for commercial cycling;
- Traffic signs and road markings; and
- Construction and maintenance.

B.1.33 There are five core design principles which represent essential requirements to achieve more people travelling by cycle (or on foot), based on best practice both internationally and across the UK. Network and routes should be:

- Coherent;
- Direct;
- Safe;
- Comfortable; and
- Attractive.

B.1.34 The masterplan has been designed in accordance with the core design principles set out in LTN 1/20. In addition, the government has more recently incorporated 'wheeling' into its active travel guidance, with measures contained in the 'Second Cycling and Walking Investment Strategy that make it clear that other forms of personal mobility will be considered legitimate as part of active travel proposals. Therefore, these modes will also be considered, within the broad principles set out by LTN 1/20 in respect of wheeling.

B.2 Local Policy and Material Considerations

Cambridge Local Plan (2018)

B.2.1 The Cambridge Local Plan was adopted in 2018 and sets out the planning framework to guide future development within Cambridge to 2031. The document sets out the strategic vision for sustainable growth in Cambridge alongside specific policies to help guide new developments.

B.2.2 The Local Plan outlines 15 strategic objectives to support new developments in Cambridge. Policy 5 "Sustainable transport and infrastructure" of the Local Plan speaks to the commitment that development proposals must have towards the implementation of transport strategies and priorities set out in the relevant Local Transport Plans and Transport Strategies for Cambridge and Cambridgeshire.

B.2.3 Policy 80 "Supporting sustainable access to development" states that development will be supported where it demonstrates that prioritisation of access is by walking, cycling and public transport and it is accessible for all. This will be achieved by the following:

- "Ensuring major developments on the edge of the city and in the urban extensions are supported by high quality public transport linking them to Cambridge's city centre and major centres of employment. The public transport links should be within walking and cycling travel distance of the development;
- Supporting public transport, walking and cycling to, from and within a development by:
  - *Giving priority to these modes where there is conflict with cars;*
  - *Conveniently linking the development with the surrounding walking and cycling public transport networks;*
  - *Prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible, have further capacity for these sustainable modes provided;*
  - *Ensuring accessibility for those with impaired mobility; and*
  - *Safeguarding existing and proposed routes for walking, cycling, and public transport, including the Chisholm Trail, from development that would prejudice their continued use and/or development. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed developments. The proposed routes are identified in Cambridgeshire County Council's Transport Strategy for Cambridge and South Cambridgeshire and on Figure 9.1 of this plan.*
- Ensuring that any development requiring a new road or road access accords with the following:
  - *It is designed to give high priority to the needs of pedestrians and cyclists, including their safety;*

- *It restricts through access for general motor traffic where appropriate;*
- *It discourages speeding;*
- *It discourages inappropriate car-based links within the network but encourages non-car based links;*
- *It minimises additional car traffic in the surrounding area; and*
- *There is safe and appropriate access to the adjoining road, pedestrian and cycle networks."*

B.2.4 Policy 81 "Mitigating the transport impact of development" states that developments will only be permitted where they do not have an unacceptable transport impact, as follows:

"*Developments will only be permitted where they do not have an unacceptable transport impact. Therefore, new developments will require:*

- *Sufficient information to be supplied with all development proposals that the transport impact can be suitably assessed. This should take the form of transport assessments for schemes above the thresholds set in the latest Cambridgeshire County Council guidance;*
- *A travel plan to accompany all major development proposals; reasonable and proportionate financial contributions/mitigation measures where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioural change measures to encourage the use of sustainable modes of transport. Such measures should be provided to meet the first or early occupation of a site in order to influence travel behaviour from the outset."*

South Cambridgeshire District Local Plan (2018)

B.2.5 The adopted Local Plan guides the future of development in South Cambridgeshire to 2031.

B.2.6 Chapter 10 of the Local Plan focuses on promoting and delivering sustainable transport and infrastructure. It states that there is a need for the transport system to be balanced in favour of sustainable modes; walking, cycling and public transport.

B.2.7 Policy TI/2 'Planning for Sustainable Travel' is of importance to this development. It states:

- *"Development must be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate for its location"*

B.2.8 As part of Policy TI/2, planning permission for new developments "will only be granted for development likely to give rise to increased travel demands, where the Site has (or will attain) sufficient integration and accessibility by walking, cycling or public and community transport." This includes the following requirements:

- Provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby

centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey;

- Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, Northstowe, Cambridge, market towns, and the wider countryside;
- Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting; and
- Provision of secure, accessible, and convenient cycle parking; and securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the aims of the Cambridgeshire Local Transport Plan and South Cambridgeshire Community Transport Strategy.

B.2.9 Policy TI/2 also states there is a requirement for developers to demonstrate they will "make adequate provision to mitigate against the likely impacts of their proposal". This includes cumulative impacts

Cambridge and Peterborough Combined Authority Local Transport and Connectivity Plan (2023)

B.2.10 The Local Transport and Connectivity Plan (LTCP) was approved in November 2023 and is the "long term strategy to make transport in Cambridgeshire and Peterborough better, faster, greener and more accessible for everyone".

B.2.11 The plan aims to "discourage individual private car use" by "making active travel, public and shared transport the natural first choice".

B.2.12 The LTCP vision is as follows:

"*A transport network which secures a future in which the region and its people can thrive*"

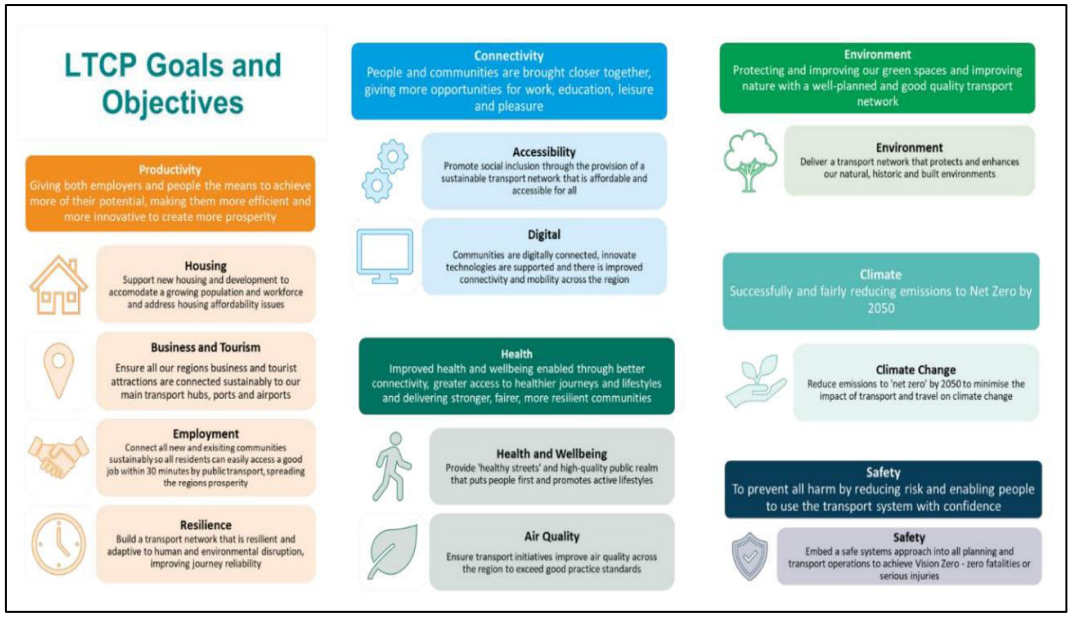
B.2.13 The LTCP mission statement is:

"*The transport network must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.*

And it must bring a region of cities, market towns and very rural areas closer together. It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy"

B.2.14 With the vision providing the broader intent and direction of the plan, a series of objectives and goals form the main focus on the LTCP. These are presented in Figure B.2.

Figure B.2: LTCP goals and objectives



Cambridgeshire Active Travel Strategy (2023)

B.2.15 The Cambridgeshire Active Travel Strategy (adopted March 2023), sets out to increase and further improve the proportion of journeys within Cambridge and the wider region that are made by active modes of travel such as walking, cycling, and wheeling.

B.2.16 Overtime, the aim is that active travel will become a natural first choice of travel, in combination with public transport. As a result, it is hoped that fewer people will be dependent on private car use.

B.2.17 The strategy also aims to have a significant impact on a range of goals by 2024, such as:

- *'Improvements to Cambridgeshire's wider transport network by reducing the pressure of ever-increasing vehicular traffic on our roads and the significant impact this has.*
- *Sustainable growth in Cambridgeshire through well connected and integrated sustainable transport networks and supporting infrastructure.*
- *Achieving a significant positive impact on people's health, wellbeing, and quality of life by enabling more active lifestyle choices, creating pleasant spaces for people to travel along and spend time in, and provide affordable, inclusive access to key services for people of all ages and ability.*
- *Ensuring that all new developments meet a common standard of infrastructure provision for inclusive walking and cycling across the county.'*

B.2.18 These aims and goals will be achieved through a range of policies. Key policies of note and relevance are summarised as follows:

- **Policy AT04** – Ensure that Active Travel is prioritised in new developments.
- **Policy AT06** – Application of the road user hierarchy, as illustrated in Manual for Streets. This puts active transport modes at the top of the hierarchy, giving them priority and ensuring they are supported on a scheme-by-scheme basis.
- **Policy AT07** – It must be ensured that all highway improvement schemes and development proposals consider active travel, with walking and cycling facilities provided as set out in LTN 1/20 and Healthy Streets.

Cambridgeshire County Council Transport Assessment Requirements (2024)

B.2.19 The Cambridgeshire Transport Assessment Requirement guidance was published in January 2024 by Cambridgeshire County Council as the Local Highway Authority. The guidance sets out the requirements for when a Transport Assessment is required, and what it should contain.

B.2.20 In accordance with the guidance, a Transport Assessment is required for any development generating "*30 or more two way vehicles in any peak hour*" or "*any development generating approximately 150 live person trips per day*".

B.2.21 The guidance provides information on what should be included within a Transport Assessment, as indicative guidance, which is summarised as follows:

- Background, Description and Policy Context;
- Existing Network and Baseline Conditions;
- Trip Generation, Distribution and Assignment;
- Future Year Assessments;
- All-Mode Gap Analysis and Mitigation; and
- Mitigation Summary.

Northwest Cambridge Area Action Plan (2009)

B.2.22 The Northwest Cambridge Area Action Plan (AAP) prepared by jointly between Cambridge City Council and South Cambridgeshire District Council and was adopted in October 2009. It relates to "the land between Madingley Road and Huntingdon Road, a site referred to as 'North West Cambridge'. The AAP forms part of the Development Plan for Cambridge City and South Cambridgeshire District.

B.2.23 The AAP provides the basis for the initial planning permissions and for further detailed planning, including masterplanning, and approval of individual phases of development.

B.2.24 The vision contained with the AAP for the area is as follows:

"*North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental*

sustainability. Development will be of the highest quality and support the further development of the University, Cambridge and the Sub-Region as a centre of excellence and a world leader within the fields of higher education and research and will address the University's long-term development needs to 2021 and beyond. There will be a new local centre which will act as a focus for the development and which will also provide facilities and services for nearby communities. A revised Green Belt and a new landscaped urban edge will preserve the unique character of Cambridge, enhance its setting and maintain the separate identity of Girton village"

B.2.25 The AAP also contains a range of objectives, that any new development should seek to contribute and adhere too in preparation and the determination of any planning application. The objectives of the AAP are as follows:

- *"To contribute to meeting the long-term development needs of Cambridge University;*
- *To create a **sustainable community**;*
- *To make the best use of energy and other natural resources, to be built as an example of sustainable living with low carbon and greenhouse gas emissions and be able to accommodate the impacts of climate change;*
- *To create a satisfactory mix of uses, taking into account:*
- *i. Identified University development needs*
- *ii. The need for affordable housing for University and College staff;*
- *To secure a wide range of housing types and tenures;*
- *To secure high quality development of both built form and open spaces;*
- ***To create a community which respects and links with adjoining communities**;*
- ***To achieve a modal split of no more than 40% of trips to work by car (excluding car passengers) and to maximise walking, cycling and public transport use**;*
- *To maintain the purposes of the Green Belt;*
- *To provide an appropriate landscape setting and high quality edge treatment for Cambridge;*
- *To provide appropriate separation between Cambridge and the village of Girton to maintain village character and identity;*
- *To provide standards for infrastructure provision including renewable energy, open space, **car and cycle parking**, sewerage and surface water drainage;*
- *To provide an appropriate level of community services and facilities to serve the development satisfactorily;*
- *To determine appropriate phasing of development taking into account that development should only proceed when the University can prove the need for it;*
- *To secure the infrastructure needs of the development, including green infrastructure; and;*
- *To protect special geological interest, existing wildlife and wildlife corridors and secure a net increase in biodiversity."*

B.2.26 The AAP also contains a range of policies that any development will need to be in adherence with. Policy NWC2 "Development Principles" states that North West Cambridge will be planned and developed as:

- *"As an attractive and distinctive mixed-use development well integrated with the City and connected to surrounding communities and the countryside;*
- ***To a high level of design quality for all parts of the community to create accessible developments and neighbourhoods with their own character and legibility**;*
- ***As a balanced, viable and socially inclusive community where people can live in a healthy and safe environment**;*
- *To a flexible design which will be energy efficient, and built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change;*
- *To avoid the necessity for noise and air quality mitigation measures that would detract from the landscape setting of Cambridge."*

B.2.27 Development proposals should also:

- *"Protect and enhance the geodiversity and biodiversity of the site and incorporate historic landscape and geological features;*
- ***Provide a high quality landscape framework for the development and its immediate setting**;*
- ***Provide safe and convenient access for all to public buildings and spaces, and to public transport, including those with limited mobility or those with other impairment such as of sight or hearing**;*
- *Have a design and layout that minimises opportunities for crime;*
- *Provide integrated refuse and recycling facilities and reduce the amount of waste produced, through good design"*

B.2.28 Policy NW2 also states that planning permission will not be granted where the proposed development measures would have an unacceptable impact on:

- "On residential amenity;
- On the quality of the urban edge;
- On air quality;
- On biodiversity, archaeological, historic landscape and geological interests;
- On flooding and flood risk;
- On quality of ground or surface water;
- **On local traffic movement**;
- On adjacent Conservation Areas and Listed Buildings;
- On protected trees and trees of significance."

B.2.29 With regards to Transport, Policy NW11 "Sustainable Travel" provides the transport-related policies the development should accord with. Policy NW11 states that:

"*Development and transport systems will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal share of no more than 40% of trips to work by car (excluding car passengers). This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures*"

B.2.30 Policy NW11 also states that "Development in North West Cambridge will be in the form of a mixed-use development which will allow the daily needs of occupants to be met within walking or cycling distance, thus minimising the need to travel beyond the development". However, where travel in necessary, any development should be planned to make this sustainable as possible. This is particularly by:

- *"Maximising use of sustainable transport modes by the provision of safe and convenient routes and higher densities to encourage people to move about by foot, cycle and bus;*
- *Specifying appropriate standards for infrastructure provision within the development, including car and cycle parking;*
- *Providing sustainable transport infrastructure to link the development to key destinations in Cambridge and to the wider network"*

B.2.31 Policy NW11 also provides the guidance for any TA that is submitted alongside a planning application, stating that "A Transport Assessment will be required alongside any planning application to allow the travel impact to be properly assessed and adequately mitigated. This will include mitigation against environmental impacts, such as noise, pollution and impact on amenity and health."

B.2.32 Policy NW12 "Highway Infrastructure" of the AAP states that "Development will be subject to sufficient highway capacity being available to serve all stages of development, including on the adjacent strategic road network. Development will contribute to measures to mitigate any significant adverse traffic impacts on the M11, A14 and the surrounding highway network, if this is shown to be necessary by transport assessments."

B.2.33 With regards to public transport, covered in Policy NW16 "Public Transport Provision", the AAP states that "High quality public transport provision will be provided to support development, including:

- *Providing segregated bus priority routes through the development, along internal routes;*
- *Linkage of bus routes within the development to the wider bus network, including enhanced bus services along Huntingdon Road and the proposed Madingley Road to Huntingdon Road link route;*
- *Provision of bus stops, shelters and real time passenger information, with the majority of development being within 400m easy walking distance of a bus stop;*
- *support for residential travel plans and employee travel plans, including measures to encourage bus use, funded by development."*

B.2.34 Policy NW17 "Cycling Provision" provides guidance on how cycling provision should be applied at the development, stating:

- *"New and improved cycle links will be provided as part of the development, including;*
- *Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City Centre;*
- *Giving priority to cycling within the development, including connections to key destinations, including the local centre, bus stops, the primary schools, employment, and adjacent development; and*
- *Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside."*

B.2.35 Policy NW18 "Walking Provision" provides guidance on walking provision, stating:

- *"Development will be required to provide attractive, direct and safe walking routes as part of the development, including:*
- *Giving priority to walking links between Huntingdon Road and Madingley Road, to adjacent development and to the City Centre;*
- *Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary schools and employment; and*
- *Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and open countryside"*

Parking Standards

B.2.36 Car and cycle parking will need to be provided in accordance with the parking standards laid out within the North West Cambridge AAP (2009). The overall aim of the AAP with regards to parking is to "*minimise the amount of car parking and to maximise the amount of cycle parking in order to encourage the use of more sustainable modes*"

B.2.37 The car parking standards outlined in the AAP are summarised in Table B.1 below. All car parking standards are expressed as **maximums**.

Table B.1: Car Parking Standards (AAP – 2009)

Land use type		Parking Provision
Residential	1 to 2 bedrooms: 3 or more bedrooms:	1 space 2 spaces
	In addition, visitor parking should be provided at a rate of 1 space per 4 units, provided that off-street parking would not be above 1.5 spaces per dwelling.	
Academic and Research	B1 Offices, General Industry	1 space per 40sqm GFA
	Non-residential higher education	2 spaces for every 3 staff
Residential Collegiate	Student residential accommodation subject to proctorial control	1 space every 10 beds + 1 space for every resident warden
Retail	Food store Local Centre store	1 space per 50sqm up to 1400sqm GFA + 1 additional space per 18sqm 1 space per 50sqm
PCT	Clinics and surgeries	1 space per professional member of staff + two spaces per consulting room
Local Centre	Public hall / community centres	1 space per 20sqm
University Mensa	Food and drink takeaways	1 space per 20sqm drinking / dining area
Hotel	Guest houses and hotels	2 spaces per 3 bedrooms, and 1 space per resident staff
Nursery	Creche	2 spaces per 3 staff
Senior Care	Retirement home	1 space per 4 units 1 space per 2 staff
School	Non-residential schools	2 spaces per 3 staff

B.2.38 In accordance with the AAP, at least 5% of the total number of car parking spaces will be reserved for disabled people - calculated as 5% of the AAP maximum for each land use.

B.2.39 The cycle parking standards outlined in the AAP are summarised in Table B.2 below. All cycle parking standards are expressed as **minimums**.

Table B.2: Cycle Parking Standards (AAP – 2009)

Land use type		Parking Provision
Residential	1 to 3 bedrooms 4 bedrooms 5 or more bedrooms	1 space per bedroom 3 spaces 4 spaces
Academic and Research	B1 Office Storage and Other B use classes	1 space per 30sqm GFA
	Non-residential higher education	Cycle parking for all students and 1 for every 2 members of staff
Residential Collegiate	Student residential accommodation subject to proctorial control	2 space every 3 bed 1 visitor space per 5 bed
Retail	Food store and Local Centre Store	1 space per 25sqm GFA up to 1500sqm, thereafter 1 space per 75sqm
PCT	Clinics and Surgeries	2 spaces per consulting room, 1 space for every 3 professional members of staff
Local Centre	Public hall / community centres	1 space per 15sqm of public floor area
University Mensa	Food and Drink Takeaways	1 space per 10sqm dining area
Hotel	Guest houses and hotels	2 spaces per 10 bedrooms, 1 space per 2 members of staff
Nursery	Crèches and Nurseries	1 space per 2 members of staff 1 visitor space per 5 children
Senior Care	Retirement home	1 space per 6 residents 1 space per 2 members of staff
School	Non-residential higher and further education	1 space for 50% of children between 5 and 15

B.2.40 The AAP also states that for residential purposes, cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of additional space in a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.

B.2.41 For employment purposes, cycle parking for employees should be within a convenient, secure location and where practical it should be covered.

B.2.42 Short stay cycle parking (e.g., for visitors) should be located as near as possible to the main entrances of buildings and covered by natural surveillance or CCTV.

Greater Cambridge Sustainable Design and Construction (SPD) (2020)

B.2.43 The Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD) was adopted in January 2020 by Cambridge City Council and South Cambridgeshire District Council.

B.2.44 This SPD has been prepared to ensure that growth in Greater Cambridge is implemented as sustainably as possible, ensuring that Greater Cambridge reduces its environmental footprint. The document provides a range of guidance and polices for developers to consider.

B.2.45 The SPD is a material consideration in the determination of planning applications.

B.2.46 With regards to transport, the SPD provides the guidance for Greater Cambridge on Electric Vehicle (EV) parking and infrastructure, as well as Car Club Provision.

B.2.47 In terms of EV parking for residential uses, the SPD requires the following:

- 1 slow EV charge point per allocated parking space, plus;
- 50% of non-allocated parking to have slow EV charge points; and
- 100% to be installed with passive infrastructure for future use.

B.2.48 In terms of EV parking for non-residential uses (commercial development), the SPD requires the following:

- 1 rapid charging point/station per 1000sqm of floorspace or per 20 car parking spaces; or
- Allocated fast charging point for 50% of proposed parking spaces.
- The SPD also states that a minimum of one car club vehicle per 500 parking spaces in new residential developments should be provided, and a minimum of one vehicle per 10,000sqm in non-residential developments. Car clubs should also prioritise the use of electric vehicles, and a site wide car club strategy for major sites should be provided.

North West Cambridge Approved Design Code and Guidelines (2013)

B.2.49 A design code is a document that sets rules for the design of a new development.

B.2.50 The North West Cambridge Design Code was approved by CCoC in 2013 as part of planning condition 7 of the outline planning application for the Site (11/1114/OUT).

B.2.51 The approved Design Code provides the next level of detail for design parameters than those within the parameter plans and outline planning application (e.g., for reserved matters applications (RMA)). The aim of the Design Code is to ensure a consistently high quality level of design and outcome is achieved throughout North West Cambridge.

B.2.52 The UoC and LPA's recognises that the approach to design change over time, and due to the mixed use nature of the North West Cambridge site as well as the long-term implementation process, it may be possible in the future for designs to come forward that are not entirely Design Code compliant.

B.2.53 Chapter 3.3 ('Access and Movement') of the Design Code provides the fundamental design principles for the NWCM with regards to the following matters:

- Street Hierarchy and Typology;
- Public Trasport;
- Cycle Network; and
- Pedestrian Network.

B.2.54 With regards to Accessibility, Chapter 3.7 provides the key design principles for the site with regards to the Sites accessibility and connectivity.

B.2.55 With regards to active travel, the document states that "Walkable neighbourhood and good accessibility are one of the fundamental principle of the North West Cambridge. The Local Centre located at the heart of the urban expansion provides accessible community amenities which include good bus route, well-positioned bus stops, health centre, primary school, community hall and local shopping."

B.2.56 For public transport provision, the document states that:

"*The access strategy allows for both orbital and radial public transport priority routes: the former will enhance connections across the outskirts of Cambridge between North West Cambridge, West Cambridge, NIAB Development the Guided Busway and Cambridge Science Park to the north; the latter will link to areas within Cambridge, such as the City Centre, Addenbrooke's Hospital and the Railway Station.*

Public transport services have been carefully routed through North West Cambridge to provide easy public transport access, to encourage residents and employees to use buses to access local facilities. Quality on-site bus stops and shelters will be provided, enabled with real time information displays. The services will be well-advertised, frequent and a sustainable alternative to the private car."

B.2.57 These key transport design principles have been considered within the Future Phases of the NWCM, as illustrated within this TA and other documents accompanying the planning application.

Appendix C Baseline Conditions

C.1 Road Safety

M11 Junction 13

C.1.1 A summary of the PIC's that have occurred at Junction 13 of the M11 is shown in Figure C.1 below.

Figure C.1: PIC Data (2020-2024) – M11 J13

C.1.2 A total of nine PICs have been recorded within the vicinity of the M11 J13 in the last 5-year period. Of these, 7 (78%) have been recorded as slight, 2 (22%) as serious and 0 (0%) as fatal. Only 1 (11%) involved a pedestrian or cyclist casualty. A breakdown on the PIC's is provided in Table C.1 below.

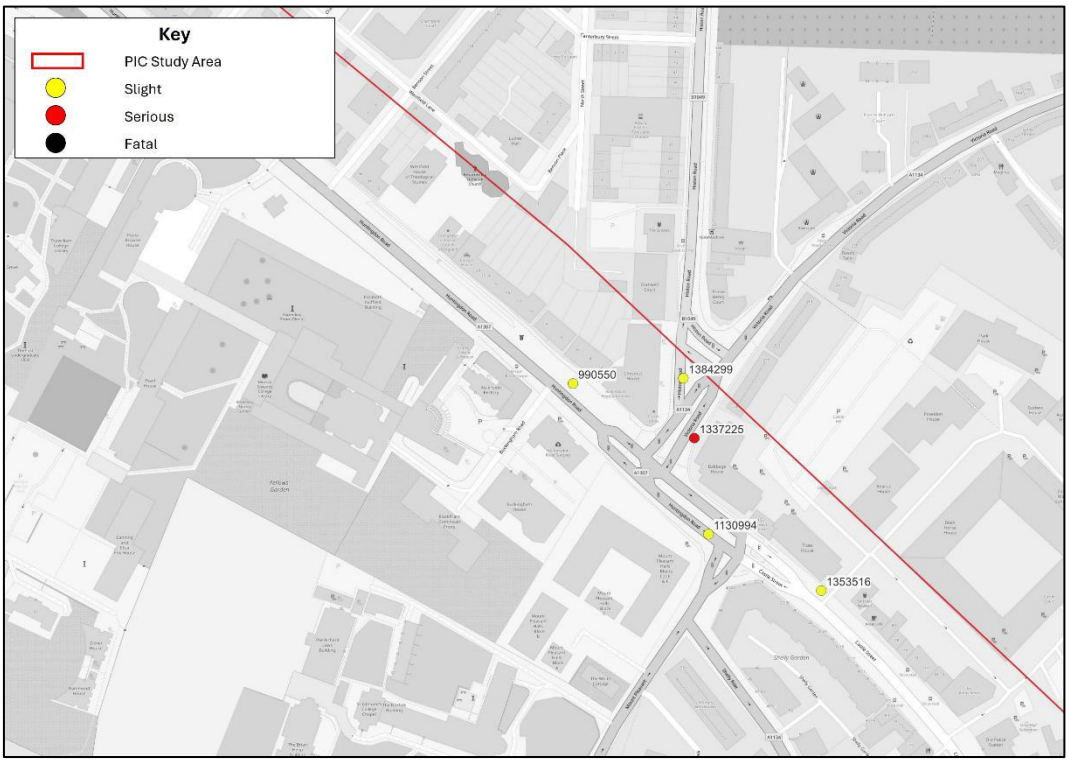
Table C.1: PIC Data (2020-2024) – M11 J13

Ref.	Year	Severity	No. of Vehicles	Conditions			Ped / Cycle Casualty	Turn
				Weather	Road	Lighting		
1435264	2024	Slight	2	Fine without high winds	Dry	Daylight	No	No Turn
1134491	2022	Slight	2	Raining without high winds	Wet/ Damp	Dark: No Streetlights	No	No Turn
1151435	2022	Serious	2	Raining without high winds	Wet/ Damp	Dark: No Streetlights	No	No Turn
932263	2020	Slight	3	Fine without high winds	Dry	Dark: No Streetlights	No	No Turn
1154954	2020	Slight	2	Fine without high winds	Dry	Dark: No Streetlights	No	No Turn
1318125	2023	Slight	2	Fine without high winds	Dry	Daylight	No	No Turn
950721	2020	Serious	3	Fine without high winds	Dry	Daylight	Yes – 1 Ped.	No Turn
1381275	2023	Slight	2	Fine without high winds	Dry	Daylight	No	No Turn
1236850	2022	Slight	2	Fine without high winds	Dry	Daylight	No	No Turn

Huntingdon Road / Victoria Road / Castle Street Junction

C.1.3 A summary of the PIC's that have occurred at the Huntingdon Road / Victoria Road / Castle Street Junction is shown in Figure C.2 below.

Figure C.2: PIC Data (2020-2024) – Huntingdon Road / Victoria Road / Castle Street Junction



C.1.4 A total of five PICs have been recorded within the vicinity of the Huntingdon Road / Victoria Road / Castle Street Junction. Of these, 4 (80%) have been recorded as slight, 1 (20%) as serious and 0 (0%) as fatal. A total of 3 (60%) involved a pedestrian / cyclist casualty. A breakdown of the PICs is provided in Table C.2 below.

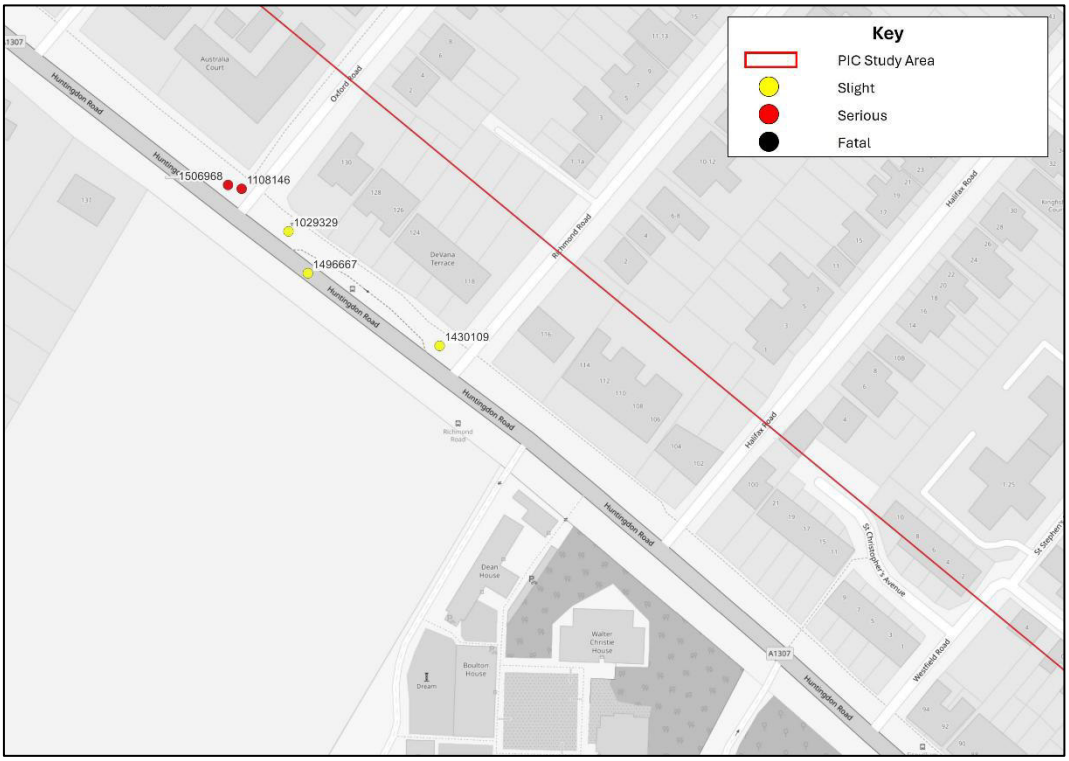
Table C.2: PIC Data (2020-2024) – Huntingdon Road / Victoria Road / Castle Street Junction

Ref.	Year	Severity	No. of Vehicles	Conditions			Ped / Cycle Casualty	Turn
				Weather	Road	Lighting		
1353516	2023	Slight	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	No Turn
1130994	2022	Slight	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	Right Turn
1384299	2023	Slight	2	Raining without high winds	Wet/ Damp	Darkness: With Streetlight.	Yes – 1 Cyclist	Right Turn
990550	2020	Slight	6	Fine without high winds	Dry	Daylight	No	No Turn
1337225	2023	Serious	2	Raining without high winds	Wet/ Damp	Daylight	Yes – 1 Ped.	No Turn

Huntingdon Road / Oxford Road Junction

C.1.5 A summary of the PIC's that have occurred at the Huntingdon / Oxford Road Junction is shown in Figure C.3.

Figure C.3: PIC Data (2020-2024) – Huntingdon / Oxford Road Junction



C.1.6 A total of six PICs have been recorded within the vicinity of the Huntingdon / Oxford Road Junction in the last 5-year period. Of these, 4 (67%) have been recorded as slight, 2 (33%) as serious and 0 (0%) as fatal. A breakdown on the PIC's is provided in Table X.X below.

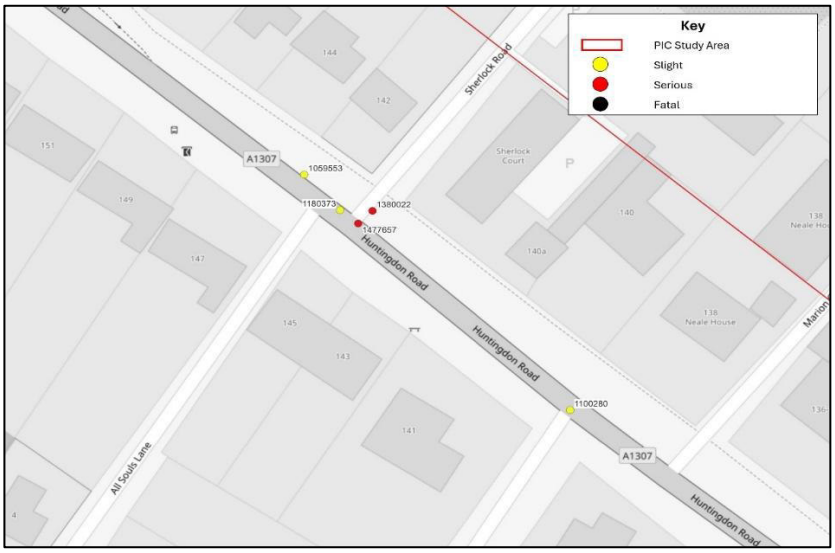
Table C.3: PIC Data (2020-2024) – Huntingdon Road / Oxford Road Junction

Ref.	Year	Severity	No. of Vehicles	Conditions			Ped / Cycle Casualty	Turn
				Weather	Road	Lighting		
1430109	2024	Slight	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	Left Turn
1496667	2024	Slight	2	Fine without high winds	Wet/ Damp	Daylight	Yes – 1 Cyclist	No Turn
1029329	2021	Slight	3	Fine without high winds	Wet/ Damp	Daylight	Yes – 1 Cyclist	No Turn
1108146	2021	Serious	2	Fine without high winds	Wet/ Damp	Daylight	No	Left Turn
1506968	2024	Serious	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	Left Turn

Huntingdon Road / Sherlock Road Junction

C.1.7 A summary of the PIC's that have occurred at the Huntingdon / Sherlock Road Junction is shown in Figure C.4 below.

Figure C.4: PIC Data (2020-2024) – Huntingdon / Sherlock Road Junction



C.1.8 A total of five PICs have been recorded within the vicinity of the Huntingdon / Oxford Road Junction in the last 5-year period. Of these, 3 (60%) have been recorded as slight, 2 (40%) as serious and 0 (0%) as fatal. A breakdown on the PIC's is provided in Table C.4 below.

Table C.4: PIC Data (2020-2024) – Huntingdon Road / Sherlock Road Junction

Ref.	Year	Severity	No. of Vehicles	Conditions			Ped / Cycle Casualty	Turn
				Weather	Road	Lighting		
1059553	2021	Slight	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	No Turn
1180373	2022	Slight	3	Fine without high winds	N/A	Daylight	Yes – 1 Cyclist	Right Turn
1380022	2023	Serious	2	Raining without high winds	Wet/ Damp	Daylight	Yes – 1 Cyclist	Right Turn
1477657	2024	Serious	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	Right Turn
1100280	2021	Slight	2	Fine without high winds	Dry	Daylight	Yes – 1 Cyclist	Right Turn

C.2 Phase 1 Active Travel Audit

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North- West Cambridge

Phase 1 Review

V1 August 2024
V2 September 2024
V3 September 2025

Document Control Sheet

Document:	2Phase 1 Masterplan Review & Parking Typology Note
Project:	North-West Cambridge
Client:	University of Cambridge
Job Number:	24067

Issue	Date	Status	Prepared	Reviewed	Approved
1	22.07.2024	Issued	JP	NP	EP
2	09.08.2024	Issued with info from UoC TC	JP	JG	NP
3	26.08.2025	Issued	JP	JP	JP

1. Introduction, Scope & Purpose

Introduction

Purpose

KMC Transport Planning KMC) are appointed to provide transport planning advice to the University of Cambridge (UoC) as part of the further development of the masterplan for North-West Cambridge (NWC). A re-worked, and densified, masterplan will be submitted for planning approval during 2025.

This report reviews the Phase 1 masterplan to inform Phase 2. Eddington is well regarded and considered successful in terms of its approach to public realm, transport infrastructure and underground refuse storage (URS) strategy. This is undoubtedly a positive and one which will ensure confidence with the approving authorities that any changes to the masterplan will be executed with the same ambition. However, with various external parties taking this view, there may be pressure for the new scheme to reproduce the same approach again.

Taking this approach risks not learning the lessons, both good and bad from the Phase 1 development. It may also push the scheme towards a solution that is commercially unacceptable and risks the scheme's viability. It may not reflect latest thinking around placemaking and the approach to transport, and therefore 'evolution rather than revolution' will be appropriate for Phase 2.

Scope

This report focuses on the internal layout of Phase 1 and the Huntingdon Road and Madingley Road site accesses.

This report also outlines the parking typology used within Phase 1.

This report is the first stage of lessons learnt from Phase 1. This will be supplemented in coming months with information from other stakeholders, such as the transport coordinator for Eddington employed by the University of Cambridge and the Cambridgeshire County Council as the local highway authority.

Following this introduction the report is set out as follows:

Section 2 provides a summary of Phase 1 points of interest and commentary. This is supplement with photos where relevant.

Section 3 provides a review of the accesses serving Phase 1.

Section 4 reviews the Phase 1 parking typology.

Section 5 summarises the next steps.

2. Phase 1 Masterplan Review

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Phase 1 Masterplan Review

Table 1

Ref	Location	Description	Mitigation	Lessons for Phase 2
A	Turing Way connection to Ridgeway	Cyclists travelling north-south are required to make a sharp turn at an acute angle from Turing Way to The Ridgeway.	Provide an additional connection(s) between Turing Way and The Ridgeway to cater for a desire line that will increase in demand in future.	Consider desire lines of all users at junctions.
B	Eddington Avenue cycleway from the northern junction with Turing Way	The route for cyclist along Eddington Avenue from the northern junction with Turing Way is unclear. If cyclists remain off the carriageway, it is not clear where they should be. There is street furniture to negotiate and a pinch point at the location of the bus gate. If cyclists join the carriageway, they must pass several on road car parking spaces. Some of the parking is echelon laid out to encourage drivers to reverse out, which may conflict with cyclists on the carriageway, particularly during school drop off and collection.	Consider the most appropriate route for cyclists through this section and improvements that may need to be made to better accommodate them.	Consider route legibility for all users.
C	Ridgeway / Storey's Field	This is the confluence of key pedestrian and cycle routes outside the Storey's Field Centre and the playground. There are a number of conflicting movements and users in one location. This issue is exacerbated by street furniture and tree planting restricting the available width and building lines reducing inter-visibility between users. The number of people in this space at any one time will be high, particularly at the end of the school day. User demand for this area will increase with Phase 2.	Rationalise street furniture and planting in this location. Demarcate areas for users. Consider defining priorities. Change the location of the playground access.	Careful consideration of space for different users at locations of potential conflict.
D	Ridgeway Corner/Eddington place	The Ridgeway routes through the Eddington Place. The route for cyclists through this space is not defined. Cyclists must negotiate activity within the spaces and street furniture, which has implications on the user experience for pedestrians and cyclists.	Define The Ridgeway route through the Eddington Place. There is also a cycle desire line through to Eddington Square which is impeded by street furniture.	Consider route legibility.
E	Eddington Avenue crossing	The Ridgeway crosses Eddington Avenue south of the Storey's Field centre. This crossing point is regularly obstructed by a second bus waiting to serve the bus stop. There is no clear priority at the crossing for pedestrians and cyclists.	Consider the waiting location of the second bus. Include appropriate wayfinding for cyclists to follow the route of the Ridgeway. Formalise pedestrian and cycle priority at the crossing and cycle infrastructure to meet desire lines without obstruction or needing to swap lanes.	Consider bus stop locations.
F	Access to unidirectional cycle lanes from side roads	There is no provision for cyclists turning out from side road junctions to access the cycleway on the opposite side of the road.	Provide a cycle connection over the verge to allow cyclists access to the cycleway.	Consider all movements at junctions.

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Phase 1 Masterplan Review

Table 1 continued

Ref	Location	Description	Mitigation	Lessons for Phase 2
G	The Ridgway Way/Turing Way	To the north of Turing Way, the cycle lane for The Ridgeway is on the eastern side and the pedestrian footway on the western side. To the south of Turing Way the arrangement is the opposite.	A consistent approach throughout Phase 1 and continued into Phase 2 would assist with the legibility of the route.	Retain consistency along the extension to The Ridgeway route and Phase 2.
H	Tactile paving	There is inconsistency across the site in the application and type of tactile paving. The use of the tactile paving could be rationalised.	Review tactile paving throughout Phase 1.	Continue results of Phase 1 tactile paving review and rationalisation into Phase 2. Particularly in relation to the interaction of the cycleway at junctions.
I	Throughout Phase 1; Refuse strategy	The underground bin system prevents footways being blighted by wheelie bins, but demands access for a large refuse collection vehicle – exerting significant vehicular design requirements on a small number of residential streets.	N/A	Consider the bin strategy for Phase 2 and the impact of designing for large refuse collection vehicles, requiring infrequent access.
J	Throughout Phase 1: General principles	Designing the places around people, and their needs sits at the heart of the development. Direct routes, places to dwell and thoughtful landscaping help to create environments where people want to walk and spend time. This sets a precedent that motor vehicular travel is not the first choice.	N/A	Continue to design around people and their needs.
K	Turing Way & through traffic	Eddington Avenue has restricted vehicular access outside the market square, with a bus gate operating Mon-Fri 7am to 7pm. Turing Way bypasses Eddington Way and has attracted through traffic movements between Huntington Rd and Madingley Rd. As the West Cambridge masterplan builds out, more traffic is likely to use the site and especially Cartwright Avenue, which will be more attractive with the additional West Site Access onto Huntingdon Road.	To Design out this traffic through the planning application would see this being seen as a development impact (potentially) and then wider modelling and design being needed. Consider the operating times of the busgate to promote an even more active route e.g. do not open to through traffic at all.	To design for the through traffic may mean different design responses and a larger scale of infrastructure than if through traffic were not there. But may also just reduce the spare capacity of the permitted West Site /Access and still allow the junction to be reduced in scale to that agreed at outline. This will require a balance between accommodating potential through traffic within the site but not to the detriment of other users. Also account for and monitor NH potential upgrade to A14 slips that would remove/reduce through traffic flows.
L	Throughout Phase 1: Pedestrian and cycle segregation.	The most part Eddington Avenue and Turing Way are characterised by a footway, a (one-way) cycle way and a verge buffer on each side of the carriageway. Bus stops are floating. This sets high standards and provides clear routes and separation for different user groups.	N/A	Continue segregation on key desire lines.
M	Throughout Phase 1: Leisure routes	Eddington is very popular with runners and has become a destination for runners due to the high-quality infrastructure and leisure routes around Brook Leys parkland and playing fields.	N/A	Consider how Phase 2 can build and expand on this success and how different routes may be used in by different user groups, travelling at different speeds (e.g. walkers and runners)

Phase 1 Masterplan Review

Table 1 continued

Ref	Location	Description	Mitigation	Lessons for Phase 2
N	Wayfinding & Road Markings throughout	Pedestrian wayfinding is clear and is supported by signage. However, for cyclists the changing materials and street furniture means that the route of The Ridgeway through the development is not as clear. The unidirectional cycle lane on Turing Way had bidirectional marking at junctions which is confusing to users.	Cleary define the route of The Ridgeway along its entire length. There are several different ways this could be achieved with different levels of impact and cost implications. Review carriageway markings for cyclists.	Clearly define key routes through the site and consider overall legibility.
O	Priority at car park entrances/exits	Pedestrian and cycle priority is not clear at some car park entrances and exits throughout phase 1.	Retrospective improvements have been undertaken at the car park entrance to Lot 3 and M1/M2 car park Ramp. Improvements are still required at the Sainsburys car park access and Lot 2 car park.	Provide pedestrian and cycle priority over all vehicular access points.
P	Throughout Phase 1; Pedestrian crossing facilities	There are no controlled pedestrian crossing points within Phase 1. This is appropriate for traffic volumes and speeds.	N/A	Review traffic forecasts, including through traffic predictions and consider crossing facility types for Phase 2 to determine if controlled crossings will be required.
Q	Various	The segregated cycle tracks and footways adjacent to the main streets, the wider active travel links, and bus priority measures appear to offer conditions which will allow sustainable transport modes to be a realistic choice for many residents and visitors. This is reflected in the travel mode share data.	N/A	Continue active travel principles at the forefront of Phase 2
R	Curtesy crossing on Eddington Avenue	This is a well-used crossing during the school drop off and collection. There has been some confusion over who has priority (vehicles or pedestrians) and it has been highlighted as a safety concern. It is understood that a crossing assistant was considered but it was no possible to recruit someone to the role. The demand for this crossing will likely increase with Phase 2 as pedestrian walk from west to east to reach the school and other amenities.	Define priority in this location. Upgrade to a formal crossing? Consider other crossing locations where demand will increase as result of Phase 2.	Consider pedestrian demand in the design of crossings.
S	The Ridgeway to Storeys Field	No lighting on the Ridgeway at Storey's Field which may be a barrier to some users .	A street lighting scheme is soon to be implemented on the Ridgeway to Storeys Field.	Consider lighting as part of cycle and pedestrian network design.
T	Eddington Avenue near Burkitt Walk	The cycleway ends and onwards routes for cyclists are not clear.	Define a route for cyclists to avoid pedestrian/cycle conflicts in this location.	Consider legibility of the route for cyclists.

Phase 1 Review context plan

A. Turing Way connection to Ridgeway
B. Eddington Avenue cycle route
C. Ridgeway / Storey's Field
D. Ridgeway Corner / Eddington Place
E. Eddington Avenue Crossing
F. Access to unidirectional cycle lanes from side roads
G. The Ridgeway / Turing Way
H. Tactile paving
I. Refuse strategy
J. General principles
K. Through traffic
L. Pedestrian & cycle segregation
M. Leisure routes
N. Wayfinding & road markings
O. Car park accesses
P. Pedestrian crossing facilities
Q. Segregation
R. Pedestrian on crossing on Eddington Avenue
S. Ridgeway lighting
T. End of defined cycleway

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Phase 1 Masterplan Review (images)

Acute turn

Cycle desire lines to be accommodated

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Phase 1 Masterplan Review (images)

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Phase 1 Masterplan Review (images)

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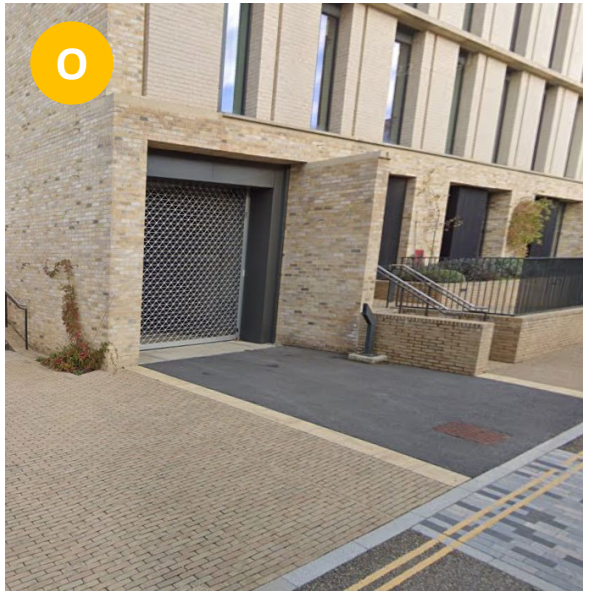
Phase 1 Masterplan Review (images)



Phase 1 Masterplan Review (images)

3. Phase 1 Site Access Review

Phase 1 Site Access Review

Summary of Transport Infrastructure Schemes

This section provides a review of the two points of vehicular access into the site. This will inform the design of the second access onto Huntingdon Road.

Location	Description	Mitigation	Lessons for Phase 2
Madingley Road Junction	Two stage crossings are provided and there is a long signal cycle time meaning delays to pedestrians and cyclists. This is a clear desire line between Eddington and West Cambridge for pedestrians and cyclists which will increase over time with the further build out of both sites.	Consider improvements that would be brought forward as part Madingley Road improvement scheme promoted by the GCP. To date it is understood that that this scheme does not include this junction. Consider the feasibility of single stage crossings with dedicated (and separate) pedestrian and cycle facilities.	The intervening time from the Phase 1 application to now has seen a shift in prioritising active travel over vehicle capacity. This can be reflected in future site access junctions to serve the site and any changes to existing junctions.
Huntingdon Rd Junction	There are no pedestrian and cycle crossing facilities on Huntington Road at the junction. There is a proven desire line between Girton to the north of Eddington and the primary school which delivered as part of Phase 1.	Review the potential for incorporating crossing facilities at or near the Huntingdon Road junction in light of up to date traffic and travel mode survey data and capacity modelling.	The desire line from the north-west of the site is likely to increase over time. The route provides a connection to Bar Hill, which given recent infrastructure improvements is within a reasonable cycle distance of key destinations within the city. Consider these movements and desire lines within the new Huntington Road (west) site access junction.
	There is limited off-carriageway cycle provision with only on carriageway provision for cyclists turning right in or left out. The northbound cycle lane brings cyclists onto the carriageway at the junction. Cyclists turning left can actually continue on footway which is a shared facility and then join the cycle lane, however this is not clear.	Indicate to left turning cyclists that they can continue on the shared facility.	Prioritise sustainable modes in future site access junction designs.

Phase 1 Site Access Review

Huntingdon Road junction

- No pedestrian and cycle crossing facilities on Huntington Road.
- North-south desire lines for pedestrians and cyclists not catered for.
- On carriageway cycle provision only for cyclists turning right in or left out.

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Phase 1 Site Access Review

Madingley Road junction

- Two stage Toucan Crossings with long signal signal cycle time.
- GCP Madingley Road improvements do not include this junction.

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4. Parking Typology

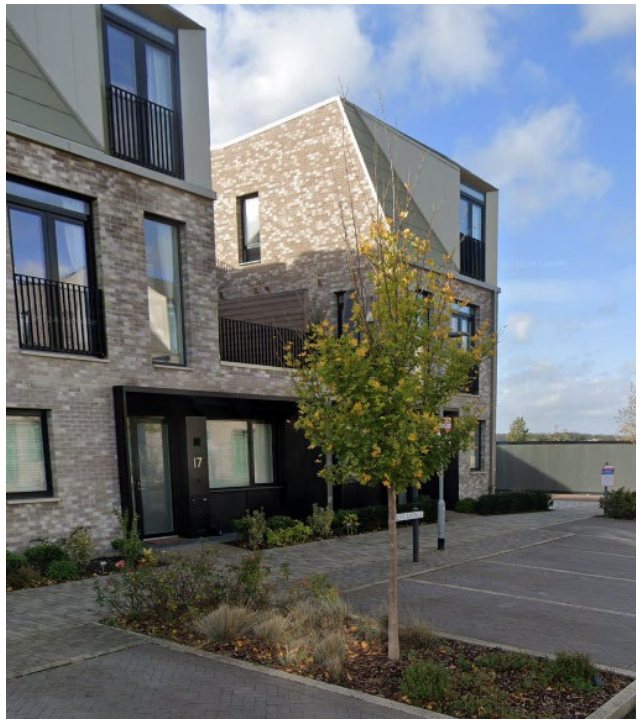
Phase 1 Parking Typology

Car parking is discrete and includes underground parking and small pockets of on-street and surface level parking. This limits the visual and physical impact of parked vehicles on the streetscape.

On-street parking is controlled throughout Phase 1 by parking restrictions and time limited paid-for parking. Tariffs apply between Mon-Fri 8am – 6pm and Sat- Sun 10am -5pm. Visitors are also encouraged to use Madingley Road Park & Ride.

The Eddington website provides detailed parking information for visitors, with a clear map and information on parking charges. There is clear signage on street which provide information on the on-street parking restrictions.

Key worker housing does not automatically come with car parking spaces. Residents can apply for a resident parking permit at £85 per month. Parking spaces are limited, and a space is not guaranteed. On-street resident parking is not available, though a limited number of spaces are provided for visitors, with pay and display on street parking available in the local centre.



5. Next Steps

Next Steps

This report provides an initial review of the Eddington Phase 1 masterplan. It is anticipated that this will be a working document that will be updated following discussions with various stakeholders. This is outlined below.

Meeting with UoC Transport Coordinator – KMC have a meeting scheduled with Stewart Bethell the transport coordinator for Eddington employed by the University of Cambridge.

In this role, Stewart has a wealth of data on and information on Phase 1 which will supplement this report to make sure it captures all issues and provide an understanding as to where mitigation has already been considered and/or implemented. **(Complete)**

Parking – This report has considered parking typology. The next steps will be to review and understand how the Phase 1 parking is being used. We understand that the uptake in parking permits associated with the key working housing has been low, and the car park utilisation is generally lower than anticipated. A detailed understanding of this and the on-street parking demand will be a key informative to the parking strategy for Phase 2. **(Complete)**

Cambridgeshire County Council - Whilst the Phase 1 road network is not adopted, CCC as the local highway authority will have comments and thoughts on Phase 1, along with lessons learnt at other locations within the county. **(Complete)**

Public consultation - the consultation process will be an important method of engagement with users of Eddington. Transport is often a topic that residents and near neighbours feel strongly about and consultations are often and opportunity to share these views and feedback. **(Complete)**

Wider Design team – The wider design team will play a vital role in the Phase 1 review, with transport crossing over into many other disciplines. **(Complete)**

Waste strategy – A separate review of the Phase 1 waste strategy will inform the strategy taken forward into Phase 1. This has been a number of implication on the masterplan. **(Complete)**

Resident survey - Data gathered from resident surveys will be another source of information regarding how people currently use Phase 1 and any transport related feedback that can be used to shape Phase 2. **(Complete)**

Transport Stakeholder Workshop – Undertake a transport focused workshop with local stakeholders. **(Complete)**

Optioneering Phase 1 Improvements – Consider options for improvements to areas within Phase 1. **(Ongoing)**

6. Indicative Plans

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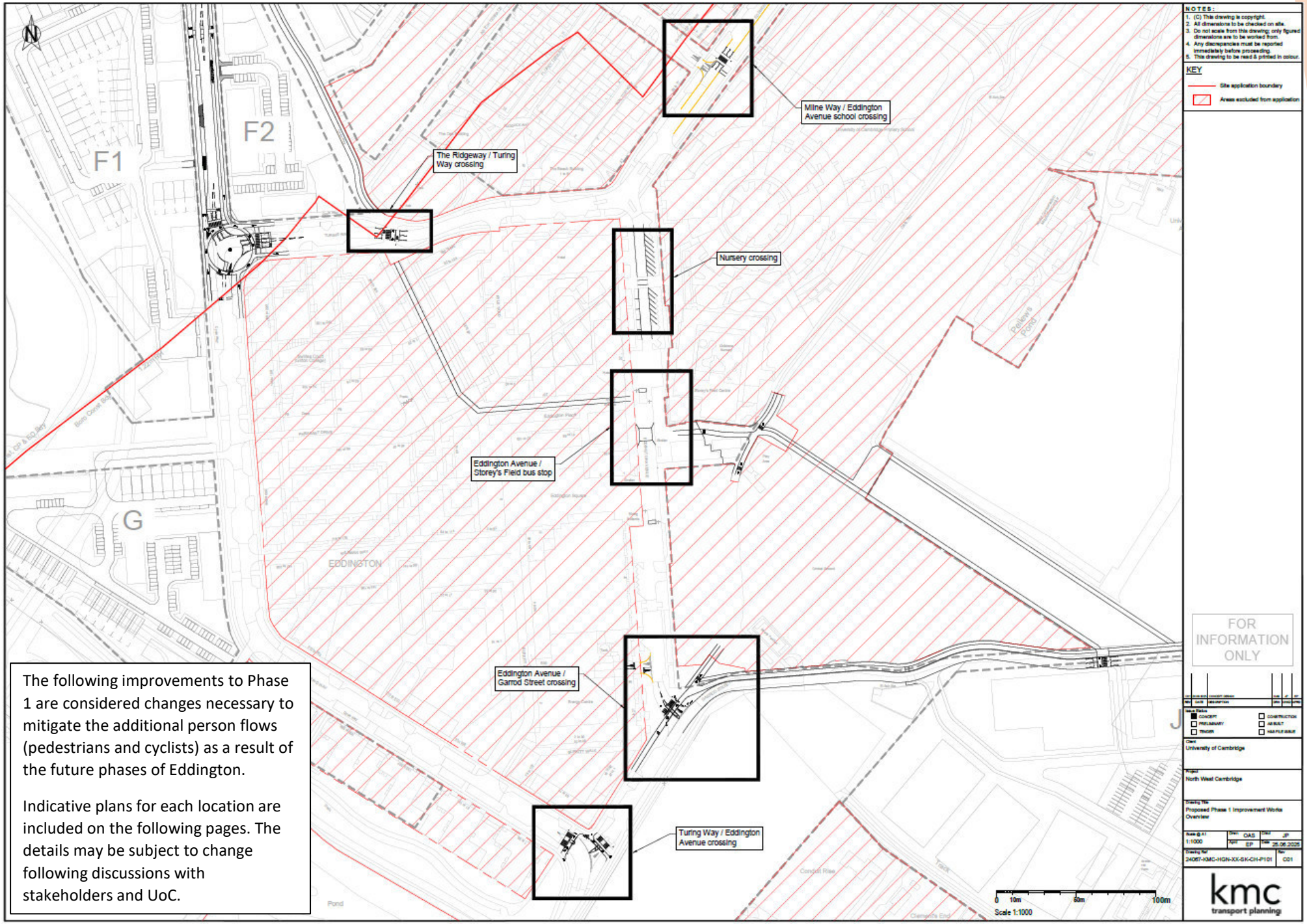

The following improvements to Phase 1 are considered changes necessary to mitigate the additional person flows (pedestrians and cyclists) as a result of the future phases of Eddington.

Indicative plans for each location are included on the following pages. The details may be subject to change following discussions with stakeholders and UoC.

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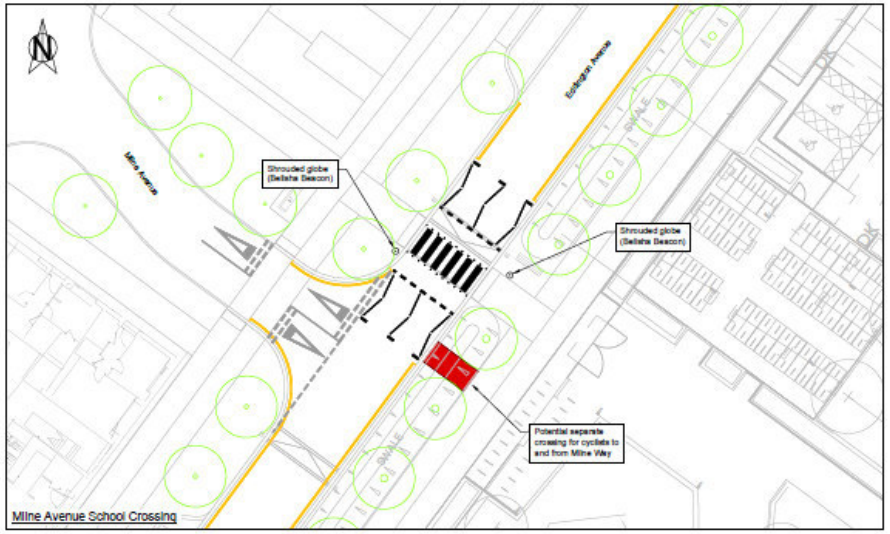
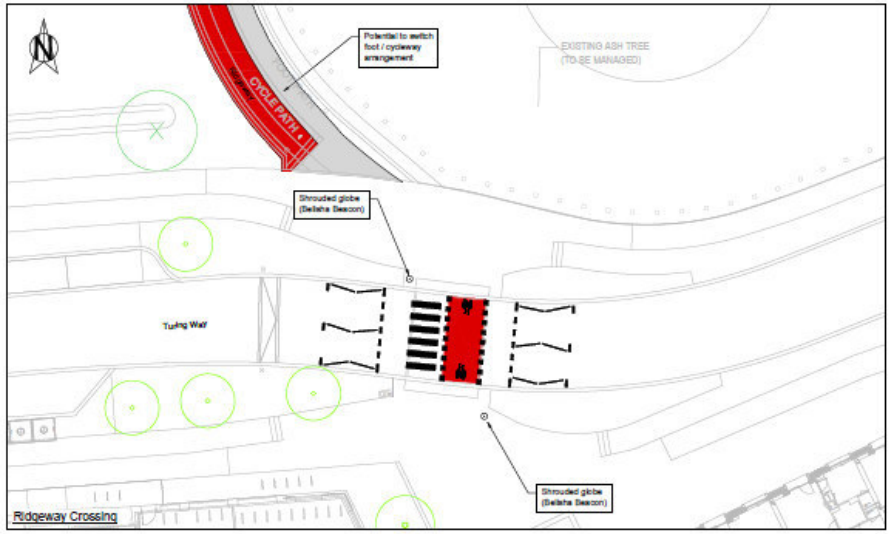
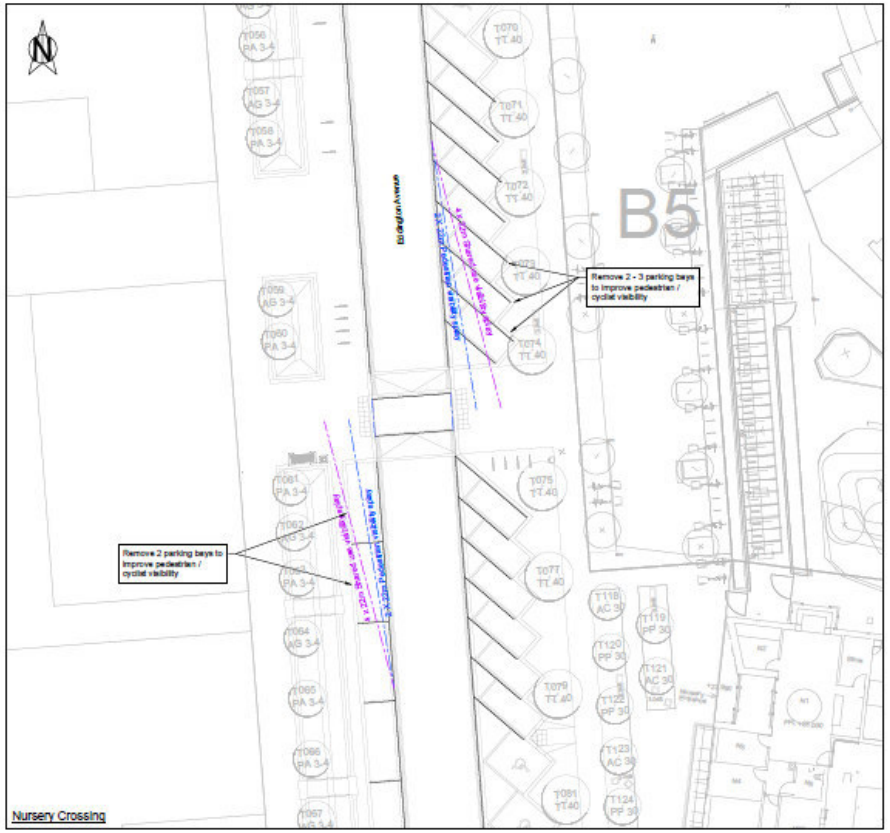
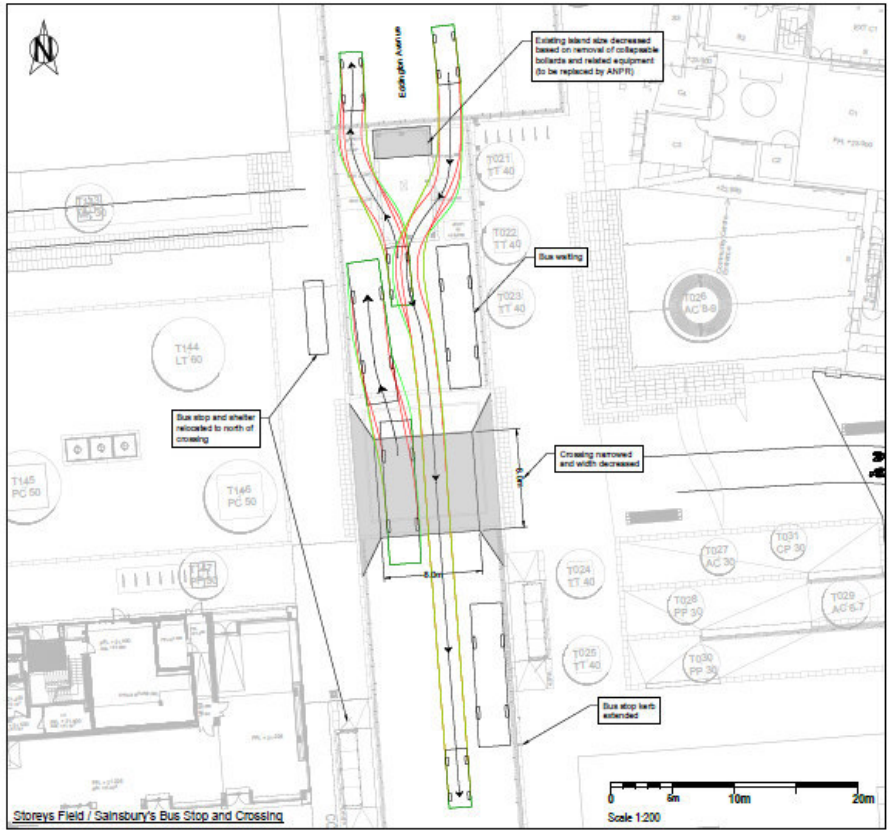








NOTES:
1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.

Key Plan

KEY

- Footway
- Cycleway
- Site application boundary
- Areas excluded from application

Note: Appropriate tactile paving to be specified at detailed design stage

FOR INFORMATION ONLY

Client: University of Cambridge

Project: North West Cambridge

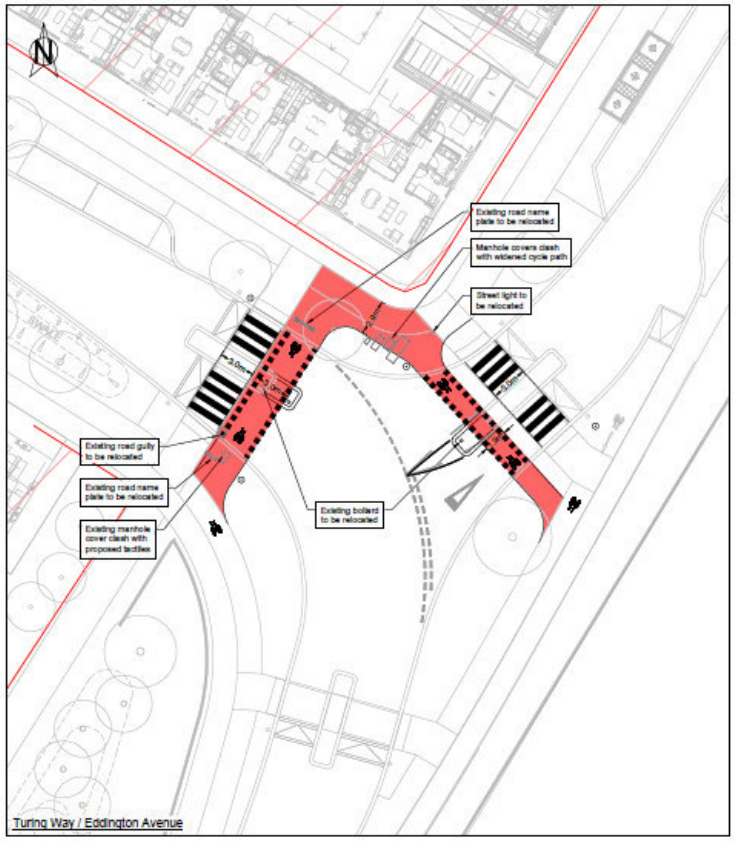
Drawing Title: Proposed Phase 1 Improvement Works Sheet 1 of 2

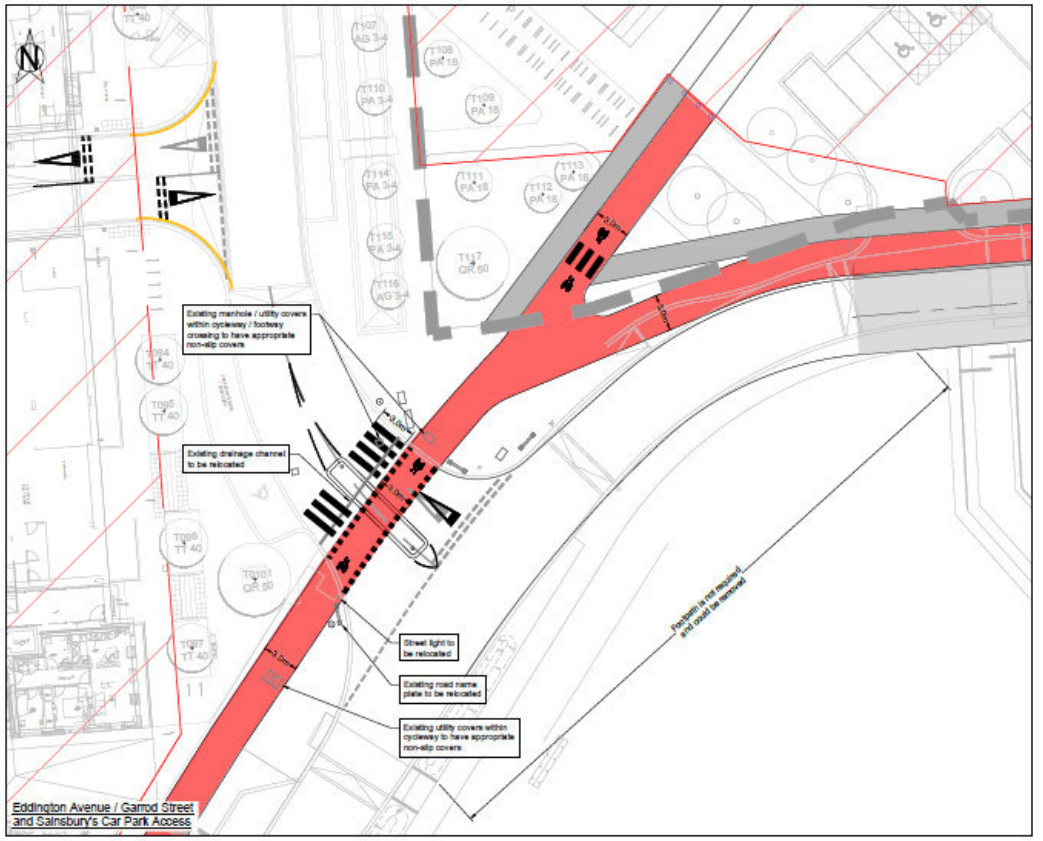
Scale @ A1	Drawn	OAS	Check	JP
1:200	Appd	EP	Date	14.07.2025

Drawing Ref: 24087-KMC-HGN-XX-SK-CH-P101 Rev C01

kmc transport planning

kmc transport planning





NOTES:
1. (C) This drawing is copyright.
2. All dimensions to be checked on site.
3. Do not scale from this drawing; only figured dimensions are to be worked from.
4. Any discrepancies must be reported immediately before proceeding.
5. This drawing to be read & printed in colour.
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Key Plan

KEY

Footway
Carriageway
Cycleway
Site application boundary
Areas excluded from application

Note: Appropriate tactile paving to be specified at detailed design stage

FOR INFORMATION ONLY

Client: University of Cambridge

Project: North West Cambridge

Drawing Title: Proposed Phase 1 Improvement Works Sheet 2 of 2

Scale @ A1	Drawn	CS	Check	JG
1:200	Appd	LF	Date	March 2025

Drawing Ref: 24067-KMC-HGN-XX-SK-CH-P103 Rev: C01

0 5m 10m 20m
Scale 1:200

kmc transport planning

Appendix D Local Development Progress

D.1 Consented Development

D.1.1 The 2012 NWC Transport Assessment was supported with transport modelling work undertaken in the Cambridge Sub Regional Model (CSRM). Since 2012, a series of changes to the commercial and residential developments have occurred across the Cambridge Sub-Region. These include the following.

Cambridge West Masterplan

D.1.2 Research development was consented on the immediately adjacent Cambridge West Development in 1999. Together with the pre-existing development on the Site, the 1999 masterplan envisaged just under 275,000m2 of development, of academic, research institute and commercial research uses, as well as ancillary use shared facilities, sports, and residential uses. Trips associated with this development were assumed in the 2012 NWC Transport Assessment.

D.1.3 Whilst the academic and residential components of this extant Cambridge West consent have been delivered to the anticipated levels, only half of the commercial research and shared facilities components have been completed - well below the envisaged 1999 masterplan quanta. As the Cambridge Local Plan 2018 Policy 19 allocated the intensification of the existing Cambridge West Development, the University of Cambridge gained consent in 2024 for a new masterplan for the Site which significantly increased the amount of employment development to approximately 500,280sqm.

D.1.4 Whilst any development of this scale could have a significant traffic impact if not managed effectively, a pragmatic Transport Management Strategy was developed in consultation with the Key Stakeholders for Cambridge West which was designed to be flexible and resilient to change. This high-level transport strategy is intended to:

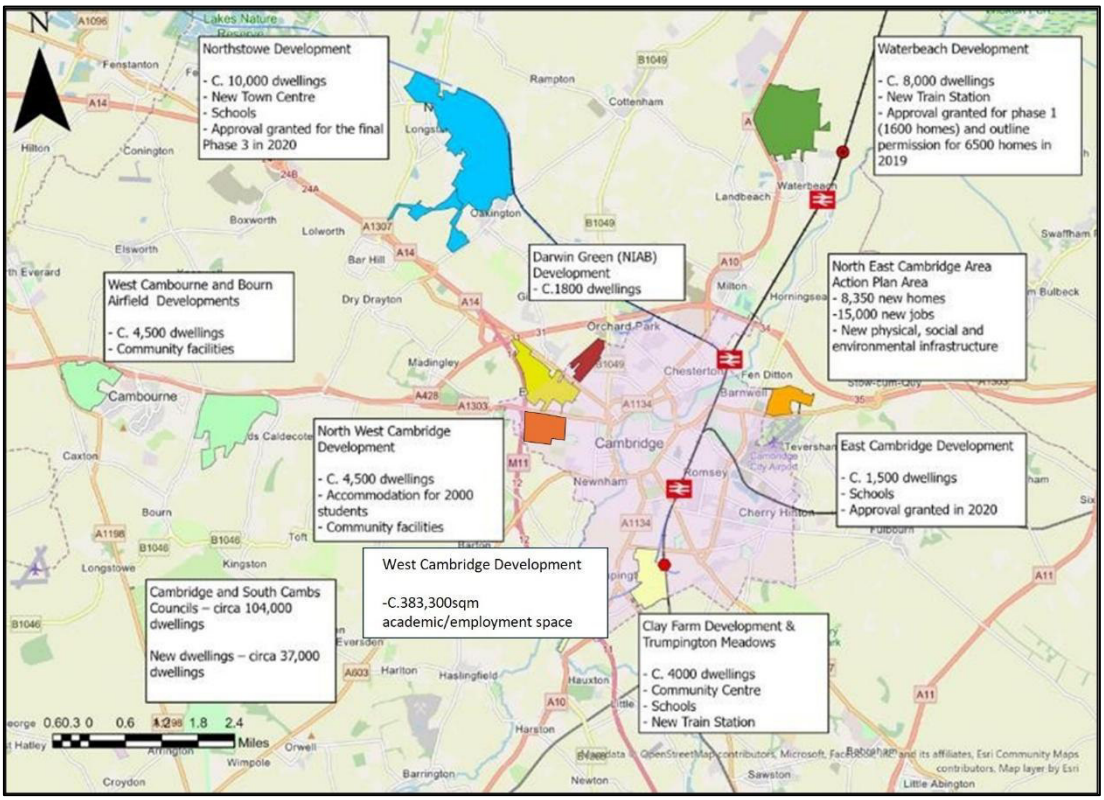
- minimise the generation of development vehicle trips;
- where necessary, provide measures to preserve conditions, and / or enhance conditions for non-car movement on particular links;
- manage Development impact on some sensitive strategic links;
- improve pedestrian and cyclist movement across the network; and
- provide flexibility moving forward, to enable the proposed measures to be amended by agreement to respond to identified issues.

D.1.5 This local employment offer, and associated transport strategy immediately adjacent to the NWCM within easy walking and cycling distance, would reduce the need to travel by vehicle and further be enhanced through the mitigation package being delivered for Cambridge West.

Residential Developments

D.1.6 The local developments progressing in the local area are shown on Figure D.1, and are considered further below.

Figure D.1 – Cambridge Local Residential Development Summary



Northstowe

D.1.7 The Northstowe Area Action Plan identified the site for the development of a new sustainable town with up to 10,000 dwellings and associated development. An outline planning application (planning ref. S/0388/12/OL) was submitted in February 2012 for Phase 1 of the development comprising up to 1,500 dwellings, with permission being granted subject to conditions in April 2014. This level of development was assessed in the 2012 NWC Transport Assessment.

D.1.8 A further outline application was submitted in 2014 for Phase 2 (planning ref. S/2011/14/OL) for 3,500 dwellings, two primary schools, one secondary school, a town centre including employment uses, formal and informal recreational space, a busway, a primary road to link the southern access, and improvements to the B1050, which was approved in January 2017.

D.1.9 Since Phase 2's approval, two outline planning applications for Phase 3A (planning ref. 20/02171/OUT) and Phase 3B (planning ref. 20/02142/OUT) were submitted in April 2020 and both granted approval in March 2022. Phase 3A was approved for the development of up to 4,000 homes, two primary schools, a local centre (including employment, community, retail and associated services, food and drink, leisure, residential uses and other accommodation), open

space and landscaped areas, and sports pitches. Phase 3B was approved for the development of up to 1,000 dwellings, a primary school, community, leisure and employment opportunities.

D.1.10 The consented development quanta of 10,000 units at Northstowe is higher than the 1,500 units assessed in the 2012 NWC Transport Assessment, and its progress reflects the delivery of the A14 Cambridge – Huntingdon Enhancement scheme. As such, the majority of this approved development impact would be in excess of that assessed in the 2012 NWC TA, especially on the direct route into Cambridge along Huntingdon Road. To account for this uplift in committed development, the 2020 Northstowe TAs for Phase 3A and 3B have been used alongside the Phase 2 approval to account for the appropriate level of committed development flows in the future baseline scenarios.

West Cambourne

D.1.11 The West Cambourne Development was allocated within the Cambridge City and South Cambridgeshire District Council Local Plan to deliver housing to the west of Cambridge. An outline planning application (planning ref. S/2903/14/OL) for 2,350 dwellings, and other limited uses including retail, employment, community and leisure facilities, and education was submitted in December 2014, and the development was consented by South Cambridgeshire District Council in January 2018.

D.1.12 The development is being built in three phases, beginning in the east with the first phase Sheepfold, then developing to the west with the second phase Swansley Park, and then eventually the western most parcel in the final phase, Woodfield.

D.1.13 The consented development quanta of 2,350 units at West Cambourne is higher than the 1,000 units assessed earlier in the 2012 NWC Transport Assessment. The majority of development impact, especially on the direct route into Cambridge along Madingley Road, would be in excess of that assessed in 2012. To account for this uplift in committed development, the latest 2016 approved TAs for West Cambourne has been used to account for the appropriate level of committed development flows in the future baseline scenarios.

D.1.14 Agreed contributions were made towards public transport along the Madingley Road Corridor - the Cambourne to Cambridge Better Public Transport Project, which would provide a new bypass to help public transport avoid congestion, as well as provision for walking and cycling. Proposals have been made to improve pedestrian and cycle provision both within and surrounding the development to support connectivity to surrounding infrastructure, particularly to improve accessibility to Cambridge city. These include the introduction of tactile paving, formal pedestrian crossings, lighting improvements, and path widening.

Cambridge East

D.1.15 The land known as Cambridge East was identified in the 2006 Cambridge Local Plan and the South Cambridgeshire Local Development Framework as having the potential for approximately 10,000 to 12,000 homes.

D.1.16 The Cambridge East Area Action Plan was adopted in 2008, with the outline planning application (planning ref. 18/0481/OUT) for 1,200 residential dwellings including a retirement living facility, a local centre, a primary school, a secondary school, community facilities and open spaces, submitted in November 2016 and was subsequently approved in December 2020. A subsequent reserved matters application (S/1096/19/RM) for 239 dwellings and a market square were submitted in March 2019 and were improved in September later that year. Presently, 'prior to occupation' planning conditions are being determined for Phase 1A by the Local Planning Authority.

D.1.17 No development had been assumed in the 2012 NWC Transport Assessment. Whilst any development impact would be in excess of that assessed , the development impact in the west of the city on links around NWCM would be modest and accounted for in background growth.

Waterbeach

D.1.18 Waterbeach New Town was allocated for development in 2018 in the South Cambridgeshire Local Plan and is located to the north-east of Cambridge city centre.

D.1.19 Outline planning permission (planning ref. S/0559/17/OL) was submitted in February 2017 and subsequently approved in September 2019 for the development of up to 6,500 dwellings (including up to 600 residential institutional units), business, retail, community, leisure and sports, a hotel, a primary school, a secondary school, and green open spaces.

D.1.20 A second outline planning application (planning ref. S/2075/18/OL) was submitted in May 2018 for up to 4,500 dwellings, business, retail, community, leisure and sports uses, a primary school, a secondary school and a sixth form centre, although this is still awaiting a decision.

D.1.21 No development had been assumed in the 2012 NWC Transport Assessment. Whilst any development impact would be in excess of that assessed, the development impact in the west of the city on links around NWCM would be modest and accounted for in background growth.

Bourn Airfield

D.1.22 Bourn Airfield was allocated in South Cambridgeshire District Council's Local Plan for 3,500 dwellings and ancillary retail, education, community and leisure facility land uses. An outline planning application was submitted in September 2018 (planning ref. S/3440/18/OL) but is currently still awaiting a decision.

D.1.23 Given the date of this submission, no development had been assumed in the 2012 Transport Assessment, and this development would impact on the direct route into Cambridge along

Madingley Road. To account for this uplift in committed development the 2018 TA for Bourne Airfield has been referred to obtain committed traffic flows.

D.2 Transport Initiatives

D.2.1 The following delivered, committed and aspirational transport and access schemes that would impact on movement in this area since the 2012 OPP have been considered as part of the TA.

Cambridgeshire Guided Busway

D.2.2 Opened in August 2011, the 25km Cambridgeshire Guided Busway connects Cambridge, Huntingdon and St Ives via a 25 km guided route which also passes through the communities of Swavesey, Longstanton, Oakington and Histon, and the park and ride sites at St Ives and Longstanton – this is shown schematically in Figure D.2. In addition to serving these existing communities, the Guided Busway would also serve the future Northstowe Development, as the route passes through the site. An extension of the Guided Busway serves Cambridge North Rail Station, thus providing a multi-modal hub between rail and bus movements.

D.2.3 There are two Guided Busway routes in the north of Cambridge from the guided route:

- Route B continues on road at Orchard Park, before continuing to the Cambridge Bus Station in central Cambridge;
- Route A has stops at Cambridge Regional College and Cambridge Science Park, before continuing along Milton Road to the Cambridge Bus Station in central Cambridge. Route A continues to Cambridge railway station, before continuing guided south to Addenbrooke's Hospital and Trumpington Park and Ride.

D.2.4 Services are operated by Stagecoach or Whippet, the core A and B services run with an off - peak frequency of nine buses an hour.

Figure D.2 – Cambridgeshire Guided Busway Service Map

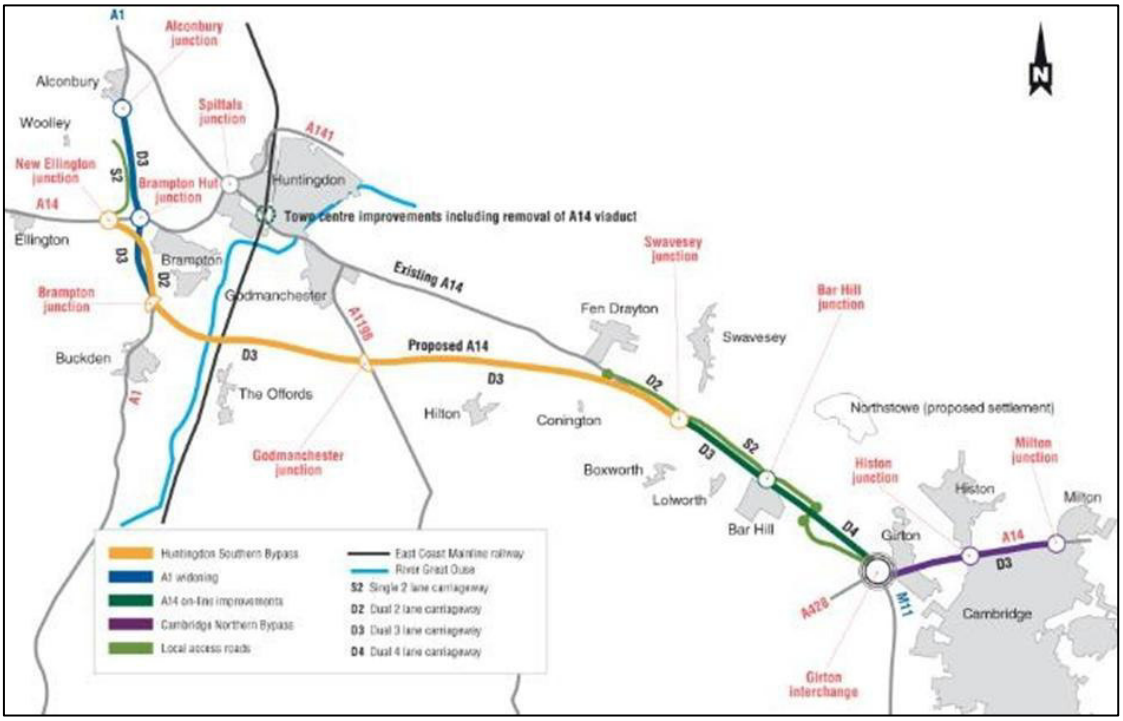
A14 Cambridge to Huntingdon

D.2.5 The A14 is a nationally important trunk road which provides a vital corridor between East Anglia and the West Midlands. Providing a strategic link between the A1 and the M11, the section of the road between Cambridge and Huntingdon carries high levels of commuter and long-distance traffic.

D.2.6 The A14 Cambridge to Huntingdon Enhancement Scheme shown on Figure D.3 was applied for initially in December 2014, with the Development Consent Order granted by the Secretary of State on 11th May 2016. Work officially began shortly after in November of the same year, with the new A14 road opening to traffic in May 2020.

D.2.7 The plans involved the construction of a new and widened dual carriageway between Ellington and the A1 at Brampton and Milton. There were also junction improvements at Swavesey, Bar Hill and Girton to improve their compatibility with new developments.

Figure D.3 –A14 Cambridge – Huntingdon Enhancement Scheme



D.2.8 The existing A1 road became part of the new A14 Huntingdon Southern Bypass, and a new local access road was constructed between Swavesey and Girton – a single carriageway approximately 5.5 miles in length – linking to the A1307 (old A14) between Godmanchester and Swavesey. This provides a route for local traffic between Cambridge and Huntingdon.

D.2.9 There have also been a number of improvements for non-motorised users provided through this scheme. The Swavesey Non-Motorised User Bridge was constructed in 2019 and crosses the A14 adjacent to Boxworth Services.

D.2.10 The impact of the A14 Cambridge to Huntingdon Scheme in changing vehicular movement in the area around NWCM has been significant. Whilst it has become easier to travel by car from the west to the north-western end of Huntingdon Road, the improved conditions along the A14 to the north of Cambridge offer a better quality, alternative, route along the A14 North Cambridge Bypass for vehicles that previously assigned along Huntingdon Road.

Cambridge North Rail Station

D.2.11 Cambridge North Rail Station lies approximately 4km north-east of Cambridge Station in Chesterton. The station opened in May 2017 after initially being consented in 2013 with the plans revised again in 2015. The proposals for this station date back to 2003 in the Cambridgeshire and Peterborough Structure Plan, which identified the need for a facility to support growth within Cambridge and to deliver an integrated transport network as part of the Spatial Strategy for the area.

D.2.12 The station provides fast services to Cambridge, Stansted Airport and London King's Cross, as well as some less frequent peak hour services to London Liverpool Street, Ely, King's Lynn, and Norwich.

D.2.13 The station provides quality pedestrian and cycle facilities – including a 1,000-space covered cycle park adjacent to the station building, a new pedestrian access off of Cowley Road, and a 1km extension of the Cambridge Guided Busway from Milton Road to provide a multi-modal hub. Each of these facilities improves the potential for replacing car journeys to / from the station with more sustainable travel methods.

D.2.14 The introduction of the station has significantly improved accessibility in the north of Cambridge, and in conjunction with the Arc / Orbital bus provision proposed for NWCM / Cambridge West and by the GCP, would further improve accessibility in the north-west.

Huntingdon Road Cycle Scheme

D.2.15 Following the consent of NWC in 2013, Cambridgeshire County Council delivered the Huntingdon Road Cycleway Scheme, on a circa 1.5km length between Girton Road and Oxford Road in 2015-2016.

D.2.16 This scheme provided a high quality route into Cambridge – a segregated, one-directional cycle lane, with priority over the side roads, and to minimise cyclist / pedestrian conflict using "floating bus stops"– with the bus stop alighting area on a splitter island between the road and the cycleway.

D.2.17 The route out of Cambridge includes a lower specification reflecting the highway width limitations, being formed by a conventional on-road cycle lane. As part of NWCM Future Phases and the NW Huntingdon Road Access, further improvements are proposed along this western section, including those committed at Girton Junction

D.2.18 This route has significantly improved cycling connectivity between the City and NWCM which is evidence through a substantial increase in the number of cyclists observed using this route following opening.

Storey's Way Closure and Impact

D.2.19 Storey's Way formed a vehicle connection between Madingley Road and Huntingdon Road, with a throttle to the north to reduce the attractiveness of this route, and to control vehicle speeds.

D.2.20 During the Covid-19 Pandemic Lockdown the Greater Cambridgeshire Partnership, working with Cambridgeshire County Council, introduced a number of experimental road closures in Cambridge with the aim of encouraging walking and cycling. These trials were authorised by the Government who encouraged councils to find ways to encourage safer journeys for pedestrians post-lockdown. One of these temporary road closures occurred on Storey's Way, restricting

through access of the road to residents, cyclists, and pedestrians. This temporary closure was later made permanent.

D.2.21 Whilst this closure and the removal of the majority of vehicle movements has improved the environment of Storey's Way, data collected identifies that this has had a negative impact on Eddington, as motorists alternatively use Eddington Avenue to travel between Huntingdon Road and Madingley Road.

Local Bus Service changes since 2012

D.2.22 The bus service routes proposed in the 2012 NWC Transport Assessment to serve the full development are outlined below, along with recent updates:

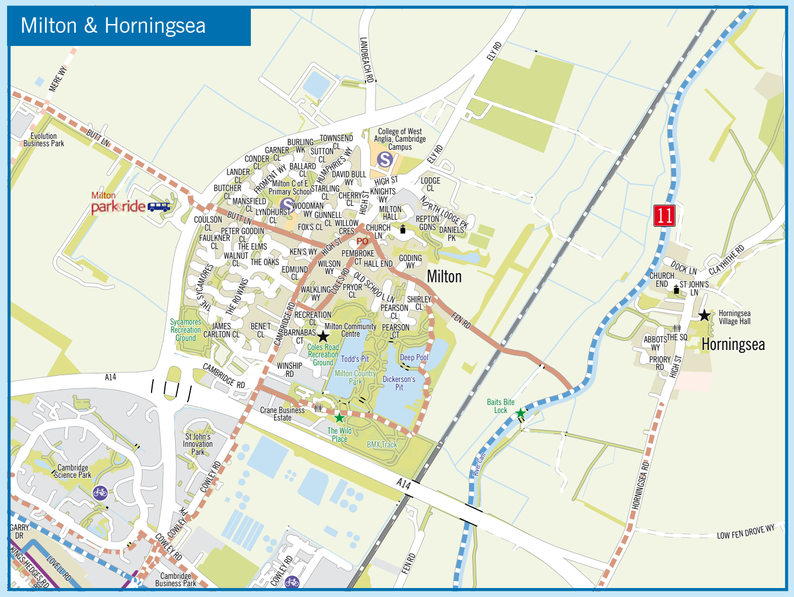
- the Uni4 service has been updated and rebranded as the Universal U service, and provides a service every 15 minutes between NWC and Addenbrooke's Hospital, via Cambridge Rail Station;
- the Citi 4 service runs between Cambridge to Cambourne half -hourly from Monday to Saturday, reducing to an hourly service on Sundays. This route still operates along Madingley Road as it did in 2012, but it does not divert into Cambridge West, to avoid duplicating the Universal U service;
- the Citi 5 service runs between Cambridge, Bar Hill and Longstanton half-hourly from Monday to Saturday, reducing to an hourly service on Sundays.
- the role of the suggested Citi 8 route, linking NWC to the city, is undertaken by the Universal U, so has not been progressed; and
- a proposed Science Park Service was intended to provide a radial route around the north- western side of Cambridge between Cambridge West, through NWC and Darwin Green through to the Cambridge Science Park. Whilst this service has not been implemented yet for NWC, proposals to extend and densify this radial service strategy have come from first in a limited manner from the 2020 Cambridge West Development proposals as the 'Arc' service, then in a significantly greater manner from the 'Orbital', which is included as a S106 commitment to be delivered for NWC/Cambridge West subject to Darwin Green's delivery of highway infrastructure.

D.2.23 A new 6 Service runs from Cambridge to Oakington, providing a half -hourly service Monday to Saturday, reducing to an hourly service on Sundays. This route has been introduced since 2012 and joins Huntingdon Road from Girton Road.

Appendix E Existing Cycle Infrastructure Plans

Girton & Histon

Milton & Horningsea



Bike shops and rental index

1 Avenue Cycles
100 Stretten Ave
CB4 3ER 01223 322716

2 Barton Bicycles
82 King Street CB1 1LN
07503 156057
www.bartonbicycles.co.uk

3 Bicycle Ambulance
Unit 2, Enterprise Centre, Ditton Walk, CB5 8QD *07838 162572*
bicycleambulance.com

4 The Bike Man
The Market Square, Cambridge CB2 3QJ *07850 814186*

5 Bike Station
off Brookgate CB1 2AA
07840 510482

6 Bridge Cycles
22a Magdalene Street CB3 0AF
01223 361411

7 Cambridge Electric Transport
Richard Howe Way,
Addenbrookes Hospital CB2 0AG
01223 667798
cambridgeelectrictransport.co.uk

8 CAM Cycles
92 Mill Road CB1 2BD
01223 500988
www.camcycles.co.uk

9 Chris's Bikes
2 Thornton Way
Girton CB3 0NJ *01223 276004*
chrisbikes.co.uk

10 City Cycle Hire
61 Newnham Road CB3 9EY
01223 365629
www.citycyclehire.com

11 The Crank and Sprocket
1 Anstey Way, Trumpington CB2 9JE

12 Cycle King
197-199 Mill Road CB1 3AN
01223 212222
www.cycleking.co.uk

13 Direct Cycles
52 Chesterton High Street CB4 1NG *07549 854864*
direct-cycles.business.site

14 Electric Bike Sales
118-120 Newmarket Road CB5 8HE *electricbikesales.co.uk*

15 Evans Cycles
Unit 14, Grafton Centre CB1 1PS
03439 092636 evanscycles.com

16 Flat Planet Cycles
99 King Street CB1 1LD
07779 151882

17 Giant / Liv Cambridge
144 Hills Road CB2 8BP
01223 415349
rutlandcycling.com

18 Gregs Cycles
186 Mill Road CB1 3LP
01223 210678

19 Halfords Ltd
Unit 6, Cambridge Retail Park, Newmarket Road CB5 8WR
01223 454280 www.halfords.com

20 John's Bikes
3 Arbury Court CB4 2JQ
01223 353573

21 Kingsway Cycles
8 City Road CB1 1DP
01223 355852
kingswaycycles.com

22 Life on a bike
171 Mill Road CB1 3AN
01223 576545
lifeonabikestore.co.uk

23 Lensfield Road Cycles
69-71 Lensfield Road CB2 1EN
01223 323559
lensfieldroadcycles.co.uk

24 Outspoken Cycles
The Bike Depot, 140 Cowley Road CB4 0DL *01223 789606*
outspokencycles.co.uk

25 Owl Bikes
Hawthorn Way CB4 1AX
01223 478601
papworthtrust.org.uk/owl-bikes/

26 Park Mobility & Cycle Hub
near Bradfield Centre, Cambridge Science Park CB4 0GA
07481 780838

27 PRIMO Cycles
Grand Arcade, 10 Corn Exchange *Street CB2 3QF 01223 307655* and

28 5-7 Jesus Lane CB5 8BA
01223 500502
www.primocycles.co.uk

29 Rocco's Bikes
Unit 3A, 23-25 Gwydir Street CB1 2LG *07855 606393*
www.roccosbikes.co.uk

30 Rutland Cycling Electric Bike Centre
257 Barnwell Road CB5 8SL
01223 244310
rutlandcycling.com

31 S&G Cycles
15 Laundress Lane CB2 1SD
01223 311134

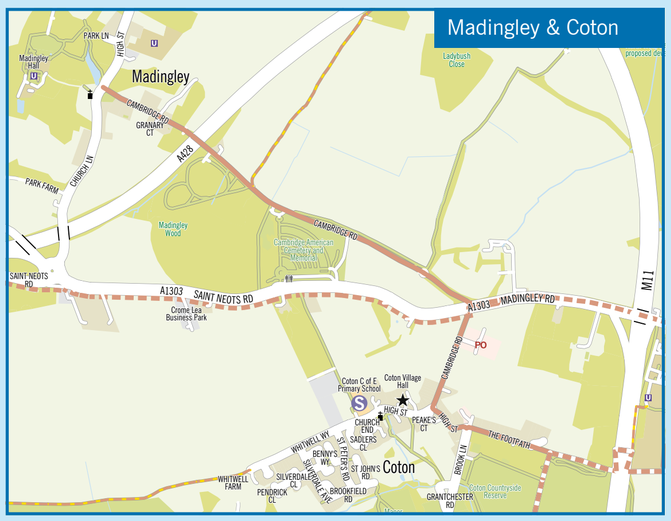
32 The School Run Centre
Unit 9, 23 -25 Gwydir Street CB1 2LG
07772 738899
schoolruncentre.co.uk

33 Townsends Light Blue Cycle Centre
72 Chesterton Road CB4 1EP
01223 315845
townsends-lb.co.uk

34 Trumpington Cycles
134 Shelford Road CB22 5JU
01223 566145

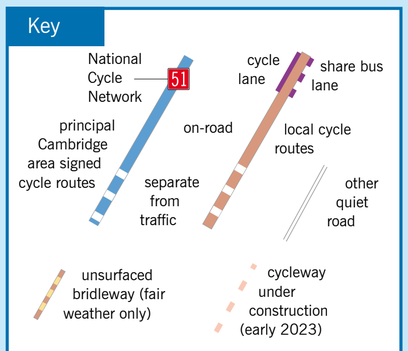
35 University Cycles
9 Victoria Avenue CB4 1EG
01223 355517

Madingley & Coton



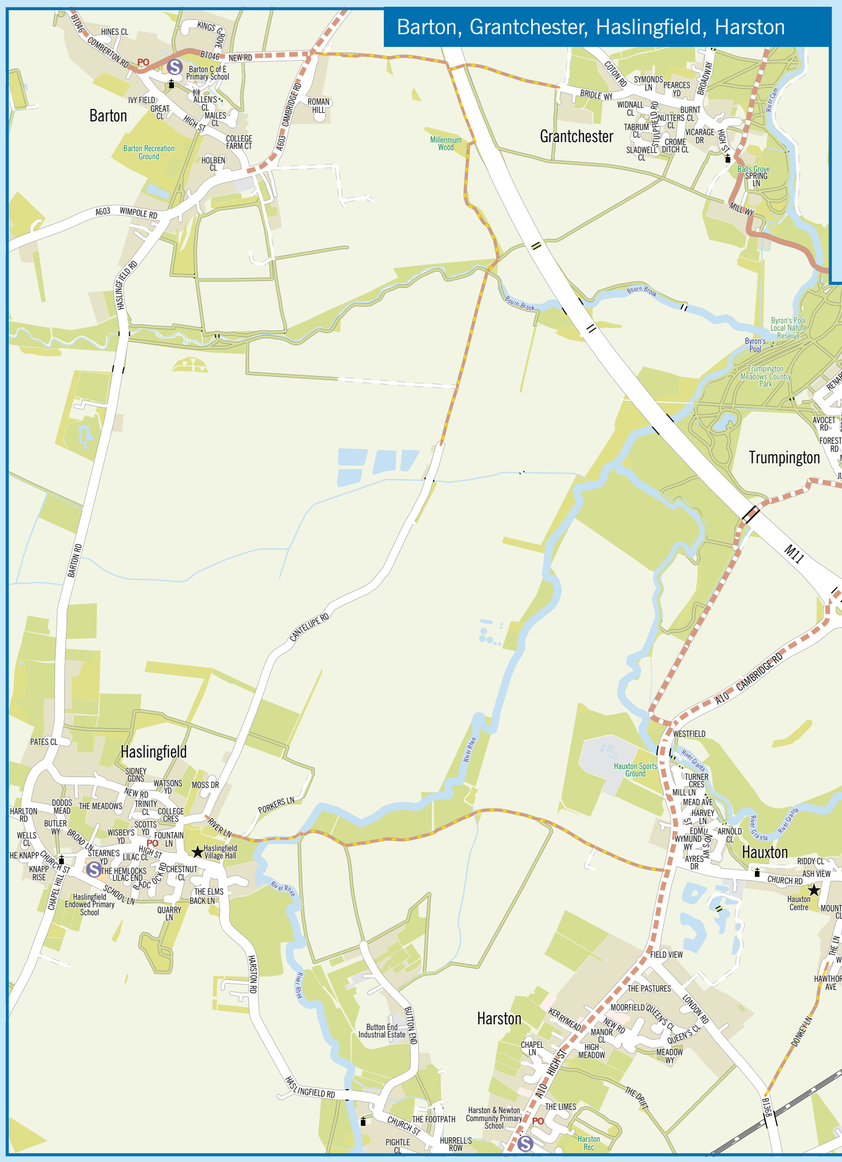
Quy & Bottisham

Key



See key overleaf for other symbols

Barton, Grantchester, Haslingfield, Harston



Cycling

Why cycle?

- It's free.
- To save time – it's often the quickest way to get around town and parking is free and easy.
- It keeps you fit whilst you get from A to B – regular cyclists are as fit as a person 10 years younger and have a reduced risk of heart disease or stroke.
- To enjoy the open spaces and countryside.

Cycling Tips

- Ride assertively – cycle well out from the kerb so that you are visible to motorists. This will discourage them from overtaking too closely.
- Watch out for car doors opening and make eye contact with drivers waiting to pull out.
- Don't overtake lorries or buses on the left at junctions as they have a blind spot and there could be fatal consequences.
- Master the backward look – practice looking back over your right shoulder so you can turn right or overtake without wobbling.
- Ensure your bike is roadworthy.

Do's and Don'ts

- Be considerate to pedestrians – they should be given priority on shared paths, so slow down and use your bell.
- Don't cycle on the pavement unless there are blue signs indicating that they are designated cycle routes.
- Use lights at night – reflective clothing is also a good idea.
- Only use one-way streets in the permitted direction and obey traffic signs and red lights.

Cycle Parking

- Cycle parking stands are available in and around the town centre.
- Sadly, cycle theft is common. Always lock your bike to a fixed object, with a good lock, even for the briefest stop.
- Note down your frame number. More about keeping your cycle safe: *www.camcycle.org.uk/cycletheft*
- Register your bike at: *www.bikeregister.com*

Cycle Training

- Local company Outspoken provides Bikeability cycle training, designed to increase your confidence and cycling skills on the road: *www.outspokentraining.co.uk*
- Other cycle trainers can be found via: *www.cambridgeshire.gov.uk/bikeability*

Know your traffic signs

No Entry signs always apply to cyclists too ...

Except cycles — ... unless there is an exception shown underneath, or ...

... you can bypass No Entry signs if there is a gap alongside with this **route for cyclists** sign.

No cycling
Typically used on a footpath away from a road. You can still wheel your bike.

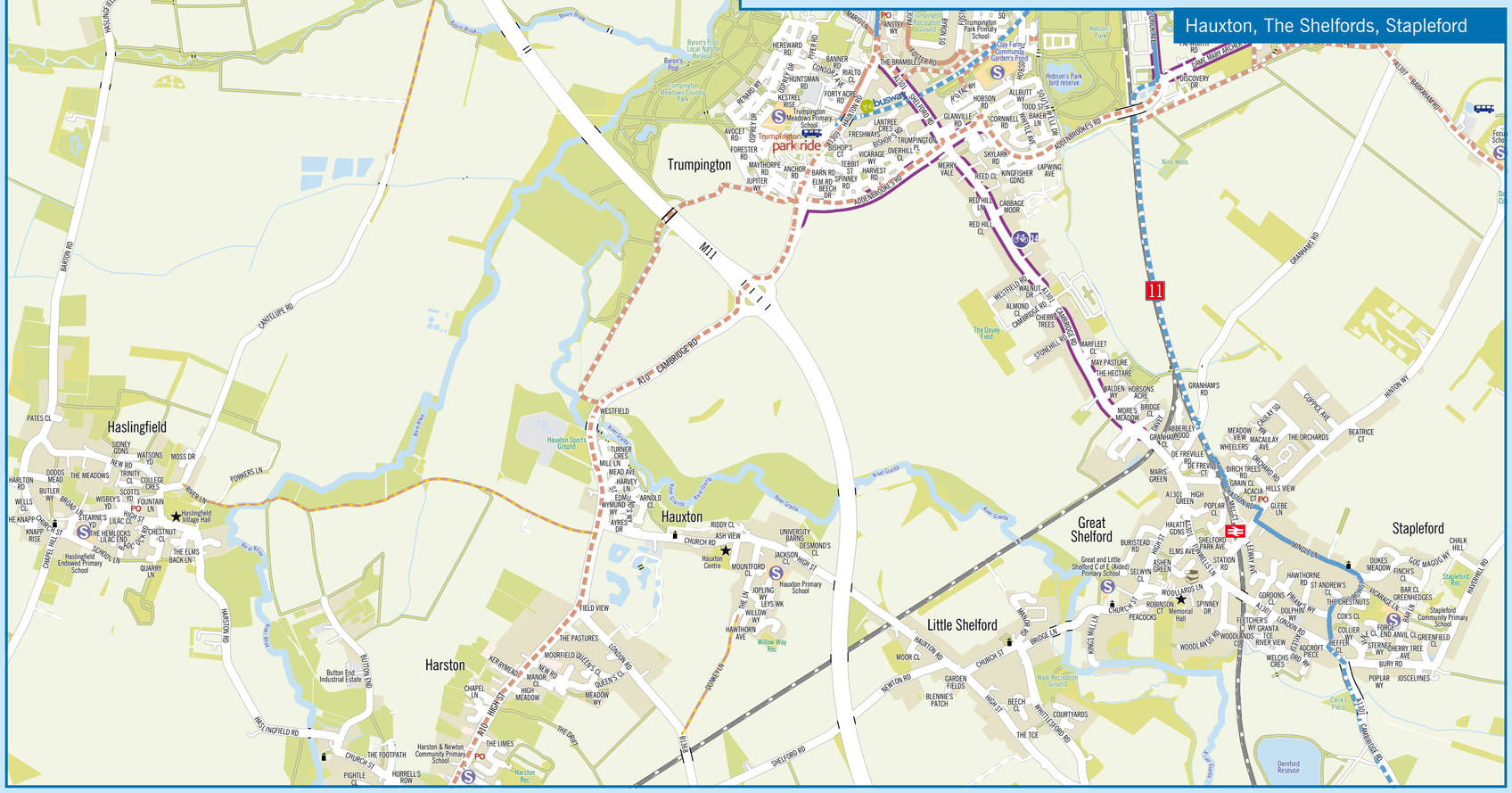
No motor vehicles
A cycle is not a motor vehicle. Cyclists are allowed to pass these signs where motorists cannot.

Shared route for cyclists and pedestrians together
The only time cyclists are allowed to ride on a pavement alongside a road is where you see this sign (for example, between Ely and Witchford)...

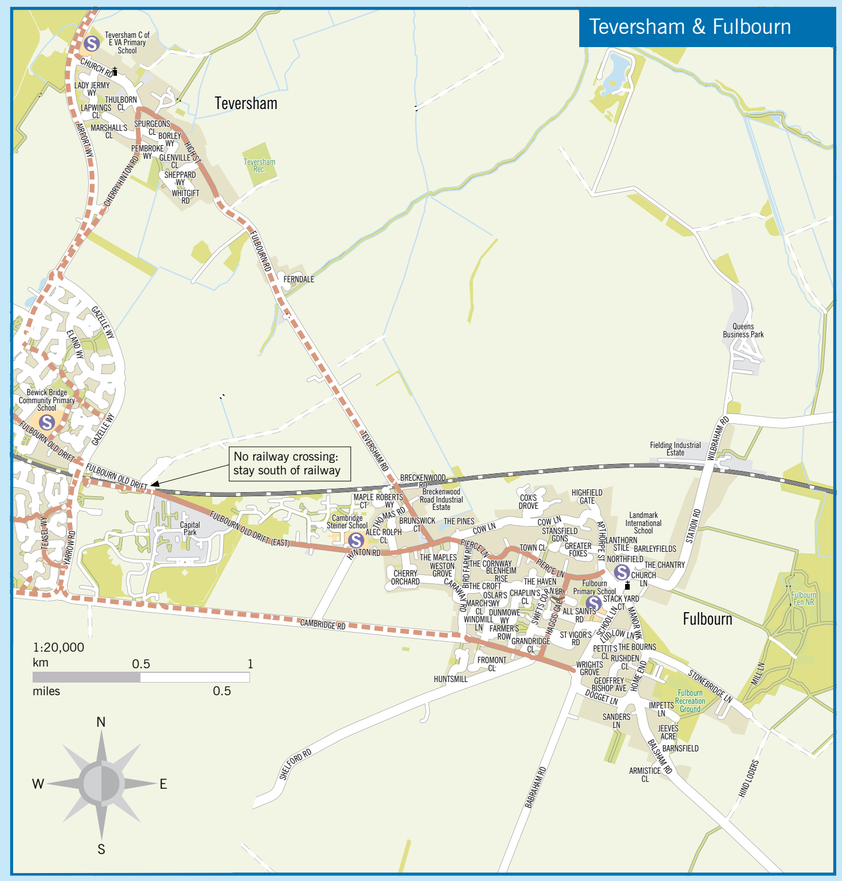
... or this one indicating a **segregated route**, where you must keep to the side designated for cyclists.

Wicken 11 — **Direction sign** showing National Cycle Route.

Hauxton, The Shelfords, Stapleford



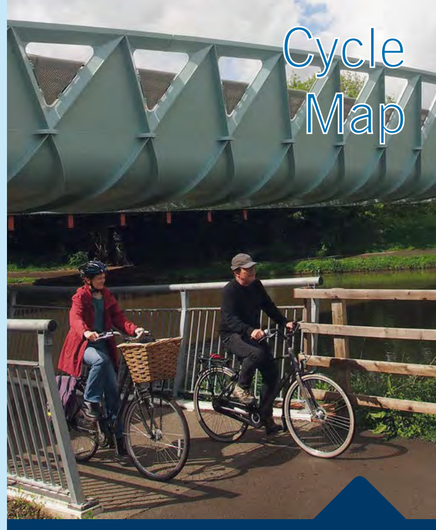
Teversham & Fulbourn



Cambridgeshire County Council

Cambridge

Histon • Girton • Milton • Coton • Madingley
Quy • Bottisham • Fulbourn • Teversham
Barton • Grantchester • Haslingfield
Harston • Hauxton • The Shelfords



Cycle Map

www.cambridgeshire.gov.uk/cycling

A guide to cycling in Cambridge

Useful contacts

Cambridgeshire County Council
Cycling *transport.delivery@cambridgeshire.gov.uk*
cycle maps online: *www.cambridgeshire.gov.uk/cycling*

Highway maintenance to report potholes, overhanging vegetation, winter gritting, traffic signal faults, rights of way problems etc.
Cambridgeshire County Council 0345 045 5212
www.highwaysreporting.cambridgeshire.gov.uk

Street lighting
Cambridgeshire County Council 0800 783 8247
www.cambridgeshire.gov.uk/transport/roads

Rights of Way public footpaths, bridleways, byways, countryside access *0345 045 5212 cst@cambridgeshire.gov.uk*

Cambridgeshire Smart Journeys helping employers promote cycling and other forms of sustainable commuting
www.smartjourneys.co.uk

Cambridge City Council
01223 457000
www.cambridge.gov.uk/cycling-and-walking

Camcycle (Cambridge Cycling Campaign)
01223 690718 www.camcycle.org.uk contact@camcycle.org.uk

Cycling UK the UK's National Cyclists' Organisation
01483 238300 www.cyclinguk.org cycling@cyclinguk.org
locally, including rides:
www.ctccambridge.org.uk 01223 851549

For online cycle maps and route planning, visit **www.cyclestreets.net**
Further copies of this map are available from Cambridgeshire County Council (transport.delivery@cambridgeshire.gov.uk)
We welcome any comments on the map.

Produced by Cambridgeshire County Council
May 2023 Edition

Whilst every effort has been made to ensure the accuracy of these maps, Cambridgeshire County Council, their partners, OpenStreetMap and frankieandshadow.com cannot be held responsible for any errors or omissions. Preparation by David Earl at frankieandshadow.com.

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to Northstowe, Longstanton, Swavesey

to Bar Hill

to Madingley, Coton and Hardwick

to Coton

to Barton, Comberton

Route 51: to St Ives. See Central Cambs Map

Mere Way cycleway to Landbeach, opening mid 2023

Gate open for cyclists and pedestrians 06:30 - 19:30

Milton Road (pale blue): substantial reconstruction during 2023 to provide major cycling improvements including segregated lanes and junctions

Link to Histon Road being constructed as housing development proceeds

Fitzroy/Burleigh St: no cycling Mo-Sa 10-4

Underpass

Underpass

Off-road alternative to Fison Road under construction 2023

Access to busway path under Long Road

Route 51: to Shelford, Sawston and Essex. See SW Cambs Map

Route 51: to Bottisham & Newmarket. Route 11: to Ely See Central Cambs Map

to Waterbeach

Histon

Orchard Park

Kings Hedges

Girton

Arbury

Cambridge North

Chesterton

Fen Ditton

Abbey

Eddington

West Cambridge

City Centre

Newnham

Cambridge Station

Romsey

Cherry Hinton

Trumpington

Addenbrooke's

Barnwell

Horningsea

Teversham

Grantchester

busway

The National Cycle Network

The National Cycle Network is made up of more than 12,500 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes that are often a great way to get to work, school, the shops or just for exercise and fun.

Founded by Sustrans, the sustainable transport charity, the Network is available to everyone and passes within a mile of 55% of the population.

Routes 1, 11, 12, 51, 53 and 63 all go through Cambridgeshire. Route 11 runs via Ely and Cambridge to Audley End. Route 51 runs via St Neots, Huntingdon, Cambridge and Newmarket, between Oxford and Colchester. You can find more of these routes on the Central and South West Cambridgeshire maps

www.sustrans.org.uk

Passing through woodland on a completely off-road section of National Route 11 between Sawston and Whittlesford

sustrans JOIN THE MOVEMENT

Key

National Cycle Network — 51

principal Cambridge area signed cycle routes — on-road — separate from traffic

cycle lane, share bus lane, local cycle routes, other quiet road

signposted destination

unsurfaced bridleway / byway (usable when dry)

cycleway under construction

no through route for motor vehicles

cycle shop – see numbered list overleaf

cycle park (note: Park Street cycle park is closed for redevelopment)

hazardous junction

no cycling

one-way (including cyclists, unless exception signposted)

University college

University site (University of Cambridge / other)

school /college

railway and station

park / green space

PO post office

toilets

community centre/ sports hall

library

theatre

cinema

industrial/ business

residential

retail

water tower

church

hospital

police station

bus station

windmill

N W E S

1:15,000

km 0.5 1

miles 0.5

City Centre

Appendix F Transport Strategy Plans

For information only

Footway link to existing PROW

REFER TO HUNTINGDON ROAD JUNCTION DRAWING No. 24067-KMC-HGN-XX-SK-CH-HR02

GRANGE DRIVE

Grange Lodge

Sports Court

B2

C2

B1

C1

D2

Mobility hub

6.0m

7.5m

2.0m

45°

R30.0m

6.7m

4.5m

4.0m

3.3m

1.8m

3.1m

5.0m

2.5m

1.5m

6.5m

3.0m

1.6m

3.8m

1.8m

3.1m

NOTES:

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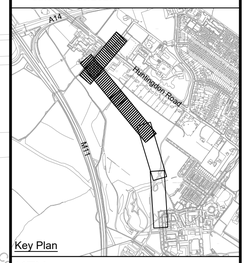
7. This drawing is based on Hawkins Brown Gateway 3 Masterplan_Illustrative Plan drawing No. NWC-MP2024-HBA-SW-DR-0130 Rev P02 dated 11/03/2025.



Key Plan

KEY

- Carriageway
- Block paving
- Footway
- Cycleway
- Verge
- Plot boundaries
- Tree Planting Strategy

FOR INFORMATION ONLY

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C01	20.08.2025	CONCEPT DESIGN	OAS	JP	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client: University of Cambridge

Project: North West Cambridge

Drawing Title: Cartwright Avenue
Indicative General Arrangement
Sheet 1 of 2

Scale @ A1	Drwn	OAS	Chkd	JP
1:500	Aprd	EP	Date	11.02.2025

Drawing Ref	Rev
24067-KMC-HGN-XX-SK-CH-CA11	C01

kmc transport planning

The Ridgeway

The Common

Pedestrian only facility

Mobility hub

Foot- and cycleway ties into Turing Way

Foot- and cycleway ties into Turing Way

Existing mini-roundabout geometry maintained

Cycle Way

Pond

TURING WAY

PHEASANT DRIVE

Swirles Court (Girton College)

Drain

FB

D1

D2

E1

E2

F1

F2

F3

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7. This drawing is based on Hawkins Brown Gateway 3 Masterplan_Illustrative Plan drawing No. NWC-MP2024-HBA-SW-DR-0130 Rev P02 dated 11/03/2025.

Key Plan

KEY

- Carriageway
- Block paving
- Footway
- Cycleway
- Verge
- Plot boundaries
- Tree Planting Strategy

FOR INFORMATION ONLY

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C01	20.08.2025	CONCEPT DESIGN	OAS	JP	EP

Issue Status

- ■ CONCEPT
- ☐ PRELIMINARY
- ☐ TENDER
- ☐ CONSTRUCTION
- ☐ AS BUILT
- ☐ H&S FILE ISSUE

Client
University of Cambridge

Project
North West Cambridge

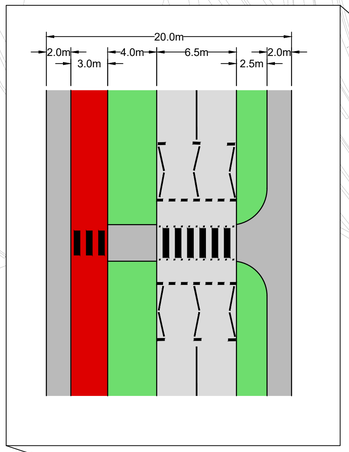
Drawing Title
Cartwright Avenue
Indicative General Arrangement
Sheet 2 of 2

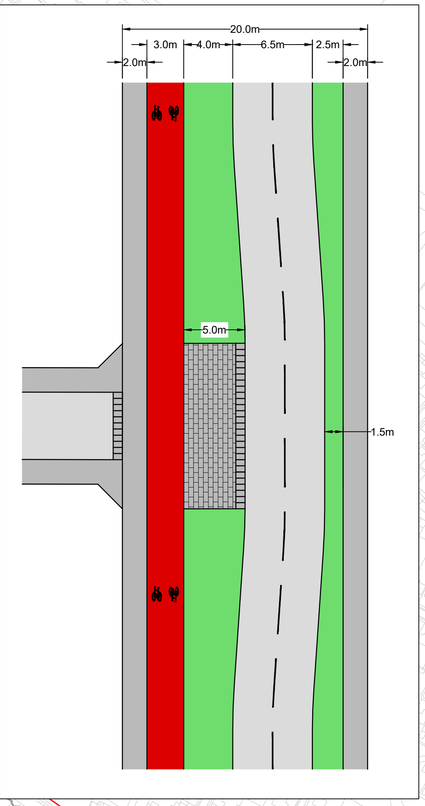
Scale @ A1	Drwn	OAS	Chkd	JP
1:500	Aprd	EP	Date	11.02.2025

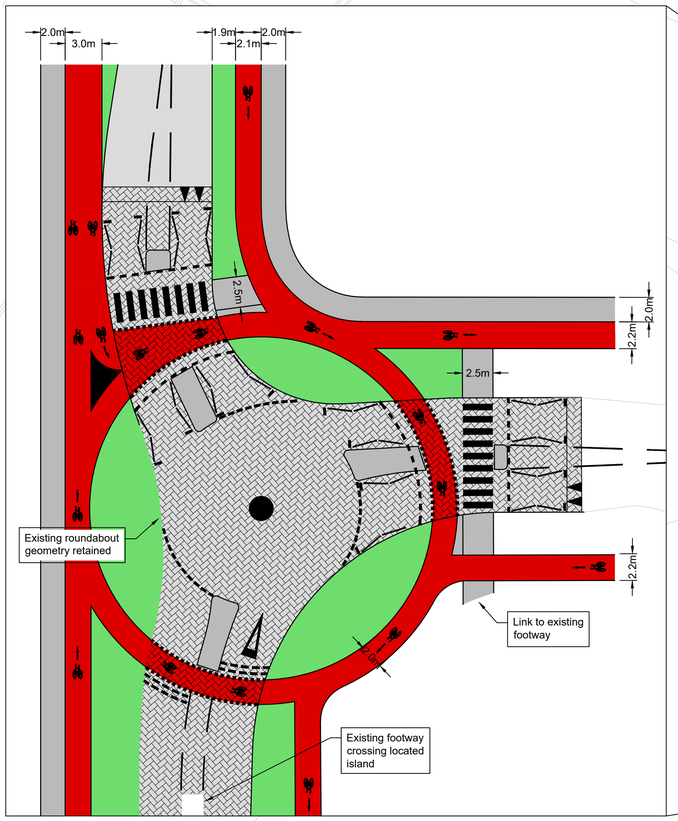
Drawing Ref
24067-KMC-HGN-XX-SK-CH-CA12

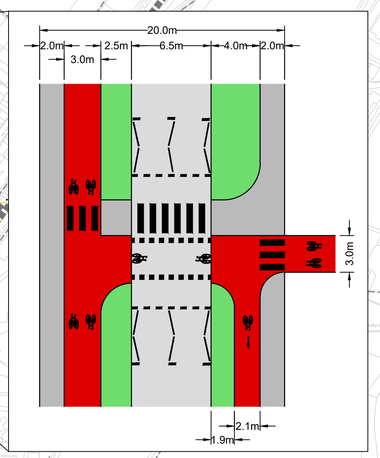
Rev
C01

kmc transport planning









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7. This drawing is based on Hawkins Brown Gateway 3 Masterplan_Illustrative Plan drawing No. NWC-MP2024-HBA-SW-DR-0130 Rev P02 dated 11/03/2025.

KEY

- Plot boundaries
- Shared garden
- The Common
- Primary Road (Cartwright Avenue)
- Neighbourhood Street
- Primary Access
- Emergency Access
- Existing Road Network
- Cycleway (Bi-directional)
- Cycleway (Uni-directional)
- Footway
- Shared foot/cycleway
- Existing Shared foot/cycleway

FOR INFORMATION ONLY

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C01	20.08.2025	CONCEPT DESIGN	OAS	JP	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
University of Cambridge

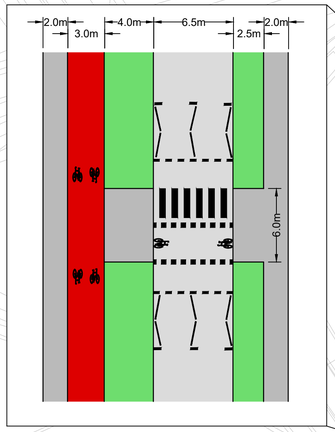
Project
North West Cambridge

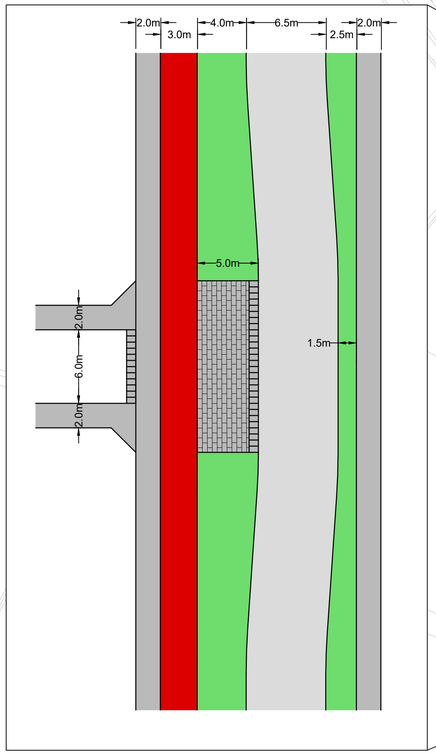
Drawing Title
Cartwright Avenue Overview
The Common Option 2
Sheet 1 of 2

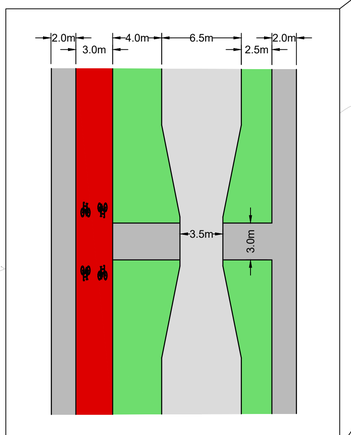
Scale @ A1	Drwn	OAS	Chkd	LF
1:2500	Aprd	JP	Date	16.12.2024

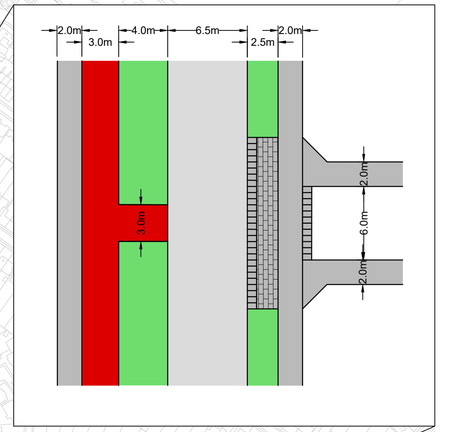
Drawing Ref	Rev
24067-KMC-GNH-XX-SK-CH-CA14	C01

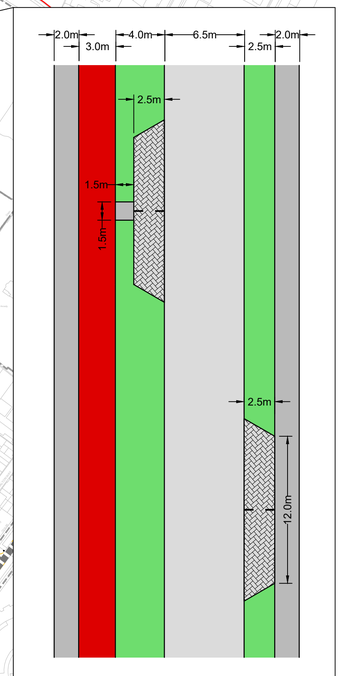
kmc transport planning











A
B1
B2
B3
C1
C2
D1
D2
E1
E2
F1
F2
G

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KEY

- Plot boundaries
- Shared garden
- The Common
- Primary Road (Cartwright Avenue)
- Neighbourhood Street
- Primary Access
- Emergency Access
- Existing Road Network
- Cycleway (Bi-directional)
- Cycleway (Uni-directional)
- Footway
- Shared foot/cycleway
- Existing Shared foot/cycleway

FOR INFORMATION ONLY

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C01	20.08.2025	CONCEPT DESIGN	OAS	JP	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
University of Cambridge

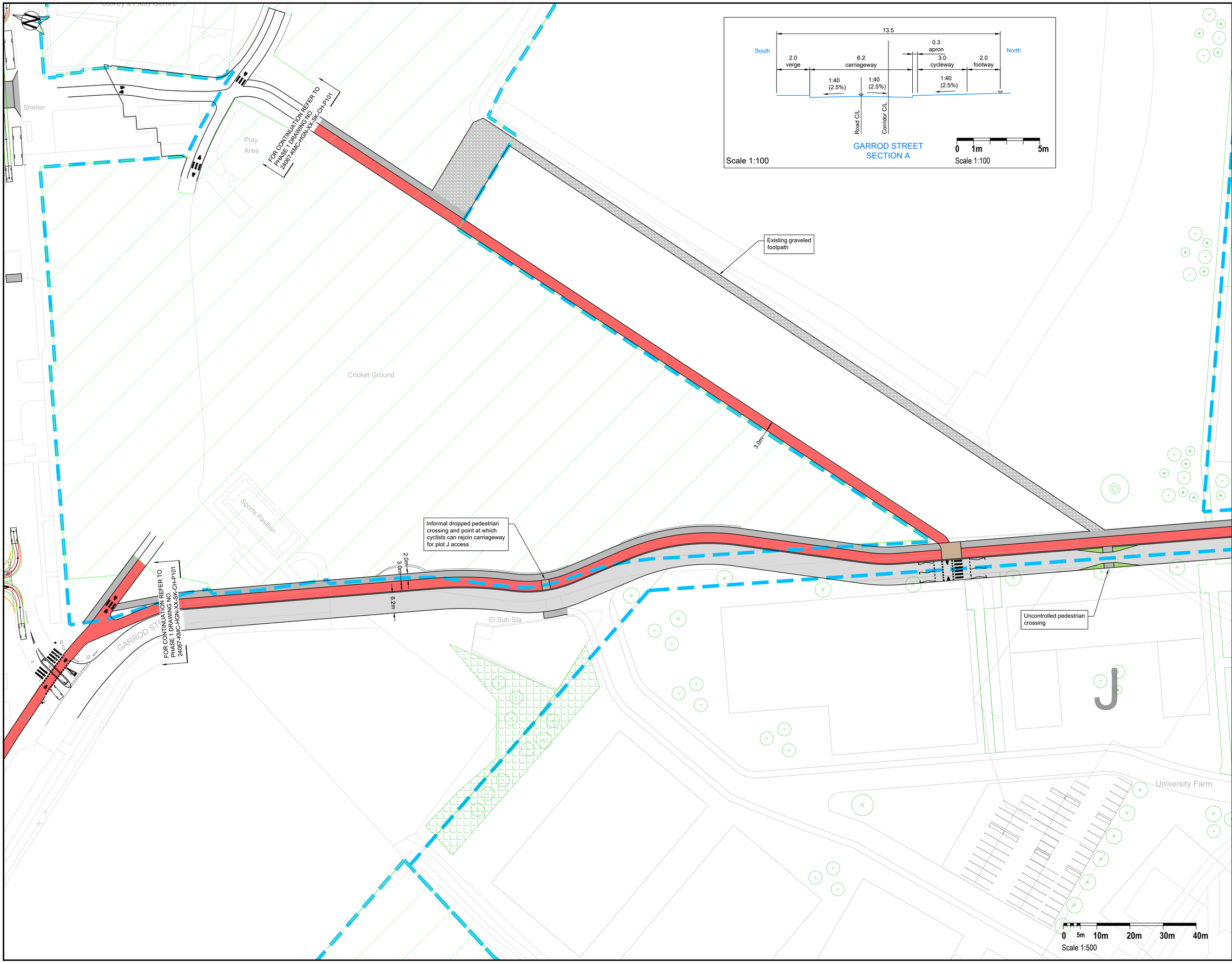
Project
North West Cambridge

Drawing Title
Cartwright Avenue Overview
The Common Option 2
Sheet 2 of 2

Scale @ A1	Drwn	Chkd
1:2500	OAS	LF
	Aprd JP	Date 29.05.2025

Drawing Ref: 24067-KMC-GNH-XX-SK-CH-CA19
Rev: C01

kmc transport planning



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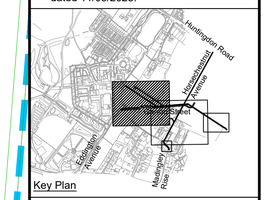


Key Plan

KEY

- Carriageway
- Block paving
- Footway / Footpath
- Graveled Footway / Footpath
- Cycleway
- Verge
- Plot boundaries
- Tree Planting Strategy

FOR INFORMATION ONLY

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C01	20.06.2025	CONCEPT DESIGN	OAS	JP	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
University of Cambridge

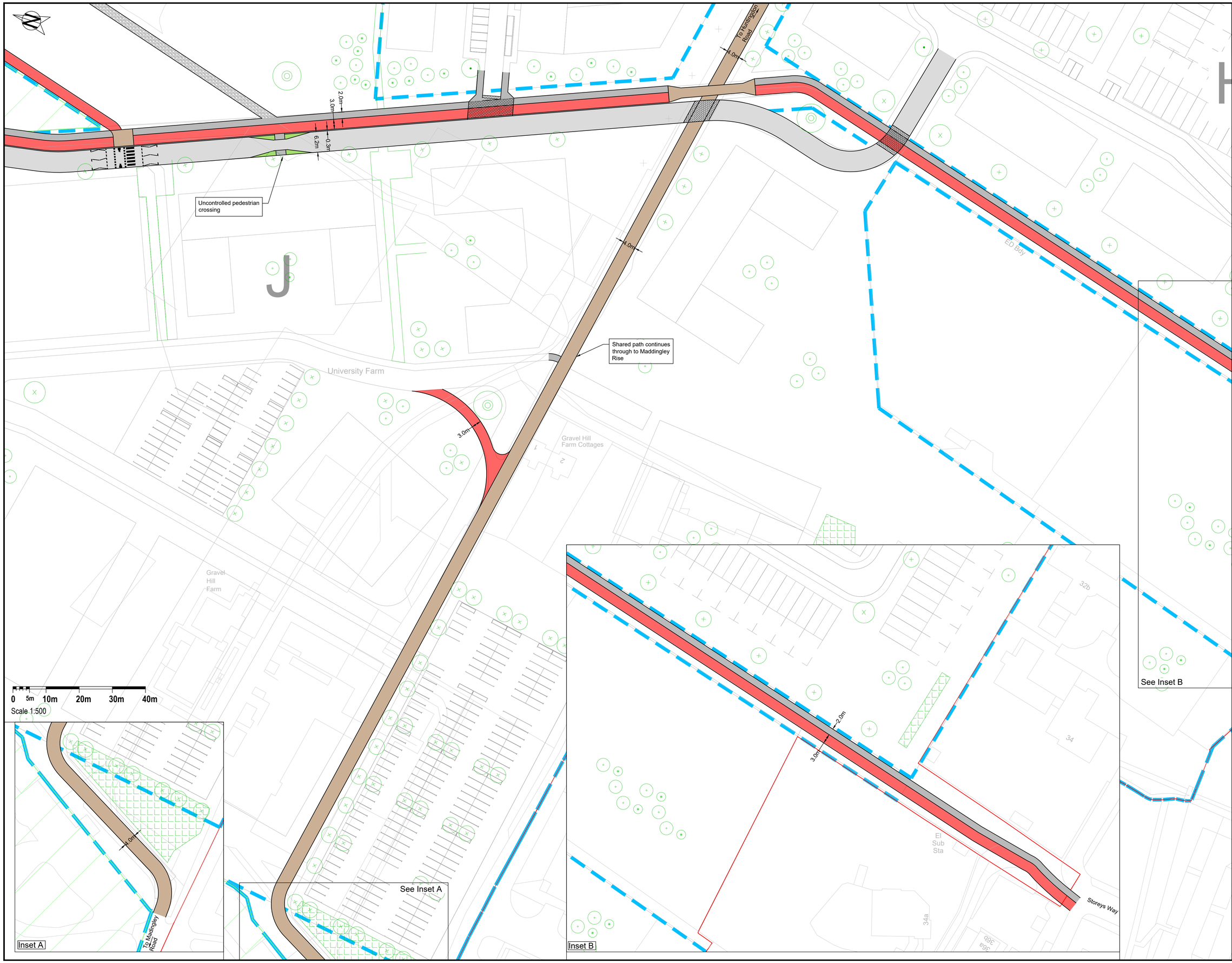
Project
North West Cambridge

Drawing Title
Eastern Access (Garrod Street)
Indicative General Arrangement
Sheet 1 of 2

Scale @ A1	Drwn	Chkd
1:500	OAS	JP
	Aprd NP	Date 17.06.2025

Drawing Ref	Rev
24067-KMC-HGN-XX-SK-CH-EA01	C01

kmc transport planning



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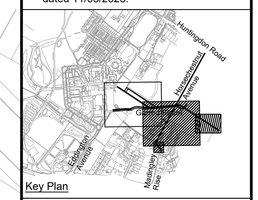
7. This drawing is based on Hawkins Brown Gateway 3 Masterplan_Illustrative Plan drawing No. NWC-MP2024-HBA-SW-DR-0130 Rev P02 dated 11/03/2025.



Key Plan

KEY

- Carriageway
- Block paving
- Footway / Footpath
- Graveled Footway / Footpath
- Cycleway
- Verge
- Plot boundaries
- Tree Planting Strategy

FOR INFORMATION ONLY

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
C01	20.06.2025	CONCEPT DESIGN	OAS	JP	EP

Issue Status

- [x] CONCEPT
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
University of Cambridge

Project
North West Cambridge

Drawing Title
Eastern Access (Garrod Street)
Indicative General Arrangement
Sheet 2 of 2

Scale @ A1	Drwn	OAS	Chkd	JP
1:500	Aprd	NP	Date	19.06.2025

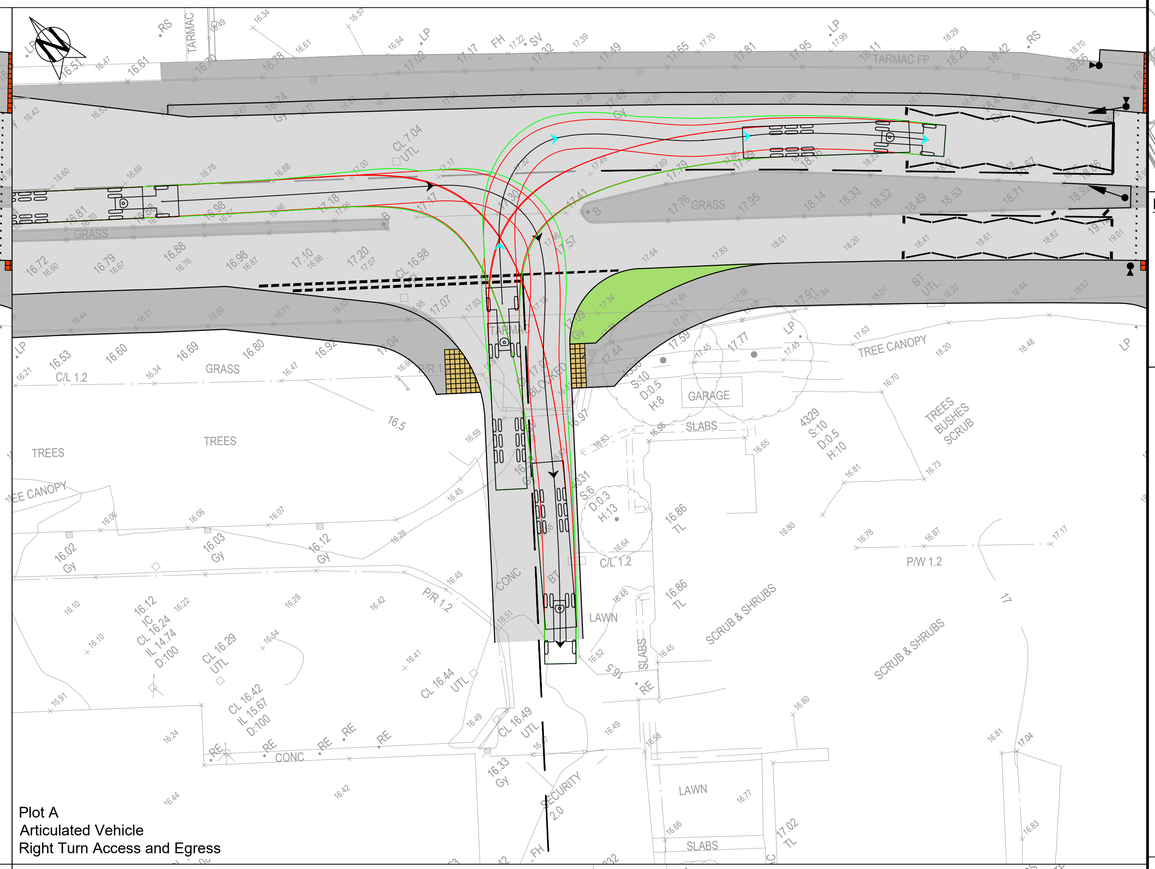
Drawing Ref	Rev
24067-KMC-HGN-XX-SK-CH-EA02	C01

kmc transport planning

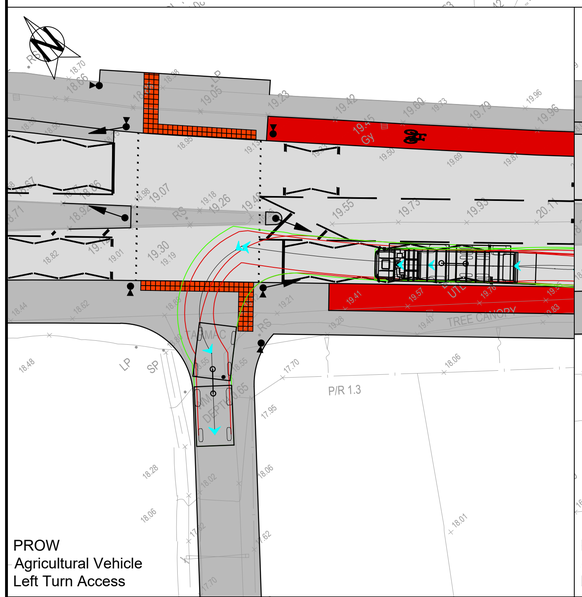
Appendix G Site Access Plans

For approval

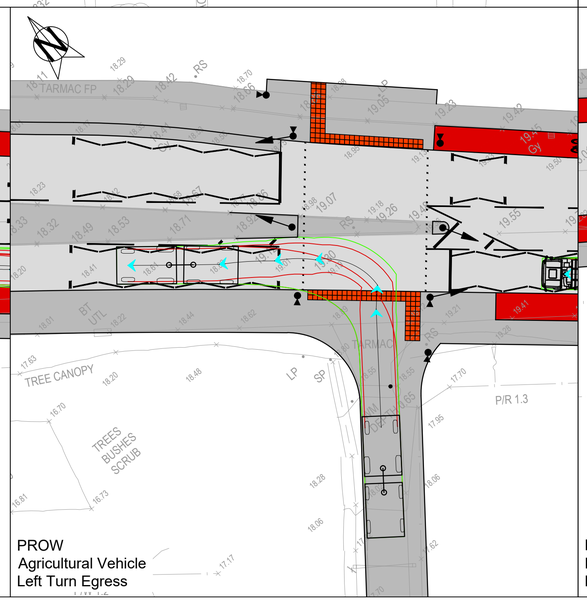
Plot A
Articulated Vehicle
Left Turn Access and Egress



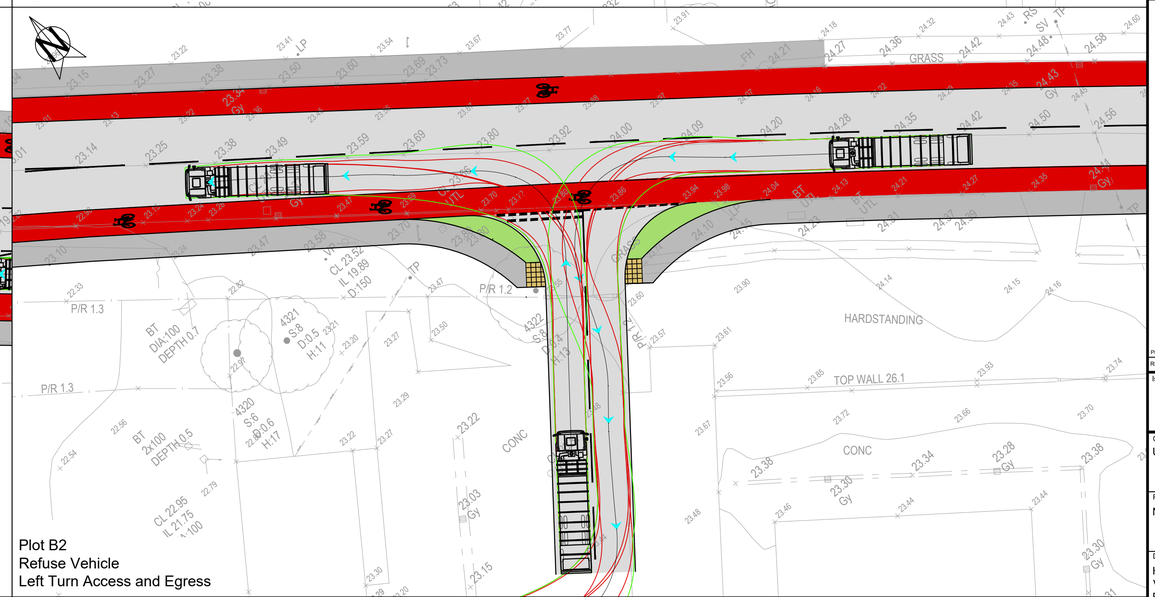
Plot A
Articulated Vehicle
Right Turn Access and Egress



PROW
Agricultural Vehicle
Left Turn Access



PROW
Agricultural Vehicle
Left Turn Egress



Plot B2
Refuse Vehicle
Left Turn Access and Egress

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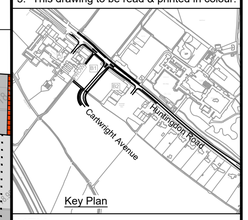
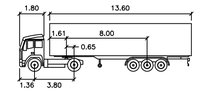
5. This drawing to be read & printed in colour.



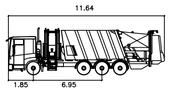
Key Plan

KEY

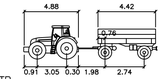
- Carriageway
- Overrun area
- Footway
- Cycleway
- Verge



LST (16.5)
meters
Tractor Width : 2.55
Trailer Width : 2.55
Tractor Track : 2.55
Trailer Track : 2.55
Lock to Lock Time : 6.0
Steering Angle : 42.6
Articulating Angle : 70.0



VWHDC Waste Vehicle
meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 42.5



TR
meters
First Unit Width : 3.05
Trailer Width : 3.05
First Unit Track : 3.05
Trailer Track : 3.05
Lock to Lock Time : 6.0
Steering Angle : 36.0
Articulating Angle : 70.0

FOR APPROVAL

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
PL01	20.06.2025	FIRST PLANNING ISSUE	OAS	JP	JP

Issue Status
- [x] PLANNING
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
University of Cambridge

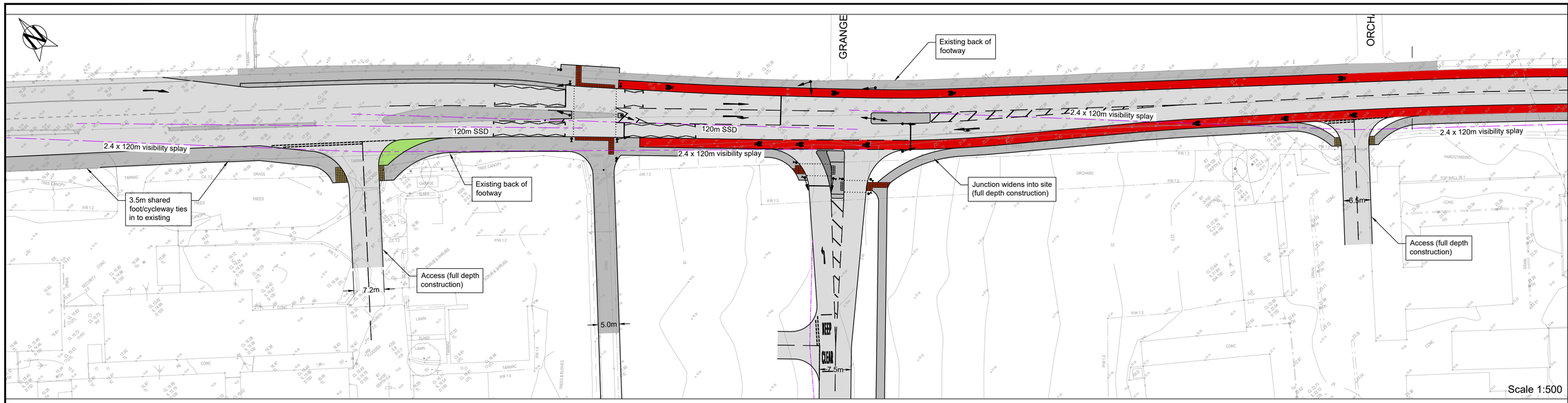
Project
North West Cambridge

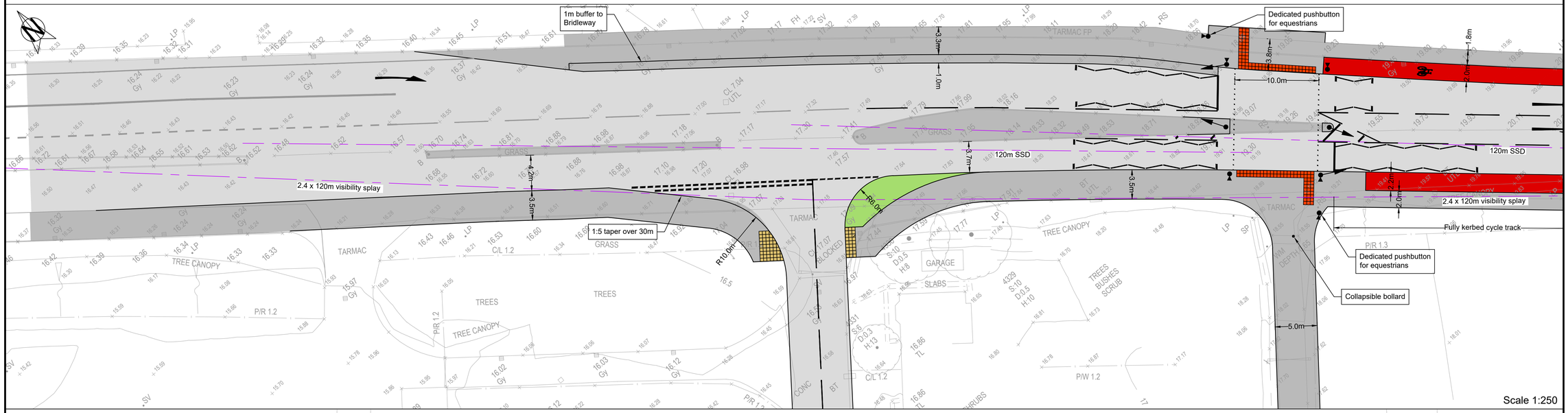
Drawing Title
Huntingdon Road Accesses
Vehicle Swept Path Analysis
Plot A Option 2

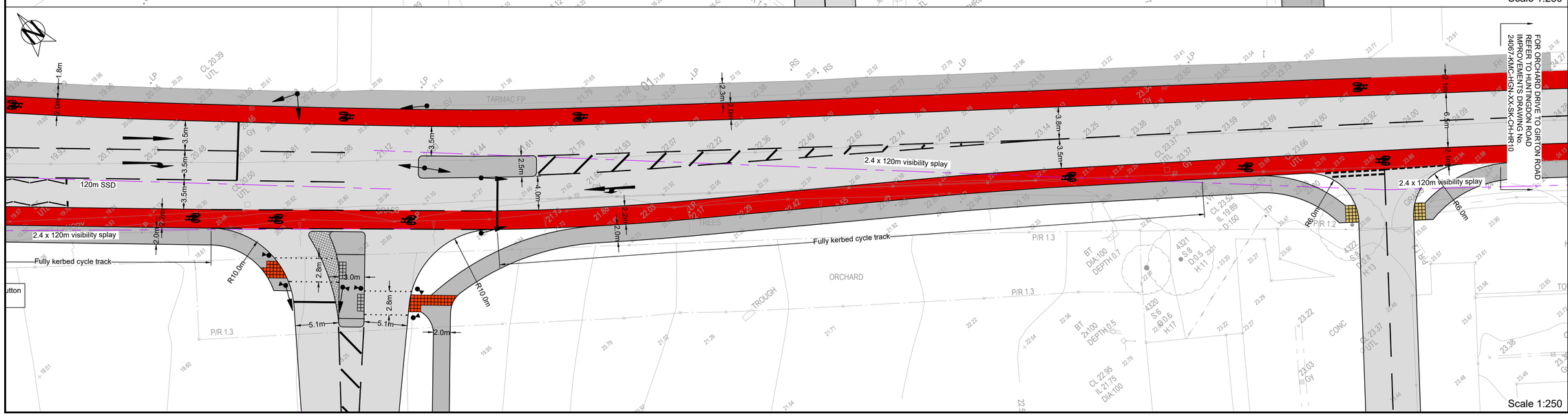
Scale @ A1	Drwn	Chkd
1:250	OAS	NP
	Aprd JP	Date 14.07.2025

Drawing Ref	Rev
24067-KMC-HGN-XX-SP-CH-HR03	PL01

kmc transport planning







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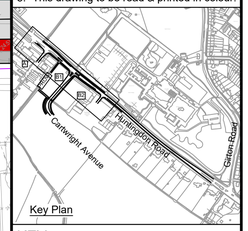


Key Plan

KEY

- Carriageway
- Overrun area
- Footway
- Cycleway (with Cambridge Kerb, unless otherwise specified)
- Verge

FOR APPROVAL

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
PL01	20.06.2025	FIRST PLANNING ISSUE	OAS	JP	JP

Issue Status

- [x] PLANNING
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client: University of Cambridge

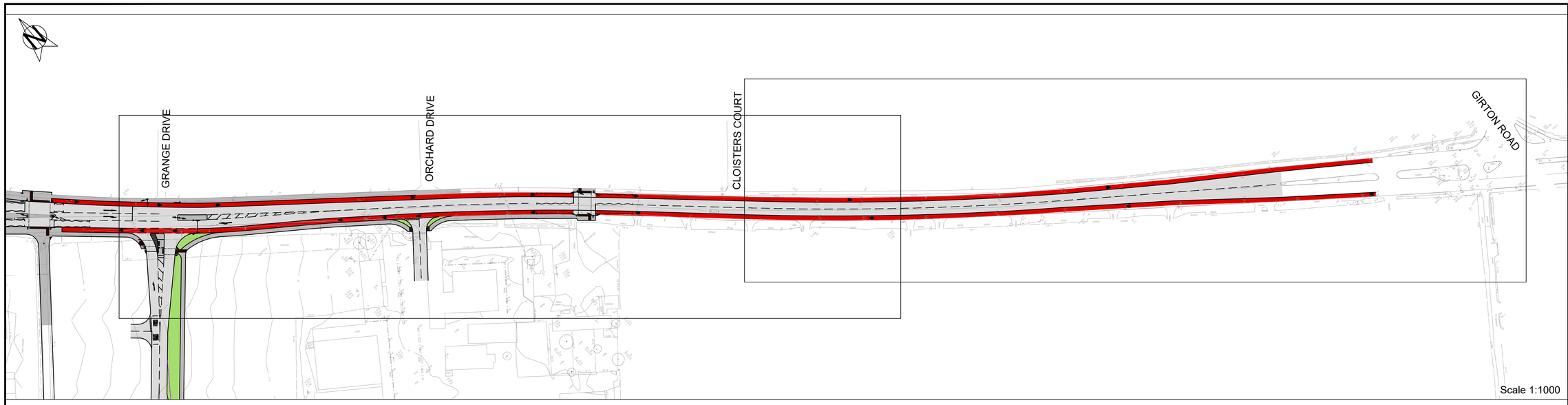
Project: North West Cambridge

Drawing Title: Huntingdon Road Signalised Junction General Arrangement Plot A Access Alternative Alignment

Scale @ A1	Drwn	Chkd
As shown	OAS	JG
	Aprd: NP	Date: 14.04.2025

Drawing Ref: 24067-KMC-HGN-XX-SK-CH-HR02 | Rev: PL01

kmc transport planning



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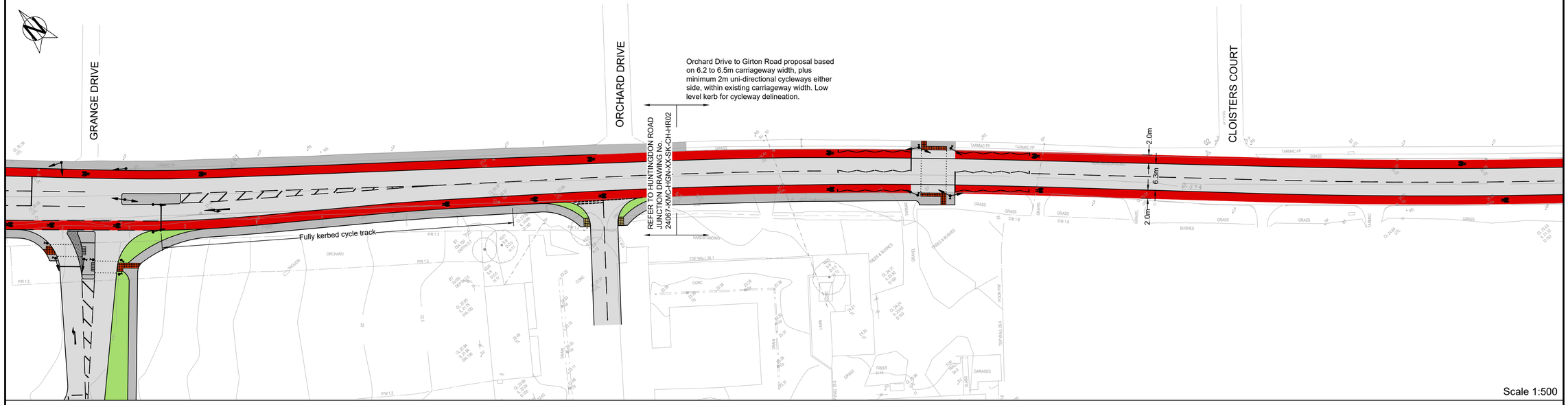

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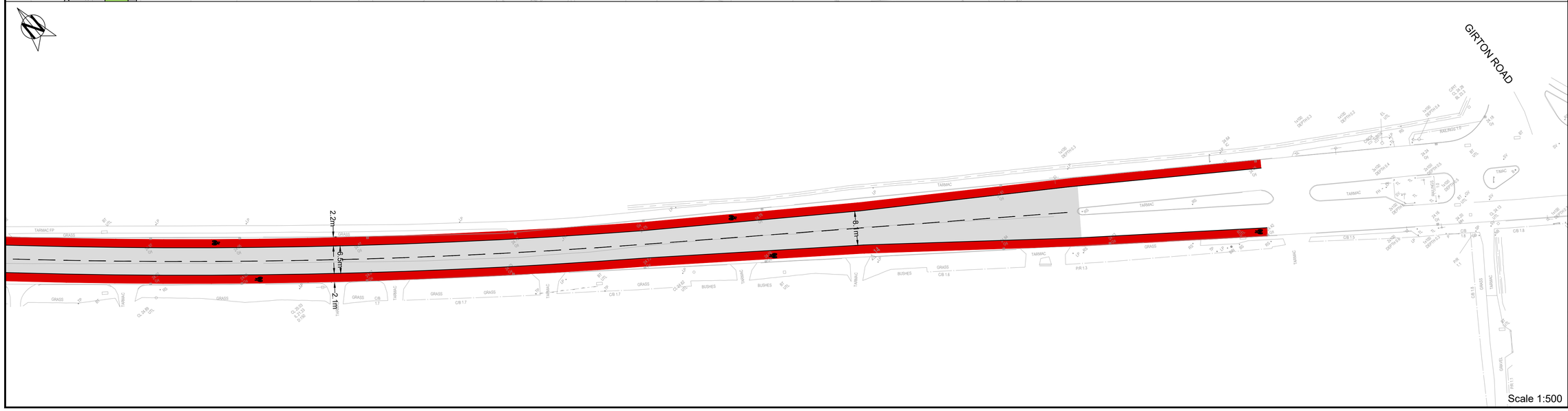

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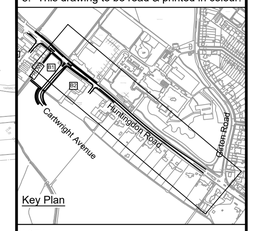


Key Plan

KEY

- Carriageway
- Overrun area
- Footway
- Cycleway (with Cambridge Kerb, unless otherwise specified)
- Verge

FOR APPROVAL

REV	DATE	DESCRIPTION	DRN	ChkD	APRD
PL01	20.08.2025	FIRST PLANNING ISSUE	OAS	JP	JP

Issue Status

- [x] PLANNING
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client: University of Cambridge

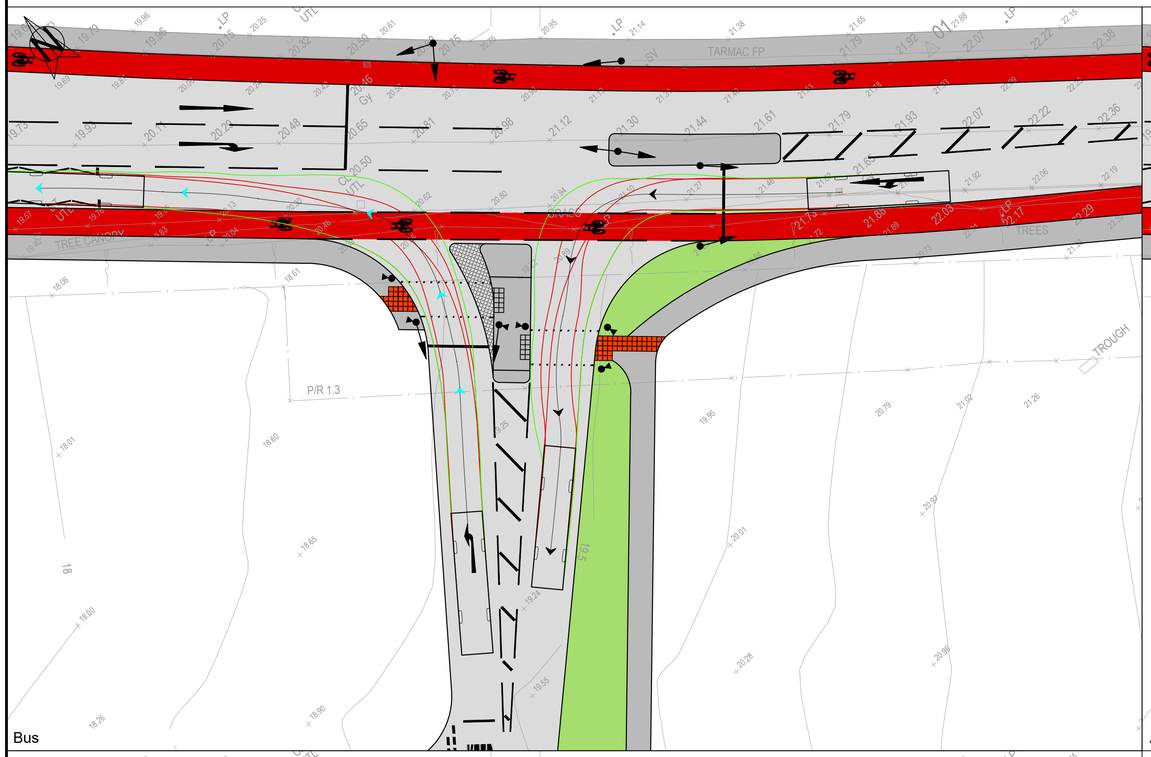
Project: North West Cambridge

Drawing Title: Huntingdon Road Improvements

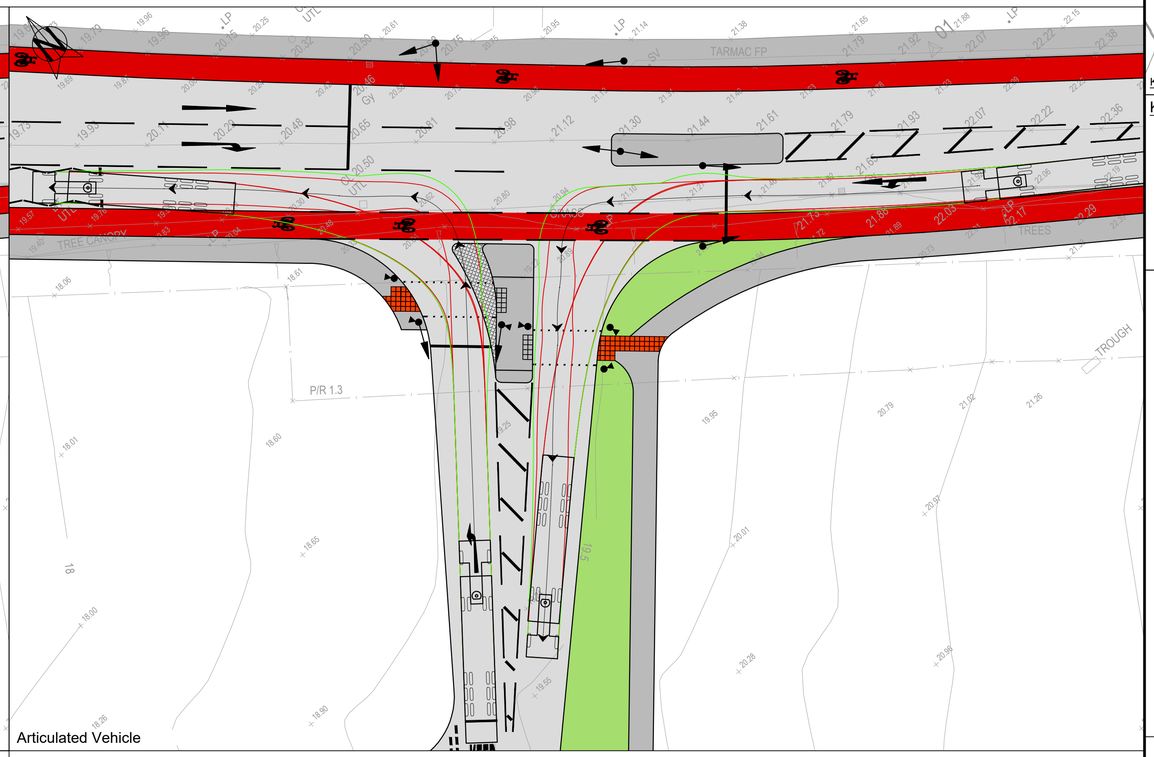
Scale @ A1	Drwn	Chkd
As shown	OAS	JG
	Aprd: NP	Date: 22.01.2025

Drawing Ref: 24067-KMC-HGN-XX-SK-CH-HR10 | Rev: PL01

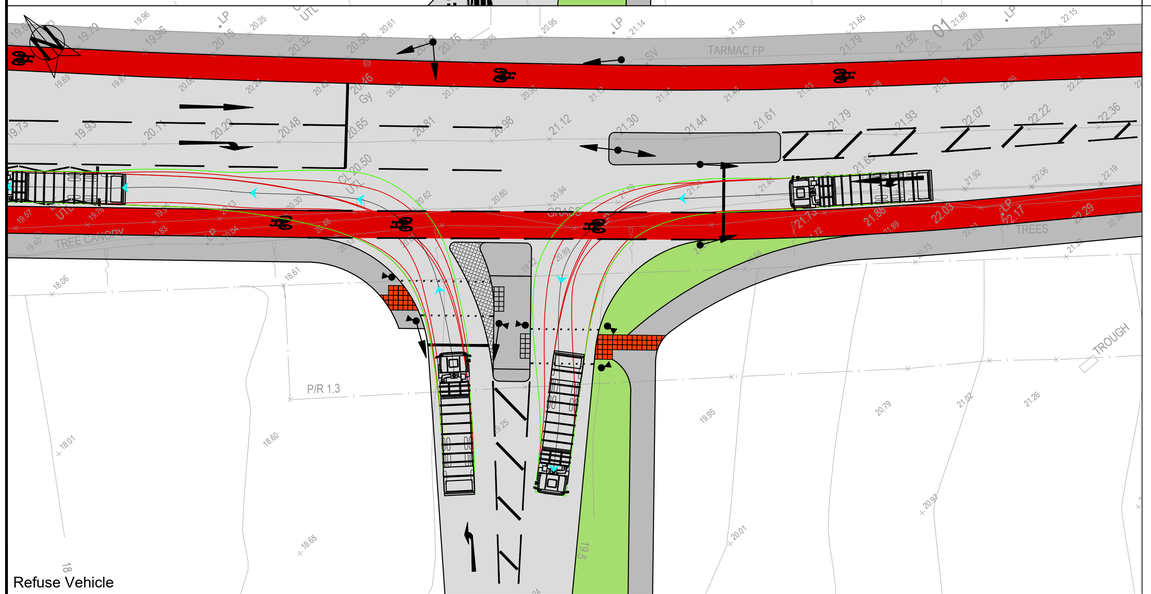
kmc transport planning



Bus



Articulated Vehicle



Refuse Vehicle

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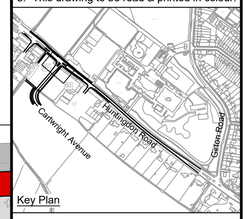
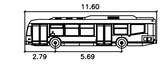


Key Plan

KEY

- Carriageway
- Overrun area
- Footway
- Cycleway
- Verge



SINGLE BUS

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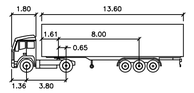
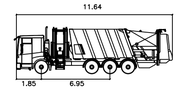
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 41.9



LST (16.5)

meters

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.6
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		



VWHDC Waste Vehicle

	meters
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Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 42.5

FOR APPROVAL

REV	DATE	DESCRIPTION	DRN	CHKD	APRD
PL01	20.08.2025	FIRST PLANNING ISSUE	OAS	JP	JP

Issue Status

- [x] PLANNING
- [ ] PRELIMINARY
- [ ] TENDER
- [ ] CONSTRUCTION
- [ ] AS BUILT
- [ ] H&S FILE ISSUE

Client
University of Cambridge

Project
North West Cambridge

Drawing Title
Huntingdon Road Signalised Junction
Vehicle Swept Path Analysis

Scale @ A1	Drwn	OAS	Chkd	JG
1:250	Aprd	NP	Date	18.02.2025

Drawing Ref	Rev
24067-KMC-HGN-XX-SP-CH-HR02	PL01

kmc
transport planning

Appendix H Trip modelling

H.1 Updated Trip Demand Modelling – Methodology and Inputs

Total Person Trip Generation

H.1.1 This section outlines the methodology for calculating the total person trip generation for each of land use, including the disaggregation of residential trips by trip purpose.

Residential

H.1.2 Three residential types have been accounted for as part of this trip forecasting exercise: key-worker housing (KWH), Market (houses), and Market (flats). Each residential subcategory is expected to have differing trip generation potential – as a result of distinct car ownership levels and lifestyle patterns – it has been important to disaggregate and apply appropriate trip rates for each category.

H.1.3 Phase 1 of the development includes both Key Worker Housing (KWH) and Market (Houses), which are already occupied. This has enabled the University of Cambridge to undertake multi-modal TRICS-compliant surveys on a neutral weekday in November 2024, capturing observed trip behaviour for both residential types. These surveys provide a robust and locally tailored basis for deriving trip rates by mode, direction, and purpose.

H.1.4 In the absence of Phase 1-specific data for Market (Flats), supplementary TRICS outputs were extracted for the following comparable land use types: 1) *'Residential – Houses (Privately Owned)'* and 2) *'Residential – Flats (Privately Owned)'*.

H.1.5 A ratio was calculated between the trip rates of flats and houses within the TRICS database. This ratio was then applied to the observed UoC multi-modal trip rates for Market (Houses) to extrapolate an equivalent trip rate for Market (Flats), reflecting likely variations in trip-making potential between flats and houses whilst maintaining consistency in overall Phase 1-trip generation characteristics.

H.1.6 Table H.1 provides a summary of the residential total person trip rates and the corresponding trip generation for the weekday AM and PM peak hour as well as a daily (12-hour) period. Full residential trip rate data is contained in Appendix I.

Table H.1: Residential Total Person Trip Rates & Trip Generation

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Trip Rates									
Market - Houses (per unit)	0.425	0.974	1.399	0.608	0.320	0.928	3.712	4.190	7.902
Market - Flats (per unit)	0.246	0.563	0.808	0.427	0.225	0.653	2.512	2.835	5.346
KWH (per unit)	0.095	0.500	0.595	0.448	0.185	0.633	1.934	2.384	4.318
Person Trips									
Market - Houses (688 units)	292	670	962	418	220	638	2,554	2,882	5,436
Market – Flats (906 units)	222	510	732	387	204	592	2,276	2,569	4,845
KWH (2,149 units)	205	1,074	1,279	963	397	1,360	4,155	5,123	9,278
Sub-Total	720	2,254	2,974	1,768	822	2,590	8,985	10,574	19,559

H.1.7 To allow for a more detailed understanding of anticipated trip patterns, total person trip generation has been broken down by journey purpose using data from the National Travel Survey (NTS): *'Trip Start Time by Trip Purpose (2023)'*. Trips related to education have been split into primary, secondary, and higher education tiers, reflecting differences in pupil age, peak travel times, and likely destinations.

H.1.8 The split between primary, secondary, and higher education trips was determined using the Department for Education's *'Pupil Yield Dashboard'*, which provides average pupil generation rates per household. The following assumption ns and parameters were applied:

- Local Authority District: Cambridge
- Academic Year: 2021/2022 (most recent available)

H.1.9 The following pupil yield rates were extracted:

- Early Years: 0.0463 pupils per household
- Primary: 0.1736 pupils per household

- Secondary: 0.0688 pupils per household

H.1.10 Applying these rates to the combined dwelling totals from Phases 1 and 2 of the development results in an estimated 1,203 early-years and primary pupils, and 377 secondary pupils.

H.1.11 To estimate the number of residents in higher education, data from the 2011 Census was used (as 2021 data was unavailable). The *'Household Composition – Households'* and *'Household Composition – People'* datasets were analysed for output area Cambridge 005, which includes Eddington and adjacent neighbourhoods. This allowed the proportion of residents identifying as 'Full-Time Students' to be calculated. Based on this analysis, it is estimated that 5.2% of all residents will be in higher education, assuming an average household size of 2.2 people (derived from the same census datasets) across a combined 5,648 households in Phases 1 and 2.

Note: This estimate excludes purpose-built student accommodation (PBSA), which is addressed separately below.

H.1.12 These estimates were then used to weight the education trip purpose data accordingly across the relevant time periods.

H.1.13 Table H.2 presents the final distribution of residential trips by purpose for the AM peak, PM peak, and daily period, incorporating the split between education tiers described above.

Table H.2: Residential Trip Purpose by Time Period

Trip Purpose	AM Peak Hour	PM Peak Hour	Daily (07:00-19:00)
Work	32%	49%	36%
Leisure	10%	32%	30%
Shopping	5%	14%	16%
Education - Primary	29%	3%	10%
Education - Secondary	9%	1%	3%
Education - Higher Education	15%	1%	5%
Total	100%	100%	100%

H.1.14 These proportions have been applied to the total person trip totals in Table H.2 and the breakdown by trip purpose is presented in Table H.3.

Table H.3: Residential Total Person Trip Generation by Trip Purpose

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Market - Houses to Employment	93	214	308	204	108	312	910	1,027	1,938
Market - Houses to Leisure	30	68	98	135	71	206	776	875	1,651
Market - Houses to Shopping	13	30	43	57	30	88	419	473	892
Market - Houses to Primary School	85	195	281	12	6	18	245	277	522
Market - Houses to Sec School	27	61	88	4	2	6	77	87	163
Market - Houses to Higher Education	44	101	145	6	3	9	126	143	269
Market - Flats to Employment	71	163	234	189	100	289	811	916	1,727
Market - Flats to Leisure	23	52	75	125	66	191	692	780	1,472
Market - Flats to Shopping	10	23	33	53	28	81	374	422	795
Market - Flats to Primary School	65	149	214	11	6	16	219	247	465
Market - Flats to Secondary School	20	47	67	3	2	5	68	77	146
Market - Flats to Higher Education	33	77	110	6	3	8	113	127	240
KWH to Employment	66	344	409	471	194	665	1,481	1,826	3,307
KWH to Leisure	21	109	130	311	128	439	1,262	1,556	2,818
KWH to Shopping	9	49	58	132	55	187	682	841	1,523
KWH to Primary School	60	313	373	27	11	38	399	492	891
KWH to Secondary School	19	98	117	8	3	12	125	154	279
KWH to Higher Education	31	161	192	14	6	19	206	254	459

Purpose-Built Student Accommodation

H.1.15 The TRICS trip rate database has been interrogated to derive appropriate total person trip rates for Purpose-Built Student Accommodation (PBSA). In order to ensure that sites extracted from TRICS are relevant, the following selection criteria was applied:

- Land use: 03-Residential
- Category: G-Student Accommodation
- Regions: England, excluding Greater London
- Range (Units): 15 to 700 (maximum available range)
- Range (Dates): 01/01/16 to 02/05/24
- Location: Suburban Area, Edge of Town.

H.1.16 The resulting trip rates and corresponding total person trip generation (based on the indicative proposals for 1,730 student units) are presented in Table H.4. Note, the trip rates are calculated on a per resident-basis and it has been assumed that each student unit will accommodate a single resident.

Table H.4: PBSA Total Person Trip Rates & Trip Generation

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Trip Rates (per resident)	0.021	0.074	0.095	0.161	0.144	0.305	1.426	1.466	2.892
Person Trips (1,730 residents)	36	128	164	278	249	528	2,467	2,536	5,003

H.1.17 Unlike standard residential uses, PBSA trips have not been disaggregated by trip purpose; consistent with other approaches taken in assessing student accommodation within Cambridge. Given that education-related trips are embedded within the total and employment trips are expected to be minimal, applying a trip purpose split was not considered necessary.

Academic

H.1.18 Total person trip rates for the Academic land use have been derived from aggregated survey data collected across three representative sites within the Cambridge West area: the British Antarctic Survey building, the Department of Electrical Engineering, and the Department of Materials Science. These sites reflect a range of academic and research-based activities and were selected to provide a balanced sample of trip-making behaviour across UoC facilities similar to those proposed as part of Future Phases.

H.1.19 Table H.5 provides a summary of the academic total person residential trip rates and trip generation for the weekday AM and PM peak hour as well as a daily (12-hour) period. Full academic trip rate data is contained in Appendix I.

Table H.5: Academic Total Person Trip Rates & Trip Generation

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Academic (per 100 sqm GEA)	0.506	0.052	0.558	0.073	0.761	0.834	3.667	3.600	7.267
Person Trips (59,708 sqm GEA)	302	31	333	43	454	498	2,190	2,149	4,339

Employment

H.1.20 An alternative first principle-based approach to trip generation has been taken for the employment uses given the bespoke nature of the proposals when compared to a typical office or commercial scheme. The key assumptions are listed below:

- The proposed development will deliver 20,590 sqm Net Internal Area (NIA) of mid-tech floorspace 13,090 sqm NIA of office floorspace.
- Based on evidence used and approved for other similar employment sites around Cambridgeshire, it is assumed that mid-tech uses would accommodate approximately 1 full-time equivalent (FTE) member of staff per 35 sqm NIA.
- Based on this same evidence, it is assumed that the office uses would accommodate approximately 1 FTE member of staff per 10 sqm NIA.
- Applying these ratios to the proposed floorspace results in a total of 1,897 FTEs across the proposed employment uses.
- All person (employee) trips are contained to the weekday peak periods (07:00-10:00 and 16:00-19:00). Temporal assumptions were derived from trip rate information for generic office uses, extracted from the TRICS database.

H.1.21 Table H.6 provides a summary of the employment total person trip generation for the weekday AM and PM peak hour as well as a daily (12-hour) period. The TRICS data used to derive the temporal profile is contained in Appendix I.

Table H.6: Employment First Principles Total Person Trip Generation

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Temporal Profile	42%	8%	50%	5%	41%	46%	100%	100%	200%
Person Trips	798	155	954	96	770	865	1,897	1,897	3,795

Supporting Uses

H.1.22 Minor ancillary uses, such as supporting retail and community facilities, are also anticipated as part of the wider NWCM. However, these are expected to generate negligible volumes of trips in the context of the overall development. It is assumed that demand for these facilities will be largely internalised, serving residents, employees, and visitors already travelling to or from Phases 1 & 2. As such, these uses have not formed part of the trip forecasting exercise.

Summary

H.1.23 Table H.7 presents the total person trip generation for the proposed development. For conciseness, residential trips have not been disaggregated by trip purpose in this summary.

Table H.7: Total Person Trip Generation by Land Use

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - Market (Houses)	292	670	962	418	220	638	2,554	2,882	5,436
Residential - Market (Flats)	222	510	732	387	204	592	2,276	2,569	4,845
Residential - KWH	205	1,074	1,279	963	397	1,360	4,155	5,123	9,278
PBSA	36	128	164	278	249	528	2,467	2,536	5,003
Academic	302	31	333	43	454	498	2,190	2,149	4,339
Employment	798	155	954	96	770	865	1,897	1,897	3,795
Total	1,857	2,569	4,425	2,186	2,295	4,481	15,538	17,157	32,695

WFH Reductions

H.1.24 Before applying internalisation or distribution assumptions, reductions are made to reflect the proportion of residents or employees who work from home and therefore do not generate commute trips.

H.1.25 UoC undertook residential travel surveys in both 2023 and 2024 for existing residents of Phase 1 (Eddington). As part of these surveys, respondents were asked where they typically worked over a 7-day week, with options including: Worked at my normal workplace, Worked at home, Worked at a different company location, Not a working day for me, and Worked somewhere else.

H.1.26 In 2024, 158 out of 758 respondents (21%) indicated that they worked at home. In 2023, 229 out of 831 responses (28%) were also categorised as worked at home. While the absolute figures varied, the average number of days worked from home per respondent remained consistent across both years (28% of all days worked by residents were WFH).

H.1.27 As such, a 28% WFH reduction has been applied to the residential to employment person trip totals across all residential categories. This adjustment is also applied to the employment trip generation, i.e., to trips with external origins made by individuals employed at Future Phases employment uses. This reflects the assumption that a portion of employees based on-site will work from home on a typical weekday, reducing the number of inbound commuting trips.

H.1.28 Table H.8 sets out the total person trip generation once WFH adjustments have been applied to the AM peak, PM peak, and daily (07:00–19:00) periods.

Table H.8: Total Person Trip Generation by Land Use with WFH Adjustments

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - Market (Houses)	266	610	876	361	190	551	2,299	2,594	4,893
Residential - Market (Flats)	203	464	667	334	176	511	2,049	2,312	4,362
Residential - KWH	187	978	1,165	831	343	1,174	3,740	4,612	8,352
PBSA	36	128	164	278	249	528	2,467	2,536	5,003
Academic	302	31	333	43	454	498	2,190	2,149	4,339
Employment	575	112	687	69	554	623	1,366	1,366	2,732
Total	1,569	2,323	3,892	1,917	1,967	3,884	14,110	15,570	29,680

External Person Trip Generation

H.1.29 Following the application of WFH reductions, internalisation ratios are applied to the remaining person trips. These ratios represent trips that begin and end within the site (Future Phases), such as residents working at the on-site employment offerings, or completing leisure/shopping trips on-site. It does not include trips that begin or end within Phase 1 (Eddington), which are considered to travel to/from (and categorised as) Cambridge 005 MSOA. Additional context on zones used for distribution is provided later in this chapter.

H.1.30 All assumptions regarding reductions for residential uses are consistent across all three residential subcategories: Market (Houses), Market (Flats), and KWH.

Residential to Employment - Internalisation

H.1.31 It is common practice to consider the *'internalisation'* of trips that may be made within a large, mixed use development site. Of course, it should be recognised that people do not live their lives making decisions based on the planning system, of which they are typically unaware, and so the principle of *'internalisation'* really relates to the propensity of people to want to live and work in close proximity. For some people this is a key lifestyle driver, and so it results in a demonstrable likelihood that some proportion of employees will choose to live closer to where they work – and hence, in the case of North West Cambridge, to be likely to both live and work within the site boundary.

H.1.32 The internalisation of residential to employment trips has been estimated using 2011 Census origin-destination data in lieu of later data (2021 Census) captured during COVID-19 pandemic. Census data for UK towns with locational characteristics and employed populations like that of

the planned development were reviewed with the aim of calculating the level of residential-employment internalisation that they benefit from.

H.1.33 As a starting point, towns were selected if they were located within a similar distance of a larger city or town, as the site sits relative to the centre of Cambridge. At its simplest, travel distance to significant employment opportunities has a considerable impact on the willingness of an employee to travel for work or, conversely, work closer to home.

H.1.34 Secondly, of the towns selected, none had a reported employed population greater than 10,000 people. Towns with employment opportunities significantly higher than the employment total projected for the site may result in a skewed estimate of internalisation. As a high-level estimate for the purposes of this assessment, the employment-age population for the development was estimated at circa. 9,000 people:

- Phase 1 occupied dwellings: 1,124
- Future Phases proposed dwellings (excluding PBSA): 3,743
- Total dwellings: 4,864
- People per household (2011 Census 'Household Composition'): 2.2
- Forecast residential population: 10,580
- Working age population proportion (2021 Census 'Age by Year'): 86%
- Forecast working-age population: 9,062

H.1.35 In total, origin-destination datasets for 16 towns were extracted from the 2011 Census. This data outlined the following:

- 1) the total number of 'workers' that live within each town, and
- 2) the number of 'workers' that live & work within the same town, i.e., a subset of (1).
- The existing level of internalisation for each of the selected towns was then calculated by dividing (2) by (1).

H.1.36 Table H.9 shows the selected towns and the corresponding population totals and calculations, whilst the overall internalisation rate is also calculated as a weighted average. For reference, the total population of each town is also referenced.

Table H.9: Residential to Employment Internalisation of Existing Towns

Town	Nearest City	Total Pop.	Internal Working Pop.	Total Working Pop.	Internalisation
Waterbeach	Cambridge	6,014	739	2,777	26.6%
Cottenham	Cambridge	6,543	353	2,758	12.8%
Swallowfield	Reading	6,715	259	2,773	9.3%
Willingham	Cambridge	6,877	321	3,029	10.6%
Sawston	Cambridge	7,145	539	3,206	16.8%
Ampthill	Bedford	7,175	489	2,881	17.0%
Cambourne	Cambridge	7,185	379	3,278	11.6%
Princes Risborough	High Wycombe	8,101	530	2,898	18.3%
Haddenham	Aylesbury	8,105	387	3,085	12.5%
Cranfield	Bedford	8,312	643	2,915	22.1%
Wendover	Aylesbury	8,334	814	3,193	25.5%
Shefford	Bedford	10,017	922	4,309	21.4%
Thame	Oxford	11,561	1,599	5,021	31.8%
Kidlington	Oxford	12,142	528	5,310	9.9%
Flitwick	Bedford	13,234	1,021	6,002	17.0%
Wantage	Oxford	16,981	1,790	7,505	23.9%
Total	-	144,441	11,313	60,940	18.6%

H.1.37 An average internalisation rate of 18.6% is observed across the sample towns. On this basis, a reduction of 18.6% has been applied to the residential-employment total person trips resulting in a proportion of 81.4% travelling externally to the site by all modes. Or in other words, it is assumed that 18.6% of people who choose to live on the site will also work on the site.

H.1.38 It is important to note that 2011 Census origin-destination data excludes WFH employees from the dataset summarised above, given that this would not constitute a 'trip'. This has been discussed separately above.

Residential to Leisure – Internalisation

H.1.39 It is proposed to internalise 20% of residential to leisure trips. The residential to leisure trip purpose includes the following based on NTS definitions:

- Social or entertainment: Visits to meet friends, relatives, or acquaintances, both at someone's home or at a pub, restaurant; all types of entertainment or sport, clubs, and voluntary work, non-vocational evening classes, political meetings.
- Holidays or day trips: Trips (within GB) to or from any holiday (including stays of 4 or more nights with friends or relatives), or trips for pleasure (not otherwise classified as social or entertainment) within a single day.

- Just Walk: Walking trips for pleasure or exercise along public highways and rights of way, including taking the dog for a walk and jogging.

H.1.40 The masterplan will deliver a highly legible and permeable network of walk and cycle routes throughout the site. In delivering a more pleasant and prioritised walk and cycle environment, future residents are more likely to remain within the site and internalise leisure trips for the purpose of, as examples, pleasure, exercise, or dog walking.

H.1.41 Additionally, with the forecast trend towards WFH, future residents remaining at home during the workday will be able to take advantage of greater flexibility to take shorter, more frequent breaks that may allow employees to enjoy time outside. This indicates a trend towards more localised, leisure trips contained to the site.

H.1.42 Furthermore, many community amenities will be provided on-site including sports pitches and assembly spaces. These amenities are intended to serve the local community and will provide opportunities to partake in numerous leisure activities, whilst remaining on-site. Given this, a significant portion of trips relating to social or entertainment activities are expected to remain internal to the site.

H.1.43 Finally, intrinsic to the holistic design of any future masterplan will be the requirement to create a sense of community within the site. A development of this size, complemented by a wealth of community facilities, will foster relationships such that many leisure trips to visit friends, relatives, or acquaintances are also expected to remain internal to the site.

H.1.44 Overall, an internalisation rate of 20% for residential to leisure trips is considered robust.

Residential to Shopping – Internalisation

H.1.45 The proposal for a local centre within the site has resulted in the assumption that 15% of all residential to shopping trips would remain internal. This reflects the likely role of the centre in meeting day-to-day needs such as top-up grocery shopping, pharmacy visits, or grabbing a coffee; activities that residents are expected to undertake without leaving the site.

Residential to Education - Internalisation

H.1.46 As no educational facilities are proposed within Future Phases, no internalisation rate has been applied to residential to education trips. Although a proportion of primary-aged pupils are assumed to travel to the UoC Primary School in Eddington (Phase 1), these trips are not treated as internal. This is discussed further under the distribution section of this chapter.

PBSA – Internalisation

H.1.47 A 10% internalisation rate has been applied to PBSA trips to reflect the likelihood of students undertaking on-site leisure or shopping activities. Although education trips will occur externally and employment-related trips are minimal, it is considered reasonable that a small proportion of trips, such as visiting on-site amenities or meeting friends, will remain within the site.

Non-Residential Uses - Internalisation

H.1.48 No internalisation reductions have been applied to the non-residential uses proposed as part of Future Phases.

Summary

H.1.49 Table H.10 summarises the internalisation assumptions applied to each land use and trip purpose.

Table H.10: Internalisation & WFH Adjustments

Land Use / Trip Purpose	Internal	External
Residential to Employment	18.6%	81.4%
Residential to Leisure	20.0%	80.0%
Residential to Shopping	15.0%	85.0%
Residential to Primary School	0.0%	100.0%
Residential to Secondary School	0.0%	100.0%
Residential to Higher Education	0.0%	100.0%
PBSA	10.0%	90.0%
Academic	0.0%	100.0%
Employment	0.0%	100.0%

H.1.50 Table H.11 sets out the external person trip generation by land use for the AM peak, PM peak, and daily (07:00–19:00) periods. These values represent the outputs after applying internalisation reductions to the total person trip rates (with WFH adjustments) outlined earlier in this chapter. Following this, the next step is to apply a distribution and mode share assumptions.

Table H.11: External Person Trip Generation by Land Use

	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - Market (Houses)	246	563	809	298	157	455	1,959	2,211	4,170
Residential - Market (Flats)	187	429	616	276	145	421	1,746	1,971	3,717
Residential - KWH	172	903	1,075	686	283	969	3,187	3,930	7,118
PBSA	33	115	148	251	224	475	2,220	2,282	4,502
Academic	302	31	333	43	454	498	2,190	2,149	4,339
Employment	575	112	687	69	554	623	1,366	1,366	2,732
Total	1,515	2,153	3,668	1,623	1,818	3,441	12,668	13,910	26,578

H.1.51 Residential uses, particularly the KWH units, are forecast to account for the largest share of external person trips across all time periods, whilst PBSA and academic uses contribute significantly to daily movement but with lower AM and PM profiles.

Distribution

H.1.52 Following the derivation of external person trips, the next step taken was to determine origin-destination patterns on a zonal basis. Zones at Middle Super Output Area (MSOA) scale were reviewed for Cambridge and South Cambridgeshire. Zones were expanded to full districts to cover travel patterns to/from East Cambridgeshire, Fenland, Huntingdonshire, and Peterborough. All origins and destinations outside of Cambridgeshire are considered as one zone.

H.1.53 The methodology for deriving and applying individual origin-destination patterns to each land use or trip purpose are summarised in the following section. The complete distributions by zone are included at the end of this section, whilst a detailed set of calculations are included in Appendix I.

Residential to Employment

H.1.54 As part of the 2024 residential travel survey undertaken by UoC, existing residents of Phase 1 (Eddington) were asked to provide a postcode for their typical place of employment (n = 105 respondents). These postcodes were aggregated based on the zones in order to derive a residential to employment distribution for all residents, regardless of residential sub-category.

Residential to Leisure

H.1.55 In the absence of survey responses, a weighted scoring system was used to distribute residential to leisure trips from the development to a variety of significant, local leisure destinations.

H.1.56 These leisure destinations were selected based on a mixture of proximity (e.g. local green space and sports centres) and regional draw (e.g., city centre, countryside walks, and attractions beyond Cambridge). This ensured a spread of realistic leisure trip destination, drawing on professional and local knowledge.

H.1.57 Each destination was ranked on a scale of 1-5 (duplicates permitted, 5 – best, 1 - worst) based on two criteria:

- Proximity (40%): Destinations closer to the proposed development received higher scores.
- Leisure Offerings (60%): Based on variety and draw of available amenities or experiences.

H.1.58 A slightly higher weighting was given to leisure offerings because, whilst proximity influences convenience, the attractiveness and purpose of a destination is likely to play a larger role behind the motivation for a leisure trip.

H.1.59 The resulting scores were proportionally converted into trip distribution percentages with the aim of providing a grounded and transparent approach to estimating how leisure trips from the development might be distributed. Table H.12 provides a summary of the methodology and output.

Table H.12: Weighted Distribution Methodology for Leisure Offerings

Location	Zone	Distance (40%)		Leisure Offerings (60%)		Score	Dist.
		Rank	Note	Rank	Note		
Phase 1	Cambridge 005	5	0.5km	3	Good for daily use but limited to green space and basic facilities	3.8	20%
W Cambridge Sports Centre	Cambridge 007	4	1.0km	3	Sports facilities but no unique attractions	3.4	15%
Cambridge City Centre	Cambridge 007	3	3.0km	5	Diverse: cinemas, museums, dining	4.2	20%
Milton Country Park	South Cambs 007	2	6.0km	3	Large nature reserve, lakes, trails	2.6	15%
Grantchester Meadows	South Cambs 009	2	5.0km	3	Riverside walks, historic village, pubs	2.6	15%
Outside Cambs	Outside Cambs	1	25+km	5	Major attractions, visiting family, friends, holidays, etc	3.4	15%

H.1.60 The results of this methodology imply that leisure trips are likely to be relatively well-distributed with a significant share expected to remain within the immediate area (e.g., Phase 1 and Cambridge West). The diversity of leisure offerings in the city centre will be a significant draw, whilst countryside locations and occasional longer-distance trips are not overlooked.

Residential to Shopping

H.1.61 A similar weighted scoring system was used to estimate the distribution of shopping trips from the development. The same weighting of 40% proximity and 60% retail offering was applied; however, fewer destinations were included, reflecting the more limited and defined retail options in the surrounding area.

H.1.62 Retail destinations were selected to capture a range of shopping purposes from everyday essentials (Eddington local centre) to specialist retail (City Centre), and less frequent bulk purchases (Cambridge North Retail Park). Table H.13 provides a summary of the methodology and output for retail trip distribution.

Table H.13: Weighted Distribution Methodology for Retail Offerings

Location	Zone	Distance (40%)		Retail Offerings (60%)		Score	Dist.
		Rank	Note	Rank	Note		
Eddington Local Centre	Cambridge 005	5	0.5km	4	Essentials (large supermarket, cafes, small shops)	4.4	40%
Cambridge City Centre	Cambridge 007	4	2.0km	5	Diverse shops, major retail	4.6	45%
Cambridge North Retail Park	Cambridge 006	1	5.0km	2	Big-box stores (Currys, B&Q, etc.)	1.6	15%

H.1.63 A high proportion of shopping trips are expected to concentrate at nearby and frequently used centres with 40% expected to remain within the immediate site and 45% drawn to the city centre. Longer-distance retail trips are forecast to be less frequent, accounting for just 15%.

Residential to Primary Education

H.1.64 Primary education trips are assumed to be focused at the UoC Primary School, which was purpose-built to serve North West Cambridge. A 90% distribution is therefore assigned to this school.

H.1.65 The remaining 10% is proportionally distributed to other local primary schools that fall within standard catchment areas and may accommodate overflow or alternative educational preferences. This includes Mayfield Primary School (Cambridge 005), St Luke's CofE Primary (Cambridge 004), and Coton Primary School (South Cambridgeshire 009).

Residential to Secondary Education

H.1.66 The majority of secondary education trips are expected to be accommodated by the proposed Darwin Green secondary school (60%), which is anticipated to serve most of the NWCM catchment.

H.1.67 The remaining 40% of trips are evenly distributed across four other secondary schools within a reasonable travel distance and catchment overlap. These include Chesterton Community College (Cambridge 003), North Cambridge Academy (Cambridge 001), Parkside Community College (Cambridge 007), and Impington Village College (South Cambridgeshire 006).

Residential to Higher Education

H.1.68 Higher education trips are split evenly between two key UoC zones: Cambridge 003 (including Madingley Rise and several colleges) and Cambridge 007 (other central UoC facilities). These areas reflect the core academic destinations likely to be accessed by students residing within Market (Houses), Market (Flats), or KWH.

PBSA

H.1.69 The distribution of PBSA matches the assumptions used for residential to higher education trips, i.e., trips are split evenly between key UoC zones.

Academic

H.1.70 In the absence of MSOA-level datasets within the 2021 census, Origin-Destination (OD) patterns were extracted for all modes from the 2011 census using Cambridge 005. Cambridge 005 is inclusive of Eddington, all UoC properties between Madingley Road and Huntingdon Road, and residential areas north of Huntingdon Road and west of Histon Road.

H.1.71 Whilst typically representative of employment trips for a daytime population, this dataset is also expected to serve as a proxy for likely academic-related trip origins, capturing the movement of students and staff to UoC facilities within Cambridge 005. This approach supports a reasonable estimation of academic trip distribution in the absence of more recent or detailed data.

Employment

H.1.72 Trips to employment uses within the site follow the same methodology applied to academic trips, drawing on 2011 Census OD data for Cambridge 005.

Summary

H.1.73 The trip distribution methodology varies by land use or trip purpose, drawing on the best available evidence or professional judgement in each case. Where survey data existed (e.g., residential to employment), observed patterns were applied. In other cases, such as leisure and shopping, distributions were informed through weighted scoring based on proximity and offering. For education-related trips, expected school catchments and education locations guided assumptions. Finally, academic and employment trips to the site were estimated using 2011 Census OD data for Cambridge 005, capturing a representative pattern of trips to this part of the city.

H.1.74 The resulting distribution of residential trips by purpose to destinations and the origins of non-residential trips are presented in Appendix I.

Mode Share

H.1.75 The site is well positioned to reduce reliance on private motorised travel due to its compact urban form, high-density development, mixed land uses, and excellent connectivity through a permeable transport network. Together, these factors are expected to encourage future residents, employees, and visitors to adopt sustainable travel behaviours, reducing dependency on private vehicles. This section outlines the methodology used to determine mode share assumptions by land use and trip purpose.

H.1.76 Baseline mode share assumptions were used to allocate person trips across travel modes for each trip purpose. These were informed by:

- The 2024 UoC Residential Travel Survey
- Precedent from comparable Transport Assessments
- Professional judgement

H.1.77 These baseline mode shares provides a foundation that has later been refined on a zone-by-zone basis to account for the practical feasibility of each mode.

Internal Trips

H.1.78 For trips that begin and end within the site (internal trips), a blanket mode share of 50:50 walking and cycling has been applied. This assumption serves as a conservative yet practical basis for assessing active travel infrastructure needs. Although the 2024 UoC Residential Travel Survey indicates a higher cycling share (71%) across all trip purposes, this includes both internal and external trips. The 50:50 split offers a neutral stress test for walking and cycling facilities within the development.

Residential to Employment

H.1.79 Previously highlighted in this report, a 2024 residential travel survey was undertaken by UoC. As part of this, existing residents of Phase 1 (Eddington) were asked to report their *'Method of Travel*

to Work' (n = 115 respondents). This was used as a proxy for residential to employment baseline mode share.

Residential to Leisure/Shopping

H.1.80 Similarly, the 2024 residential travel survey also asked respondents to report on *'How did you typically leave Eddington on the days you travelled for shopping or leisure […]'* (n = 122 respondents). This was used as a proxy for both residential to leisure and residential to shopping baseline mode shares.

Residential to Primary Education

H.1.81 Mode shares for education trips were derived from professional judgement, accounting for typical travel behaviour by age group and the proximity of schools to the site.

H.1.82 For primary education, trips are assumed to be overwhelmingly local, with a high walking share (80%) supported by short distances and escorted by parents. Small proportions of trips are allocated to car driver and passenger modes (7.5% each), with limited cycling (5%) and no expectation of public transport use.

Residential to Secondary Education

H.1.83 For secondary education, trip lengths and independence increase, leading to a more balanced modal split between active modes with walking and cycling each assigned 40% of the mode share. Car modes (driver and passenger) remain consistent with the low forecasts for primary education at 7.5% each, while a small bus share (5%) accounts for pupils travelling to more distant schools.

Residential to Higher Education

H.1.84 To allow for a robust assessment, residential trips to higher education has been based on the same methodology extracted for Residential to employment. This is robust as student mode share will have a higher propensity towards walk/cycle.

PBSA

H.1.85 Mode share assumptions for PBSA were based on observed data extracted from a Transport Statement (April 2021) supporting a 245-bedroom college accommodation scheme on Grange Lane, south of Wilberforce Road (Planning Ref: 21/02052/FUL). This assessment drew on mode share findings from a UoC *'Travel Survey and Segmentation Study'* (October 2015), specifically focused on UoC students and academic staff.

H.1.86 The resulting mode share profile reflects the distinct travel behaviour of students in Cambridge, with very high cycling (65%) and moderate walking (26%) mode shares. Car usage is minimal, with only 5% travelling as a driver (inclusive of delivery/servicing trips), in line with proctorial controls restricting student car ownership within the city.

Academic

H.1.87 Mode share assumptions for academic trips were derived from the same travel surveys used to establish total person trip rates, covering three representative UoC sites within Cambridge West. These surveys included responses detailing usual mode of travel and vehicle occupancy, enabling mode share to be calculated.

Employment

H.1.88 The same mode share assumptions used for academic trips have been applied to inbound employment trips.

Mode Share Adjustments

H.1.89 Table H.14 summarises the baseline mode share assumptions applied for each land use and trip purpose prior to any zonal refinements.

Table H.14: Baseline Mode Share Assumptions

Mode	Resi-Emp.	Resi-Leisure	Resi-Shop.	Resi-Primary	Resi-Secondary	Resi-Higher	PBSA	Acad-emic	Emp.
Car Driver	17.4%	20.5%	20.5%	7.5%	7.5%	17.4%	5.0%	24.9%	24.9%
Car Passenger	0.9%	0.0%	0.0%	7.5%	7.5%	0.9%	1.0%	1.4%	1.4%
Bus	31.3%	41.8%	41.8%	0.0%	5.0%	31.3%	2.0%	4.8%	4.8%
Train	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.8%
Bicycle	33.9%	25.4%	25.4%	5.0%	40.0%	33.9%	65.0%	29.8%	29.8%
On Foot	13.9%	11.5%	11.5%	80.0%	40.0%	13.9%	26.0%	38.3%	38.3%
Other	2.6%	0.8%	0.8%	0.0%	0.0%	2.6%	1.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

H.1.90 To ensure the mode share assumptions reflect realistic travel choices, a zonal adjustment process was undertaken for external trips. This involved reviewing the feasibility of each mode based on distance, infrastructure, and local conditions.

H.1.91 For example, walking was removed from zones located beyond a practical walk distance, and the remaining shares were re-weighted across viable modes such as cycling, public transport, and car. Conversely, in local zones such as Cambridge 007 (Cambridge West), car driver and passenger modes were excluded given the site's proximity and strong active travel links. A complete breakdown of this process for each land use/trip purpose is provided in Appendix I.

H.1.92 Table H.15 presents the resulting adjusted mode share assumptions by land use/trip purpose following this refinement process.

Table H.15: Adjusted Mode Share Assumptions

Mode	Resi-Emp.	Resi-Leisure	Resi-Shop.	Resi-Primary	Resi-Secondary	Resi-Higher	PBSA	Acad-emic	Emp.
Car Driver	8.8%	9.3%	3.0%	0.3%	3.3%	8.9%	2.3%	49.6%	49.6%
Car Passenger	0.4%	0.0%	0.0%	0.3%	3.3%	0.4%	0.5%	2.7%	2.7%
Bus	19.3%	22.9%	26.4%	0.0%	2.8%	35.9%	1.9%	8.9%	8.9%
Train	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	1.5%
Bicycle	49.0%	45.0%	47.0%	5.9%	52.0%	38.8%	66.0%	27.4%	27.4%
On Foot	22.5%	22.8%	23.7%	93.6%	38.7%	15.9%	29.4%	9.9%	9.9%
Other	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

H.2 Updated Trip Modelling - Outputs

H.2.1 Following the application of the above mode share assumptions to the person trip generation, Table H.16 outlines the total trip generation by mode for NWCM. This is followed by Table H.17 and Table H.18, which provide a breakdown by mode for the internal and external person trips, respectively.

Table H.16: Total Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Car Driver	471	182	653	180	561	740	2,370	2,449	4,819
Car Passenger	28	17	44	8	30	38	130	134	264
Bus	177	322	499	340	245	585	1,990	2,275	4,265
Train	13	2	16	2	15	17	54	54	108
Bicycle	482	806	1,288	911	764	1,675	6,015	6,654	12,669
On Foot	398	994	1,393	477	351	828	3,550	4,004	7,555
Other	0	0	0	0	0	0	0	0	0
Total	1,569	2,323	3,892	1,917	1,967	3,884	14,110	15,570	29,680

Table H.17: Internal Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Car Driver	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0
Bicycle	27	85	112	147	74	221	721	830	1,551
On Foot	27	85	112	147	74	221	721	830	1,551
Other	0	0	0	0	0	0	0	0	0
Total	54	170	224	294	149	443	1,442	1,660	3,102

Table H.18: External Trip Generation by Mode

Mode	AM Peak Hour			PM Peak Hour			Daily (07:00-19:00)		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Car Driver	471	182	653	180	561	740	2,370	2,449	4,819
Car Passenger	28	17	44	8	30	38	130	134	264
Bus	177	322	499	340	245	585	1,990	2,275	4,265
Train	13	2	16	2	15	17	54	54	108
Bicycle	455	721	1,176	764	690	1,454	5,294	5,824	11,118
On Foot	371	909	1,280	330	277	606	2,829	3,174	6,004
Other	0	0	0	0	0	0	0	0	0
Total	1,515	2,153	3,668	1,623	1,818	3,441	12,668	13,910	26,578

H.2.2 During the AM peak hour, 653 two-way external vehicle trips are forecast. This increases marginally in the PM peak hour with 740 vehicle trips projected and, across a 12-hour period, circa 4,800 external vehicle trips are forecast.

H.2.3 External trips constitute 94% and 89% of all trips across the AM and PM peak hours, respectively. Across the day, 90% of person trips are external to the site.

H.2.4 Table H.19 summarises the site-wide external mode share in percentage terms.

Table H.19: External Mode Share by Time Period

Mode	AM Peak Hour	PM Peak Hour	Daily (07:00-19:00)
Car Driver	18%	22%	18%
Car Passenger	1%	1%	1%
Bus	14%	17%	16%
Train	0%	0%	0%
Bicycle	32%	42%	42%
On Foot	35%	18%	23%
Other	0%	0%	0%
Total	100%	100%	100%

H.2.5 The site-wide external mode share demonstrates a strong reliance on sustainable travel, with the majority of trips made by walking, cycling, or bus. Car use remains low throughout the day, with car driver trips making up just 18% of daily external travel supporting the expectation that most external trips will be made without a car.

H.2 Updated Trip Model - Trip Budget

H.2.6 As referenced at the start of this chapter, the table below provides a comparison between the consented trip budget for North West Cambridge (Phases 1 and 2) as set out in the 2012 Transport Assessment, and the updated trip forecasts developed through this assessment.

H.2.7 To enable a like-for-like comparison, 2025 counts (excluding through traffic) have been used to determine Phase trips already built and occupied, allowing the 2012 trip budget to be directly compared with the combined total of forecasts for Phase 1 and Future Phases based on the current methodology and existing Phase surveys.

Table H.20: Trip Budget Comparison

	AM Peak Hour			PM Peak Hour		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
NWC - Consent	899	817	1,716	812	923	1,735
"Phase 1" 2024 Traffic Flows, less through-traffic (2025 ANPR data)	321	282	603	216	230	445
Future Phases	469	172	640	179	560	739
NWCM - Revised	789	454	1,243	394	790	1,185
Net Difference	**-110**	**-363**	**-473**	**-418**	**-133**	**-550**

Note: *Applied updated methodology to Phase 1 constructed/occupied development quantum

H.2.8 The comparison shows a substantial reduction in forecast peak hour vehicle trips when compared with the original 2012 consented trip budget. In the AM peak the new NWCM robust development scheme forecasts 473 fewer two-way trips, while the PM peak shows a reduction of 550 two-way trips. This reflects an evidence-based methodology suggestive of a significant shift towards sustainable travel behaviours in more recent years.

H.3 Updated Trip Modelling - Assignment

H.3.1 The assignment of external vehicle trips to the local highway network builds directly on the earlier distribution work, which identified the likely origins & destinations of trips on a zonal basis.

H.3.2 Table H.21 summarises the resulting external vehicle trips by zone, presented for the AM and PM peak hours as well as the 12-hour daily period. This breakdown forms the basis for assigning vehicle flows to the study network for detailed analysis.

Table H.21: External Vehicle Trip Generation by Zone

Zone	**AM Peak Hour**			**PM Peak Hour**		
	Arr.	**Dep.**	**2-Way**	**Arr.**	**Dep.**	**2-Way**
Internal (Future Phases only)	0	0	0	0	0	0
Cambridge 001	14	5	18	2	15	17
Cambridge 002	12	2	14	2	14	15
Cambridge 003	17	36	52	9	13	23
Cambridge 004	8	3	11	1	9	10

Cambridge 005 (inc. Phase 1)	0	0	0	0	0	0
Cambridge 006	12	6	18	11	16	26
Cambridge 007	0	0	0	0	0	0
Cambridge 008	10	5	15	5	12	17
Cambridge 009	11	2	12	1	12	14
Cambridge 010	7	1	8	1	8	9
Cambridge 011	6	1	7	1	7	7
Cambridge 012	6	1	7	1	7	7
Cambridge 013	11	12	23	14	14	28
South Cambridgeshire 001	5	1	6	1	6	7
South Cambridgeshire 002	6	1	6	1	6	7
South Cambridgeshire 003	7	1	9	1	8	9
South Cambridgeshire 004	3	1	4	1	4	5
South Cambridgeshire 005	7	1	8	1	8	9
South Cambridgeshire 006	13	5	18	3	14	17
South Cambridgeshire 007	11	15	26	33	23	56
South Cambridgeshire 009	0	0	0	0	0	0
South Cambridgeshire 010	8	2	10	2	9	11
South Cambridgeshire 011	4	1	5	1	5	5
South Cambridgeshire 012	4	1	4	0	4	5
South Cambridgeshire 013	5	1	6	1	6	7
South Cambridgeshire 014	3	0	4	0	4	4
South Cambridgeshire 015	8	1	9	1	9	10
South Cambridgeshire 016	7	1	8	1	8	8
South Cambridgeshire 017	12	13	25	15	16	31
South Cambridgeshire 018	6	1	7	1	7	7
South Cambridgeshire 019	3	1	4	0	4	4
South Cambridgeshire 020	4	1	5	1	5	6
South Cambridgeshire 021	5	1	6	1	6	7

East Cambridgeshire	53	9	61	7	61	67
Fenland	15	3	18	2	18	20
Huntingdonshire	65	12	77	10	75	85
Peterborough	7	1	8	1	8	9
Outside Cambridgeshire	96	36	132	49	120	169
Total	471	182	653	180	561	740

H.3.3 This shows a broad spread of vehicle trips across Cambridge and the wider county. Within Cambridge, Cambridge 003 (East Cambridge/Chesterton), Cambridge 013 (Cambridge Biomedical Campus), and South Cambridgeshire 007 (Milton and northeast fringe) generate higher vehicle trip volumes. In each case, less direct public transport connections to North West Cambridge, which often require interchanges, combined with limited walking and cycling accessibility, make car travel more likely. Although higher volumes are also observed for East Cambridgeshire, Fenland, and Huntingdonshire, these areas cover much larger geographic catchments than the MSOA zones within Cambridge, and the figures reflect that broader scale.

H.3.4 Conversely, zones directly adjacent to the site, such as Cambridge 007 and Cambridge 005, generate no external vehicle trips with trips expected to occur via walking or cycling instead.

H.3.5 From this point, a manual routing exercise is undertaken to assign vehicle trips across the highway network. This begins by identifying which parcel of the site (east or west of Eddington Avenue) each trip is likely to be associated with, based on land use, development phasing, and access arrangements. For the western parcel, trips are then routed via either the northern access onto Huntingdon Road or the eastern access via Turing Way, depending on which provides the most direct and appropriate connection.

H.3.6 Google Maps is used to identify the most logical route between each zone and the site, based on peak hour travel conditions. This allows for the consideration of congestion, travel time, and road hierarchy. Where two or more routes are of comparable distance or duration, trips may be split evenly between them to reflect likely route choice variability among drivers.

H.3.7 This assignment methodology ensures that vehicle trips are allocated in a logical manner, providing a robust input for proportional analysis and junction capacity assessments in the following stage of analysis.

Appendix I Trip Model Data (see separate Excel Files for full outputs)

Site Statistics and Inputs

Scenario: Core < *Toggle*

Land Use	Sub-Category	Density	Parameter	
Residential	Residential - PFS (Houses	688	units	
	Residential - PFS (Flats)	906	units	
	Residential - KWH	2,149	units	
	PBSA	1,730	residents	
	Co-Living	0	units	
	Senior Housing	0	units	
	Residential (Other)	0	units	<< *No trip rates at present*
	Sub-Total	**5,473**	units	
Employment	Office	13,090	sqm NIA	
	Mid-Tech	20,590	sqm NIA	
	Total Employment	**33,680**	sqm NIA	
Academic	Academic	59,708	sqm GEA	<< *Any wfh reductions for academic? not assumed atm*

Employment Density Assumptions

Office	10	sqm NIA per employee
Mid-Tech	35	sqm NIA per employee

Labels

Land Uses / Trip Purposes

Residential - PFS (Houses) to Employment
Residential - PFS (Houses) to Leisure
Residential - PFS (Houses) to Shopping
Residential - PFS (Houses) to Primary School
Residential - PFS (Houses) to Secondary School
Residential - PFS (Houses) to Higher Education
Residential - PFS (Flats) to Employment
Residential - PFS (Flats) to Leisure
Residential - PFS (Flats) to Shopping
Residential - PFS (Flats) to Primary School
Residential - PFS (Flats) to Secondary School
Residential - PFS (Flats) to Higher Education
Residential - KWH to Employment
Residential - KWH to Leisure
Residential - KWH to Shopping
Residential - KWH to Primary School
Residential - KWH to Secondary School
Residential - KWH to Higher Education
PBSA
Co-Living
Senior Housing
Residential (Other)
Academic
Employment
Residential - PFS (Houses): Sub-Total
Residential - PFS (Flats): Sub-Total
Residential - KWH: Sub-Total
Residential: Total
Total

Zones

Internal (Phase 2 only)
Cambridge 001
Cambridge 002
Cambridge 003
Cambridge 004
Cambridge 005 (ir
Cambridge 006
Cambridge 007
Cambridge 008
Cambridge 009
Cambridge 010
Cambridge 011
Cambridge 012
Cambridge 013
South Cambridgeshire 001
South Cambridgeshire 002
South Cambridgeshire 003
South Cambridgeshire 004
South Cambridgeshire 005
South Cambridgeshire 006
South Cambridgeshire 007
South Cambridgeshire 009
South Cambridgeshire 010
South Cambridgeshire 011
South Cambridgeshire 012
South Cambridgeshire 013
South Cambridgeshire 014
South Cambridgeshire 015
South Cambridgeshire 016
South Cambridgeshire 017
South Cambridgeshire 018
South Cambridgeshire 019
South Cambridgeshire 020
South Cambridgeshire 021
East Cambridgeshire
Fenland
Huntingdonshire
Peterborough
Outside Cambridgeshire
Total
External

*if this is changed, check vlookups in 'distribution' tab

Modes

Car Driver
Car Passenger
Bus
Train
Bicycle
On Foot
Other
Total

Zone	Cambridge 005 - T	South Cambs 009	Resident Survey -	Resi to Leisure	Resi to Shopping	Resi to Primary Ed	Resi to Secondary	Resi to Higher Ed.	PBSA	Co-Living	Senior Housing	Residential (Other	Academic	Employment
Cambridge 001	1%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	2%	2%
Cambridge 002	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
Cambridge 003	3%	3%	0%	0%	0%	0%	10%	50%	50%	0%	0%	0%	3%	3%
Cambridge 004	2%	2%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	3%	3%
Cambridge 005 (inc. Phase 1)	11%	6%	41%	20%	40%	95%	60%	0%	0%	41%	41%	41%	4%	4%
Cambridge 006	1%	1%	2%	0%	15%	0%	0%	0%	0%	2%	2%	2%	3%	3%
Cambridge 007	31%	23%	25%	35%	45%	0%	10%	50%	50%	25%	25%	25%	3%	3%
Cambridge 008	2%	2%	4%	0%	0%	0%	0%	0%	0%	4%	4%	4%	3%	3%
Cambridge 009	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	3%
Cambridge 010	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Cambridge 011	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Cambridge 012	7%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Cambridge 013	6%	7%	12%	0%	0%	0%	0%	0%	0%	12%	12%	12%	2%	2%
South Cambridgeshire 001	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
South Cambridgeshire 002	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
South Cambridgeshire 003	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
South Cambridgeshire 004	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%	1%	1%
South Cambridgeshire 005	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
South Cambridgeshire 006	2%	2%	1%	0%	0%	0%	10%	0%	0%	1%	1%	1%	3%	3%
South Cambridgeshire 007	4%	4%	1%	15%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%
South Cambridgeshire 009	1%	6%	0%	15%	0%	5%	0%	0%	0%	0%	0%	0%	3%	3%
South Cambridgeshire 010	0%	1%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%	2%	2%
South Cambridgeshire 011	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 012	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 013	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 014	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 015	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 016	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 017	2%	2%	3%	0%	0%	0%	0%	0%	0%	3%	3%	3%	1%	1%
South Cambridgeshire 018	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 019	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
South Cambridgeshire 020	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
South Cambridgeshire 021	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
East Cambridgeshire	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	8%
Fenland	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Huntingdonshire	2%	3%	1%	0%	0%	0%	0%	0%	0%	1%	1%	1%	9%	9%
Peterborough	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
Outside Cambridgeshire	12%	13%	9%	15%	0%	0%	0%	0%	0%	9%	9%	9%	13%	13%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

*Same as Resi-Higher Education

Residential to Leisure

Leisure Location	Zone	Distance		Leisure Offerings		Total Score	Distribution
		Rank (1-5)	Note	Rank (1-5)	Note		
Phase 1	Cambridge 005 (in	5	0.5 km	3	Good for daily use	3.8	20%
West Cambridge Sports Centre	Cambridge 007	4	1 km	3	Sports facilities bu	3.4	15%
Cambridge City Centre	Cambridge 007	3	3 km	5	Diverse: cinemas, r	4.2	20%
Milton Country Park	South Cambridges	2	6 km	3	Large nature reserv	2.6	15%
Grantchester Meadows	South Cambridges	2	5 km	3	Riverside walks, hi	2.6	15%
Outside Cambridgeshire	Outside Cambridg	1	25+ km	5	Major attractions, v	3.4	15%
	Weighting	*40%*		*60%*			***100%***

Notes:
Leisure offerings (60%) marginally more important that distance (40%) in terms of attraction.

Residential to Shopping

Retail Location	Zone	Distance		Retail Offerings		Total Score	Distribution
		Rank (1-5)	Note	Rank (1-5)	Note		
Eddington Local Centre	Cambridge 005 (in	5	0.5 km	4	Essentials (large su	4.4	40%
Cambridge City Centre	Cambridge 007	4	2 km	5	Diverse shops, ma	4.6	45%
Cambridge North Retail Park	Cambridge 006	1	5 km	2	Big-box stores (Cur	1.6	15%
	Weighting	*40%*		*60%*			***100%***

Notes:
Retail offerings (60%) marginally more important that distance (40%) in terms of attraction.

Residential to Primary Education

School Name	Zone	Distribution
UoC Primary School	Cambridge 005 (in	90%
Mayfield Primary School	Cambridge 005 (in	3%
St Luke's CofE Primary	Cambridge 004	3%
Coton Primary School	South Cambridges	3%
		100%

Notes:
UoC Primary School built to serve NWC so priortised with 90% distribution. Other schools fall within catchment and for any children unable to accommodated or with alternative educational preferences/requirements.

Residential to Secondary Education

School Name	Zone	Distribution
Darwin Green	Cambridge 005 (in	60%
Chesterton Community College	Cambridge 003	10%
North Cambridge Academy	Cambridge 001	10%
Parkside Community College	Cambridge 007	10%
Impington Village College	South Cambridges	10%
		100%

Notes:
Darwin Green school expected to serve majority of NWC secondary school-aged population, remainder divided evenly between schools located within reasonable travel distance

Residential to Higher Education

School Name	Zone	Distribution
Madingley Rise/Churchill/St Edmunds/Lucy Cavendish	Cambridge 003	50%
UoC Other	Cambridge 007	50%
		100%

Notes:
UoC facilities split across two key MSOAs; distributed evenly

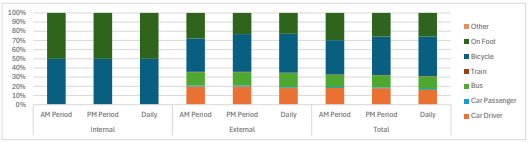
Trip Budget Comparison

	AM Peak Hour			PM Peak Hour			
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	*Notes:*
2012 Total Person Trips	1,568	2,114	3,682	2,052	2,497	4,549	Taken from draft KMC Transport Assessment
2012 Car Driver Trips (Trip Budget)	899	817	1,716	812	923	1,735	Taken from draft KMC Transport Assessment
AM Trip Budget	1,716	1,716	1,716	1,716	1,716	1,716	*Only for graph purposes*
PM Trip Budget	1,735	1,735	1,735	1,735	1,735	1,735	*Only for graph purposes*
2024 Traffic Flows, less through-traffic (2025 ANPR	321	282	603	216	230	445	See table below (various options) - TOGGLE
Phase 2 Car Driver Trips (Updated Forecasts)	469	172	640	179	560	739	KMC Trip Forecasting Methodology
Sub-Total	789	454	1,243	394	790	1,185	
Net Difference	-110	-363	-473	-418	-133	-550	

Phase 1 Options	AM Peak Hour			PM Peak Hour				
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way		
TA Factor	385	350	734	348	395	743	42.8%	TRANSPOR' *Table 20.6, Phase 1 represents 42.8% of 2026 Full Development external person trip generation*
Phase 1 (with Phase 2 assumptions)	14	42	56	47	22	69		*Applied NWC Phase 2 assumptions to 1,121 residential units; completed (potentially occupied) residential quantum as of 2024, at time of traffic surveys. Assumed no internalisa*
Build-Out Factor	545	496	1,041	493	560	1,052	60.7%	*See SOA, which confirms build-out to-date*
2024 Traffic Flows	765	672	1,437	514	548	1,062		24067-S11- *24067-S11-Flow Diagrams-V2 (2024 volumes at either end of Eddington Avenue)*
2024 Traffic Flows, less through-traffic (2025 ANPI	321	282	603	216	230	445	58.1%	24067-S13- 2025 ANPR data suggests up to 41.9% of traffic on Eddington Avenue is through-traffic. 2024 volumes reduced by 41.9%.

Mode Share Summary

Mode	Internal			External			Total		
	AM Period	PM Period	Daily	AM Period	PM Period	Daily	AM Period	PM Period	Daily
Car Driver	0%	0%	0%	20%	20%	18%	18%	16%	16%
Car Passenger	0%	0%	0%	1%	1%	1%	1%	1%	1%
Bus	0%	0%	0%	14%	14%	15%	13%	13%	14%
Train	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycle	50%	50%	50%	36%	41%	42%	37%	42%	43%
On Foot	50%	50%	50%	28%	23%	23%	30%	26%	26%
Other	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%



Total Person Trips (After WFH Reductions)

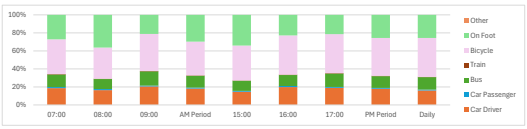
Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	49	252	301	266	610	876	145	205	351	333	253	587	197	118	316	361	190	551	2,299	2,594	4,893
Residential - PFS (Flats)	49	254	303	203	464	667	126	179	306	221	168	389	147	88	235	334	176	511	2,049	2,312	4,362
Residential - KWH	62	322	384	187	978	1,165	184	690	874	525	326	851	430	229	659	831	343	1,174	3,740	4,612	8,352
PBSA	14	33	47	36	128	164	43	156	199	201	211	412	367	209	576	278	249	528	2,467	2,536	5,003
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	101	2	102	302	31	333	409	36	445	141	211	352	84	347	431	43	454	498	2,190	2,149	4,339
Employment	267	36	303	575	112	687	291	98	389	80	219	299	84	347	431	69	554	623	1,366	1,366	2,732
Total	542	897	1,439	1,569	2,323	3,892	1,199	1,364	2,563	1,501	1,389	2,890	1,309	1,339	2,648	1,917	1,967	3,884	14,110	15,570	29,680

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	25	127	152	67	154	222	43	61	105	56	43	99	71	43	113	147	78	225	655	740	1,395
Residential - PFS (Houses) to Leisure	8	42	50	30	68	98	54	77	131	71	54	124	65	39	104	135	71	206	776	875	1,651
Residential - PFS (Houses) to Shopping	2	11	13	13	30	43	36	51	87	36	28	64	32	19	51	57	30	88	419	473	892
Residential - PFS (Houses) to Primary School	8	39	46	85	195	281	6	9	15	93	71	164	16	10	25	12	6	18	245	277	522
Residential - PFS (Houses) to Secondary School	2	12	15	27	61	88	2	3	5	29	22	51	5	3	8	4	2	6	77	87	163
Residential - PFS (Houses) to Higher Education	4	20	24	44	101	145	3	5	8	48	36	84	8	5	13	6	3	9	126	143	269
Residential - PFS (Flats) to Employment	25	128	153	51	117	169	38	53	91	37	28	65	53	32	84	136	72	208	584	659	1,244
Residential - PFS (Flats) to Leisure	8	43	51	23	52	75	47	67	114	47	36	82	49	29	78	125	66	191	692	780	1,472
Residential - PFS (Flats) to Shopping	2	11	13	10	23	33	31	44	76	24	18	43	24	14	38	53	28	81	374	422	795
Residential - PFS (Flats) to Primary School	8	39	47	65	149	214	6	8	13	62	47	109	12	7	19	11	6	16	219	247	465
Residential - PFS (Flats) to Secondary School	2	12	15	20	47	67	2	2	4	19	15	34	4	2	6	3	2	5	68	77	146
Residential - PFS (Flats) to Higher Education	4	20	24	33	77	110	3	4	7	32	24	56	6	4	10	6	3	8	113	127	240
Residential - KWH to Employment	31	163	194	47	247	295	55	206	261	88	55	143	155	82	237	339	140	479	1,066	1,315	2,381
Residential - KWH to Leisure	10	54	64	21	109	130	69	258	327	111	69	180	142	76	218	311	128	439	1,262	1,556	2,818
Residential - KWH to Shopping	3	14	17	9	49	58	45	171	216	57	36	93	70	37	107	132	55	187	682	841	1,523
Residential - KWH to Primary School	10	50	59	60	313	373	8	30	38	147	91	238	35	18	53	27	11	38	399	492	891
Residential - KWH to Secondary School	3	16	19	19	98	117	3	9	12	46	29	74	11	6	17	8	3	12	125	154	279
Residential - KWH to Higher Education	5	26	31	31	161	192	4	16	20	76	47	123	18	9	27	14	6	19	206	254	459
PBSA	14	33	47	36	128	164	43	156	199	201	211	412	367	209	576	278	249	528	2,467	2,536	5,003
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	101	2	102	302	31	333	409	36	445	141	211	352	84	347	431	43	454	498	2,190	2,149	4,339
Employment	267	36	303	575	112	687	291	98	389	80	219	299	84	347	431	69	554	623	1,366	1,366	2,732
Total	542	897	1,439	1,569	2,323	3,892	1,199	1,364	2,563	1,501	1,389	2,890	1,309	1,339	2,648	1,917	1,967	3,884	14,110	15,570	29,680
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Total NWC Trips by Mode

Mode	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Car Driver	194	76	269	469	172	640	380	145	525	168	256	423	146	380	526	179	560	739	2,357	2,433	4,789
Car Passenger	11	5	16	28	17	44	20	6	27	12	16	29	8	21	29	8	30	38	131	134	265
Bus	60	142	202	166	267	434	161	243	404	175	149	324	174	151	325	335	244	579	1,920	2,190	4,110
Train	6	1	6	13	2	16	11	2	13	3	7	10	3	11	13	2	15	17	54	54	108
Bicycle	177	378	555	491	853	1,344	426	627	1,052	589	530	1,119	630	520	1,151	915	766	1,681	6,075	6,727	12,802
On Foot	95	296	392	402	1,012	1,414	201	341	542	554	432	985	348	256	604	478	352	830	3,573	4,033	7,606
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	542	897	1,439	1,569	2,323	3,892	1,199	1,364	2,563	1,501	1,389	2,890	1,309	1,339	2,648	1,917	1,967	3,884	14,110	15,570	29,680
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mode	07:00	08:00	09:00	AM Period	15:00	16:00	17:00	PM Period	Daily
Car Driver	19%	16%	21%	18%	15%	20%	19%	18%	16%
Car Passenger	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus	14%	11%	16%	13%	11%	12%	15%	13%	14%
Train	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycle	39%	35%	41%	37%	39%	43%	43%	42%	43%
On Foot	27%	36%	21%	30%	34%	23%	21%	26%	26%
Other	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%



Internal Person Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	5	24	28	12	29	41	8	11	19	10	8	18	13	8	21	27	14	42	122	137	259
Residential - PFS (Houses) to Leisure	2	8	10	6	14	20	11	15	26	14	11	25	13	8	21	27	14	41	155	175	330
Residential - PFS (Houses) to Shopping	0	2	2	2	5	7	5	8	13	5	4	10	5	3	8	9	5	13	63	71	134
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	5	24	28	10	22	31	7	10	17	7	5	12	10	6	16	25	13	39	108	122	231
Residential - PFS (Flats) to Leisure	2	9	10	5	10	15	9	13	23	9	7	16	10	6	16	25	13	38	138	156	294
Residential - PFS (Flats) to Shopping	0	2	2	2	3	5	5	7	11	4	3	6	4	2	6	8	4	12	56	63	119
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	6	30	36	9	46	55	10	38	48	16	10	27	29	15	44	63	26	89	198	244	442
Residential - KWH to Leisure	2	11	13	4	22	26	14	52	65	22	14	36	28	15	44	62	26	88	252	311	564
Residential - KWH to Shopping	0	2	3	1	7	9	7	26	32	9	5	14	11	6	16	20	8	28	102	126	228
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	1	3	5	4	13	16	4	16	20	20	21	41	37	21	58	28	25	53	247	254	500
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	114	137	54	170	224	80	195	276	117	88	206	159	89	248	294	149	443	1,442	1,660	3,102

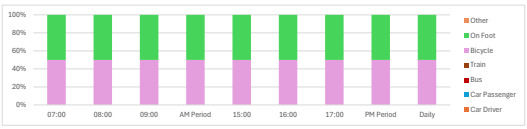
Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	7	34	40	20	47	67	24	34	59	30	23	53	31	19	50	63	33	96	340	383	723
Residential - PFS (Flats)	7	34	41	16	36	51	21	30	51	20	15	35	23	14	37	58	31	89	303	342	645
Residential - KWH	8	43	51	14	75	89	31	115	146	47	29	77	68	36	104	145	60	205	553	682	1,234
PBSA	1	3	5	4	13	16	4	16	20	20	21	41	37	21	58	28	25	53	247	254	500
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	114	137	54	170	224	80	195	276	117	88	206	159	89	248	294	149	443	1,442	1,660	3,102

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential to Employment	15	78	93	31	96	127	25	59	85	34	23	57	52	29	81	116	54	169	428	504	932
Residential to Leisure	5	28	33	15	46	61	34	80	114	46	32	77	51	29	80	114	53	167	546	642	1,188
Residential to Shopping	1	5	7	5	15	20	17	40	57	18	12	30	19	11	30	36	17	53	221	260	482
Residential to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	1	3	5	4	13	16	4	16	20	20	21	41	37	21	58	28	25	53	247	254	500
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	114	137	54	170	224	80	195	276	117	88	206	159	89	248	294	149	443	1,442	1,660	3,102

Internal Trips by Mode

Mode	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Car Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Car Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551
On Foot	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	23	114	137	54	170	224	80	195	276	117	88	206	159	89	248	294	149	443	1,442	1,660	3,102
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mode	07:00	08:00	09:00	AM Period	15:00	16:00	17:00	PM Period	Daily
Car Driver	0%	0%	0%	0%	0%	0%	0%	0%	0%
Car Passenger	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bus	0%	0%	0%	0%	0%	0%	0%	0%	0%
Train	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bicycle	50%	50%	50%	50%	50%	50%	50%	50%	50%
On Foot	50%	50%	50%	50%	50%	50%	50%	50%	50%
Other	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%



External Person Trips

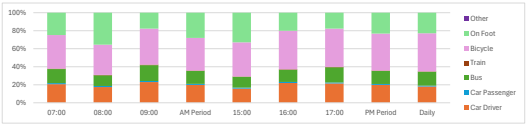
Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	20	104	124	55	126	180	35	50	85	46	35	80	58	35	92	120	63	183	534	602	1,136
Residential - PFS (Houses) to Leisure	7	34	40	24	55	78	43	61	105	56	43	99	52	31	84	108	57	165	621	700	1,321
Residential - PFS (Houses) to Shopping	2	9	11	11	26	37	31	43	74	31	24	55	27	16	44	49	26	75	356	402	759
Residential - PFS (Houses) to Primary School	8	39	46	85	195	281	6	9	15	93	71	164	16	10	25	12	6	18	245	277	522
Residential - PFS (Houses) to Secondary School	2	12	15	27	61	88	2	3	5	29	22	51	5	3	8	4	2	6	77	87	163
Residential - PFS (Houses) to Higher Education	4	20	24	44	101	145	3	5	8	48	36	84	8	5	13	6	3	9	126	143	269
Residential - PFS (Flats) to Employment	20	104	125	42	96	137	31	44	74	30	23	53	43	26	69	111	59	170	476	537	1,013
Residential - PFS (Flats) to Leisure	7	34	41	18	42	60	38	54	91	37	28	66	39	23	62	100	53	153	553	624	1,178
Residential - PFS (Flats) to Shopping	2	10	11	9	20	28	27	38	64	21	16	36	20	12	32	45	24	69	318	358	676
Residential - PFS (Flats) to Primary School	8	39	47	65	149	214	6	8	13	62	47	109	12	7	19	11	6	16	219	247	465
Residential - PFS (Flats) to Secondary School	2	12	15	20	47	67	2	2	4	19	15	34	4	2	6	3	2	5	68	77	146
Residential - PFS (Flats) to Higher Education	4	20	24	33	77	110	3	4	7	32	24	56	6	4	10	6	3	8	113	127	240
Residential - KWH to Employment	26	132	158	38	201	240	45	168	212	72	45	116	126	67	193	276	114	390	868	1,071	1,939
Residential - KWH to Leisure	8	43	52	17	88	104	55	207	261	89	55	144	114	61	175	249	103	352	1,010	1,245	2,255
Residential - KWH to Shopping	2	12	14	8	41	49	39	145	184	49	30	79	60	32	91	112	46	159	580	715	1,295
Residential - KWH to Primary School	10	50	59	60	313	373	8	30	38	147	91	238	35	18	53	27	11	38	399	492	891
Residential - KWH to Secondary School	3	16	19	19	98	117	3	9	12	46	29	74	11	6	17	8	3	12	125	154	279
Residential - KWH to Higher Education	5	26	31	31	161	192	4	16	20	76	47	123	18	9	27	14	6	19	206	254	459
PBSA	12	30	42	33	115	148	39	140	179	181	190	371	330	188	518	251	224	475	2,220	2,282	4,502
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	101	2	102	302	31	333	409	36	445	141	211	352	84	347	431	43	454	498	2,190	2,149	4,339
Employment	267	36	303	575	112	687	291	98	389	80	219	299	84	347	431	69	554	623	1,366	1,366	2,732
Total	519	783	1,302	1,515	2,153	3,668	1,118	1,169	2,287	1,384	1,301	2,684	1,151	1,249	2,400	1,623	1,818	3,441	12,668	13,910	26,578

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	42	218	260	246	563	809	121	171	292	303	230	534	166	100	266	298	157	455	1,959	2,211	4,170
Residential - PFS (Flats)	43	220	262	187	429	616	105	149	254	201	153	354	124	74	198	276	145	421	1,746	1,971	3,717
Residential - KWH	54	279	333	172	903	1,075	153	575	727	477	297	775	363	193	556	686	283	969	3,187	3,930	7,118
PBSA	12	30	42	33	115	148	39	140	179	181	190	371	330	188	518	251	224	475	2,220	2,282	4,502
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	101	2	102	302	31	333	409	36	445	141	211	352	84	347	431	43	454	498	2,190	2,149	4,339
Employment	267	36	303	575	112	687	291	98	389	80	219	299	84	347	431	69	554	623	1,366	1,366	2,732
Total	519	783	1,302	1,515	2,153	3,668	1,118	1,169	2,287	1,384	1,301	2,684	1,151	1,249	2,400	1,623	1,818	3,441	12,668	13,910	26,578
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

External Trips by Mode

Mode	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Car Driver	194	76	269	469	172	640	380	145	525	168	256	423	146	380	526	179	560	739	2,357	2,433	4,789
Car Passenger	11	5	16	28	17	44	20	6	27	12	16	29	8	21	29	8	30	38	131	134	265
Bus	60	142	202	166	267	434	161	243	404	175	149	324	174	151	325	335	244	579	1,920	2,190	4,110
Train	6	1	6	13	2	16	11	2	13	3	7	10	3	11	13	2	15	17	54	54	108
Bicycle	165	321	486	464	768	1,232	386	529	915	530	486	1,016	551	476	1,027	768	692	1,460	5,354	5,897	11,251
On Foot	84	239	323	375	927	1,302	161	243	404	495	387	883	269	211	480	331	278	609	2,852	3,203	6,055
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	519	783	1,302	1,515	2,153	3,668	1,118	1,169	2,287	1,384	1,301	2,684	1,151	1,249	2,400	1,623	1,818	3,441	12,668	13,910	26,578
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Mode	07:00	08:00	09:00	AM Period	15:00	16:00	17:00	PM Period	Daily
Car Driver	21%	17%	23%	20%	16%	22%	21%	20%	18%
Car Passenger	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus	16%	12%	18%	14%	12%	14%	17%	14%	15%
Train	0%	0%	1%	0%	0%	1%	0%	0%	0%
Bicycle	37%	34%	40%	36%	38%	43%	42%	41%	42%
On Foot	25%	35%	16%	28%	33%	20%	18%	23%	23%
Other	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%



Internal Car Driver Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Internal Car Passenger Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Internal Bus Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Internal Train Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Internal Cycling Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	2	12	14	6	14	21	4	6	10	5	4	9	7	4	11	14	7	21	61	69	130
Residential - PFS (Houses) to Leisure	1	4	5	3	7	10	5	8	13	7	5	12	7	4	10	14	7	21	78	88	165
Residential - PFS (Houses) to Shopping	0	1	1	1	2	3	3	4	7	3	2	5	2	1	4	4	2	7	31	35	67
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	2	12	14	5	11	16	4	5	8	3	3	6	5	3	8	13	7	19	54	61	115
Residential - PFS (Flats) to Leisure	1	4	5	2	5	7	5	7	11	5	4	8	5	3	8	13	7	19	69	78	147
Residential - PFS (Flats) to Shopping	0	1	1	1	2	2	2	3	6	2	1	3	2	1	3	4	2	6	28	32	60
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	3	15	18	4	23	27	5	19	24	8	5	13	14	8	22	31	13	44	99	122	221
Residential - KWH to Leisure	1	5	6	2	11	13	7	26	33	11	7	18	14	8	22	31	13	44	126	156	282
Residential - KWH to Shopping	0	1	1	1	4	4	3	13	16	4	3	7	5	3	8	10	4	14	51	63	114
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	1	2	2	2	6	8	2	8	10	10	11	21	18	10	29	14	12	26	123	127	250
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	3	17	20	10	23	34	12	17	29	15	11	26	16	9	25	31	17	48	170	192	362
Residential - PFS (Flats)	3	17	20	8	18	26	11	15	26	10	8	18	12	7	18	29	15	45	151	171	322
Residential - KWH	4	22	26	7	38	45	15	58	73	24	15	38	34	18	52	72	30	102	276	341	617
PBSA	1	2	2	2	6	8	2	8	10	10	11	21	18	10	29	14	12	26	123	127	250
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551

Internal Walking Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	2	12	14	6	14	21	4	6	10	5	4	9	7	4	11	14	7	21	61	69	130
Residential - PFS (Houses) to Leisure	1	4	5	3	7	10	5	8	13	7	5	12	7	4	10	14	7	21	78	88	165
Residential - PFS (Houses) to Shopping	0	1	1	1	2	3	3	4	7	3	2	5	2	1	4	4	2	7	31	35	67
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	2	12	14	5	11	16	4	5	8	3	3	6	5	3	8	13	7	19	54	61	115
Residential - PFS (Flats) to Leisure	1	4	5	2	5	7	5	7	11	5	4	8	5	3	8	13	7	19	69	78	147
Residential - PFS (Flats) to Shopping	0	1	1	1	2	2	2	3	6	2	1	3	2	1	3	4	2	6	28	32	60
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	3	15	18	4	23	27	5	19	24	8	5	13	14	8	22	31	13	44	99	122	221
Residential - KWH to Leisure	1	5	6	2	11	13	7	26	33	11	7	18	14	8	22	31	13	44	126	156	282
Residential - KWH to Shopping	0	1	1	1	4	4	3	13	16	4	3	7	5	3	8	10	4	14	51	63	114
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	1	2	2	2	6	8	2	8	10	10	11	21	18	10	29	14	12	26	123	127	250
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	3	17	20	10	23	34	12	17	29	15	11	26	16	9	25	31	17	48	170	192	362
Residential - PFS (Flats)	3	17	20	8	18	26	11	15	26	10	8	18	12	7	18	29	15	45	151	171	322
Residential - KWH	4	22	26	7	38	45	15	58	73	24	15	38	34	18	52	72	30	102	276	341	617
PBSA	1	2	2	2	6	8	2	8	10	10	11	21	18	10	29	14	12	26	123	127	250
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551

Internal Other Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

External Car Driver Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	2	11	13	6	13	19	4	5	9	5	4	9	6	4	10	13	7	20	57	65	122
Residential - PFS (Houses) to Leisure	1	4	5	3	6	9	5	7	12	7	5	12	6	4	10	13	7	19	72	81	154
Residential - PFS (Houses) to Shopping	0	0	0	0	1	1	1	2	3	1	1	2	1	1	2	2	1	3	12	14	27
Residential - PFS (Houses) to Primary School	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Residential - PFS (Houses) to Secondary School	0	0	0	1	2	3	0	0	0	1	1	2	0	0	0	0	0	0	2	3	5
Residential - PFS (Houses) to Higher Education	0	2	2	4	9	13	0	0	1	4	3	8	1	0	1	1	0	1	11	13	24
Residential - PFS (Flats) to Employment	2	11	13	4	10	15	3	5	8	3	2	6	5	3	7	12	6	18	51	58	109
Residential - PFS (Flats) to Leisure	1	4	5	2	5	7	4	6	11	4	3	8	5	3	7	12	6	18	64	73	137
Residential - PFS (Flats) to Shopping	0	0	0	0	1	1	1	1	2	1	1	1	1	0	1	2	1	2	11	13	24
Residential - PFS (Flats) to Primary School	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Residential - PFS (Flats) to Secondary School	0	0	0	1	2	2	0	0	0	1	0	1	0	0	0	0	0	0	2	3	5
Residential - PFS (Flats) to Higher Education	0	2	2	3	7	10	0	0	1	3	2	5	1	0	1	0	0	1	10	11	21
Residential - KWH to Employment	3	14	17	4	22	26	5	18	23	8	5	13	14	7	21	30	12	42	93	115	208
Residential - KWH to Leisure	1	5	6	2	10	12	6	24	30	10	6	17	13	7	20	29	12	41	117	145	262
Residential - KWH to Shopping	0	0	1	0	1	2	1	5	6	2	1	3	2	1	3	4	2	6	20	25	45
Residential - KWH to Primary School	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2
Residential - KWH to Secondary School	0	1	1	1	3	4	0	0	0	1	1	2	0	0	1	0	0	0	4	5	9
Residential - KWH to Higher Education	0	1	1	1	4	5	0	0	0	2	1	3	0	0	1	0	0	0	5	6	12
PBSA	0	1	1	1	3	4	1	4	5	5	5	9	8	5	13	6	6	12	56	58	114
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	50	1	51	150	15	165	203	18	221	70	105	175	42	172	214	22	225	247	1,086	1,066	2,152
Employment	132	18	150	285	55	341	144	49	193	40	109	149	42	172	214	34	275	309	678	678	1,355
Total	194	76	269	469	172	640	380	145	525	168	256	423	146	380	526	179	560	739	2,357	2,433	4,789

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	3	18	21	14	32	46	10	15	25	18	14	32	14	8	23	28	15	43	156	177	333
Residential - PFS (Flats)	3	18	21	11	25	35	9	13	22	12	9	21	11	6	17	26	14	39	139	157	297
Residential - KWH	4	21	25	8	41	49	13	48	61	24	15	38	30	16	46	63	26	89	241	298	539
PBSA	0	1	1	1	3	4	1	4	5	5	5	9	8	5	13	6	6	12	56	58	114
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	50	1	51	150	15	165	203	18	221	70	105	175	42	172	214	22	225	247	1,086	1,066	2,152
Employment	132	18	150	285	55	341	144	49	193	40	109	149	42	172	214	34	275	309	678	678	1,355
Total	**194**	**76**	**269**	**469**	**172**	**640**	**380**	**145**	**525**	**168**	**256**	**423**	**146**	**380**	**526**	**179**	**560**	**739**	**2,357**	**2,433**	**4,789**

External Car Passenger Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	3	3	6
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Residential - PFS (Houses) to Secondary School	0	0	0	1	2	3	0	0	0	1	1	2	0	0	0	0	0	0	2	3	5
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Residential - PFS (Flats) to Employment	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	3	3	5
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Residential - PFS (Flats) to Secondary School	0	0	0	1	2	2	0	0	0	1	0	1	0	0	0	0	0	0	2	3	5
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Residential - KWH to Employment	0	1	1	0	1	1	0	1	1	0	0	1	1	0	1	1	1	2	5	6	10
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2
Residential - KWH to Secondary School	0	1	1	1	3	4	0	0	0	1	1	2	0	0	1	0	0	0	4	5	9
Residential - KWH to Higher Education	0	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	2
PBSA	0	0	0	0	1	1	0	1	1	1	1	2	2	1	3	1	1	2	11	12	23
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	3	0	3	8	1	9	11	1	12	4	6	10	2	9	12	1	12	13	59	58	117
Employment	7	1	8	16	3	19	8	3	11	2	6	8	2	9	12	2	15	17	37	37	74
Total	11	5	16	28	17	44	20	6	27	12	16	29	8	21	29	8	30	38	131	134	265

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	1	1	2	4	5	0	0	1	2	1	3	1	0	1	1	0	1	7	7	14
Residential - PFS (Flats)	0	1	1	1	3	4	0	0	1	1	1	2	0	0	1	1	0	1	6	7	12
Residential - KWH	0	1	2	1	6	7	0	1	2	3	2	4	1	1	2	2	1	3	11	13	24
PBSA	0	0	0	0	1	1	0	1	1	1	1	2	2	1	3	1	1	2	11	12	23
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	3	0	3	8	1	9	11	1	12	4	6	10	2	9	12	1	12	13	59	58	117
Employment	7	1	8	16	3	19	8	3	11	2	6	8	2	9	12	2	15	17	37	37	74
Total	**11**	**5**	**16**	**28**	**17**	**44**	**20**	**6**	**27**	**12**	**16**	**29**	**8**	**21**	**29**	**8**	**30**	**38**	**131**	**134**	**265**

External Bus Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	5	25	29	13	30	43	8	12	20	11	8	19	14	8	22	28	15	43	126	143	269
Residential - PFS (Houses) to Leisure	2	10	12	7	16	22	12	18	30	16	12	28	15	9	24	31	16	47	178	201	379
Residential - PFS (Houses) to Shopping	1	3	4	3	8	11	9	13	23	10	7	17	8	5	14	15	8	23	111	125	236
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	1	2	2	0	0	0	1	1	1	0	0	0	0	0	0	2	2	4
Residential - PFS (Houses) to Higher Education	1	7	9	16	36	52	1	2	3	17	13	30	3	2	5	2	1	3	45	51	96
Residential - PFS (Flats) to Employment	5	25	30	10	23	33	7	10	18	7	5	13	10	6	16	26	14	40	113	127	240
Residential - PFS (Flats) to Leisure	2	10	12	5	12	17	11	15	26	11	8	19	11	7	18	29	15	44	159	179	337
Residential - PFS (Flats) to Shopping	1	3	4	3	6	9	8	12	20	6	5	11	6	4	10	14	7	21	99	111	210
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	1	1	2	0	0	0	1	0	1	0	0	0	0	0	0	2	2	4
Residential - PFS (Flats) to Higher Education	1	7	9	12	27	39	1	1	2	11	9	20	2	1	3	2	1	3	40	46	86
Residential - KWH to Employment	6	31	37	9	48	57	11	40	50	17	11	28	30	16	46	65	27	92	206	253	459
Residential - KWH to Leisure	2	12	15	5	25	30	16	59	75	25	16	41	33	17	50	71	29	101	289	357	646
Residential - KWH to Shopping	1	4	4	2	13	15	12	45	57	15	9	25	18	10	28	35	14	49	180	222	402
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	1	1	3	3	0	0	0	1	1	2	0	0	0	0	0	0	3	4	8
Residential - KWH to Higher Education	0	1	1	1	3	4	0	0	0	2	1	3	0	0	1	0	0	0	4	5	10
PBSA	0	1	1	1	2	3	1	3	4	4	4	8	7	4	11	5	5	10	46	48	94
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	9	0	9	27	3	30	36	3	40	13	19	31	7	31	38	4	41	44	195	192	387
Employment	24	3	27	51	10	61	26	9	35	7	20	27	8	31	38	6	49	56	122	122	244
Total	60	142	202	166	267	434	161	243	404	175	149	324	174	151	325	335	244	579	1,920	2,190	4,110

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	9	45	53	40	91	131	31	45	76	55	41	96	40	24	64	77	40	117	482	522	984
Residential - PFS (Flats)	9	45	54	30	69	100	27	39	66	36	28	64	30	18	48	71	37	109	412	465	877
Residential - KWH	9	48	58	17	92	109	38	145	183	60	38	98	82	43	125	172	71	243	683	842	1,525
PBSA	0	1	1	1	2	3	1	3	4	4	4	8	7	4	11	5	5	10	46	48	94
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	9	0	9	27	3	30	36	3	40	13	19	31	7	31	38	4	41	44	195	192	387
Employment	24	3	27	51	10	61	26	9	35	7	20	27	8	31	38	6	49	56	122	122	244
Total	**60**	**142**	**202**	**166**	**267**	**434**	**161**	**243**	**404**	**175**	**149**	**324**	**174**	**151**	**325**	**335**	**244**	**579**	**1,920**	**2,190**	**4,110**

External Train Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	2	0	2	5	0	5	6	1	7	2	3	5	1	5	7	1	7	8	34	33	66
Employment	4	1	5	9	2	11	4	2	6	1	3	5	1	5	7	1	8	10	21	21	42
Total	6	1	6	13	2	16	11	2	13	3	7	10	3	11	13	2	15	17	54	54	108

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	2	0	2	5	0	5	6	1	7	2	3	5	1	5	7	1	7	8	34	33	66
Employment	4	1	5	9	2	11	4	2	6	1	3	5	1	5	7	1	8	10	21	21	42
Total	**6**	**1**	**6**	**13**	**2**	**16**	**11**	**2**	**13**	**3**	**7**	**10**	**3**	**11**	**13**	**2**	**15**	**17**	**54**	**54**	**108**

External Cycling Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	10	51	60	27	61	88	17	24	42	22	17	39	28	17	45	58	31	89	260	294	554
Residential - PFS (Houses) to Leisure	3	15	18	10	24	34	19	27	46	25	19	43	23	14	37	47	25	72	271	306	578
Residential - PFS (Houses) to Shopping	1	4	5	5	12	17	14	20	34	14	11	25	13	8	20	23	12	35	165	187	352
Residential - PFS (Houses) to Primary School	0	2	3	5	11	16	0	1	1	5	4	10	1	1	1	1	0	1	14	16	31
Residential - PFS (Houses) to Secondary School	1	6	8	14	32	46	1	1	2	15	12	27	3	2	4	2	1	3	40	45	85
Residential - PFS (Houses) to Higher Education	2	8	9	17	39	56	1	2	3	19	14	33	3	2	5	2	1	4	49	55	105
Residential - PFS (Flats) to Employment	10	51	61	20	47	67	15	21	36	15	11	26	21	13	34	54	29	83	232	262	494
Residential - PFS (Flats) to Leisure	3	15	18	8	18	26	17	23	40	16	12	29	17	10	27	44	23	67	242	273	515
Residential - PFS (Flats) to Shopping	1	4	5	4	9	13	12	18	30	10	7	17	9	6	15	21	11	32	147	166	314
Residential - PFS (Flats) to Primary School	0	2	3	4	9	13	0	0	1	4	3	6	1	0	1	1	0	1	13	14	27
Residential - PFS (Flats) to Secondary School	1	6	8	11	24	35	1	1	2	10	8	18	2	1	3	2	1	3	36	40	76
Residential - PFS (Flats) to Higher Education	2	8	9	13	30	43	1	2	3	12	9	22	2	1	4	2	1	3	44	49	93
Residential - KWH to Employment	13	65	77	19	98	117	22	82	104	35	22	57	61	33	94	135	56	190	424	522	946
Residential - KWH to Leisure	4	19	23	7	38	46	24	90	114	39	24	63	50	26	76	109	45	154	441	544	986
Residential - KWH to Shopping	1	6	7	4	19	23	18	67	85	23	14	37	28	15	42	52	22	74	269	332	601
Residential - KWH to Primary School	1	3	3	3	18	22	0	2	2	9	5	14	2	1	3	2	1	2	23	29	52
Residential - KWH to Secondary School	2	8	10	10	51	61	1	5	6	24	15	39	6	3	9	4	2	6	65	80	145
Residential - KWH to Higher Education	3	17	21	21	109	130	3	11	13	51	32	83	12	6	19	9	4	13	139	172	311
PBSA	8	20	28	22	78	100	26	95	121	122	129	251	224	128	351	170	152	322	1,505	1,547	3,051
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	28	0	28	83	8	91	112	10	122	39	58	96	23	95	118	12	124	136	599	588	1,188
Employment	73	10	83	157	31	188	80	27	107	22	60	82	23	95	118	19	152	171	374	374	748
Total	165	321	486	464	768	1,232	386	529	915	530	486	1,016	551	476	1,027	768	692	1,460	5,354	5,897	11,251

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	17	86	103	78	179	258	53	75	128	101	76	177	70	42	113	133	70	203	801	903	1,704
Residential - PFS (Flats)	17	87	104	60	137	196	46	65	112	67	51	117	52	31	84	123	65	189	714	805	1,519
Residential - KWH	23	117	140	64	334	398	68	257	325	180	112	292	159	84	243	311	128	439	1,362	1,679	3,041
PBSA	8	20	28	22	78	100	26	95	121	122	129	251	224	128	351	170	152	322	1,505	1,547	3,051
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	28	0	28	83	8	91	112	10	122	39	58	96	23	95	118	12	124	136	599	588	1,188
Employment	73	10	83	157	31	188	80	27	107	22	60	82	23	95	118	19	152	171	374	374	748
Total	**165**	**321**	**486**	**464**	**768**	**1,232**	**386**	**529**	**915**	**530**	**486**	**1,016**	**551**	**476**	**1,027**	**768**	**692**	**1,460**	**5,354**	**5,897**	**11,251**

External Walking Trips

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	3	17	20	9	20	29	6	8	14	7	6	13	9	6	15	19	10	30	87	98	185
Residential - PFS (Houses) to Leisure	1	5	6	4	9	13	7	10	17	9	7	16	8	5	13	17	9	26	99	112	211
Residential - PFS (Houses) to Shopping	0	2	2	2	5	7	6	8	14	6	4	10	5	3	8	9	5	14	68	76	144
Residential - PFS (Houses) to Primary School	7	36	43	80	183	263	6	8	14	87	66	153	15	9	24	11	6	17	230	259	489
Residential - PFS (Houses) to Secondary School	1	5	6	10	24	34	1	1	2	11	9	20	2	1	3	1	1	2	30	34	63
Residential - PFS (Houses) to Higher Education	1	3	4	7	16	23	1	1	1	8	6	13	1	1	2	1	1	1	20	23	43
Residential - PFS (Flats) to Employment	3	17	20	7	16	22	5	7	12	5	4	9	7	4	11	18	10	28	77	87	165
Residential - PFS (Flats) to Leisure	1	5	7	3	7	10	6	9	15	6	5	11	6	4	10	16	8	24	88	100	188
Residential - PFS (Flats) to Shopping	0	2	2	2	4	5	5	7	12	4	3	7	4	2	6	9	5	13	60	68	129
Residential - PFS (Flats) to Primary School	7	37	44	61	139	200	5	7	13	58	44	102	11	7	18	10	5	15	205	231	436
Residential - PFS (Flats) to Secondary School	1	5	6	8	18	26	1	1	2	7	6	13	1	1	2	1	1	2	26	30	56
Residential - PFS (Flats) to Higher Education	1	3	4	5	12	18	0	1	1	5	4	9	1	1	2	1	0	1	18	20	38
Residential - KWH to Employment	4	22	26	6	33	39	7	27	35	12	7	19	20	11	31	45	19	63	141	174	315
Residential - KWH to Leisure	1	7	8	3	14	17	9	33	42	14	9	23	18	10	28	40	16	56	161	199	361
Residential - KWH to Shopping	0	2	3	1	8	9	7	28	35	9	6	15	11	6	17	21	9	30	110	136	246
Residential - KWH to Primary School	9	47	56	56	293	349	8	28	36	137	85	223	32	17	50	25	10	35	374	461	834
Residential - KWH to Secondary School	1	6	7	7	38	45	1	4	5	18	11	29	4	2	6	3	1	5	48	60	108
Residential - KWH to Higher Education	1	7	8	8	44	52	1	4	5	20	13	33	5	3	7	4	2	5	56	69	124
PBSA	3	8	11	9	31	40	11	38	49	49	51	100	89	51	141	68	61	129	602	619	1,221
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	10	0	10	30	3	33	40	4	44	14	21	35	8	34	43	4	45	49	216	212	429
Employment	26	4	30	57	11	68	29	10	38	8	22	30	8	34	43	7	55	62	135	135	270
Total	84	239	323	375	927	1,302	161	243	404	495	387	883	269	211	480	331	278	609	2,852	3,203	6,055

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	13	68	82	112	257	369	26	36	62	128	98	226	41	25	66	59	31	90	533	602	1,135
Residential - PFS (Flats)	13	69	82	85	195	281	22	32	54	85	65	150	31	18	49	55	29	84	475	536	1,012
Residential - KWH	17	90	108	82	430	512	33	124	157	211	131	342	91	49	140	138	57	195	891	1,098	1,989
PBSA	3	8	11	9	31	40	11	38	49	49	51	100	89	51	141	68	61	129	602	619	1,221
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	10	0	10	30	3	33	40	4	44	14	21	35	8	34	43	4	45	49	216	212	429
Employment	26	4	30	57	11	68	29	10	38	8	22	30	8	34	43	7	55	62	135	135	270
Total	**84**	**239**	**323**	**375**	**927**	**1,302**	**161**	**243**	**404**	**495**	**387**	**883**	**269**	**211**	**480**	**331**	**278**	**609**	**2,852**	**3,203**	**6,055**

External Other Trips

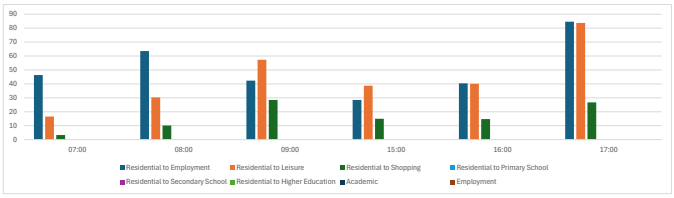
Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	07:00	07:00	07:00	08:00	08:00	08:00	09:00	09:00	09:00	15:00	15:00	15:00	16:00	16:00	16:00	17:00	17:00	17:00	Daily	Daily	Daily
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Leisure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Shopping	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Land Use	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

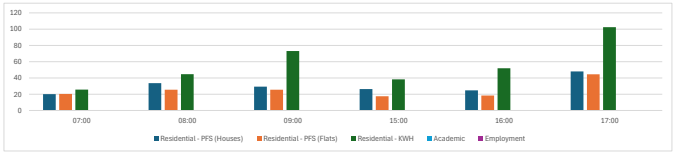
Trips by Purpose: Toggled by Mode and Zone

Trip Purpose	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Residential - PFS (Houses) to Employment	2	12	14	6	14	21	4	6	10	5	4	9	7	4	11	14	7	21	61	69	130
Residential - PFS (Houses) to Leisure	1	4	5	3	7	10	5	8	13	7	5	12	7	4	10	14	7	21	78	88	165
Residential - PFS (Houses) to Shopping	0	1	1	1	2	3	3	4	7	3	2	5	2	1	4	4	2	7	31	35	67
Residential - PFS (Houses) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Houses) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Employment	2	12	14	5	11	16	4	5	8	3	3	6	5	3	8	13	7	19	54	61	115
Residential - PFS (Flats) to Leisure	1	4	5	2	5	7	5	7	11	5	4	8	5	3	8	13	7	19	69	78	147
Residential - PFS (Flats) to Shopping	0	1	1	1	2	2	2	3	6	2	1	3	2	1	3	4	2	6	28	32	60
Residential - PFS (Flats) to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - PFS (Flats) to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Employment	3	15	18	4	23	27	5	19	24	8	5	13	14	8	22	31	13	44	99	122	221
Residential - KWH to Leisure	1	5	6	2	11	13	7	26	33	11	7	18	14	8	22	31	13	44	126	156	282
Residential - KWH to Shopping	0	1	1	1	4	4	3	13	16	4	3	7	5	3	8	10	4	14	51	63	114
Residential - KWH to Primary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Secondary School	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential - KWH to Higher Education	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PBSA	1	2	2	2	6	8	2	8	10	10	11	21	18	10	29	14	12	26	123	127	250
Co-Living	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Academic	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Employment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	11	57	69	27	85	112	40	98	138	59	44	103	79	45	124	147	74	221	721	830	1,551

Trip Purpose	07:00	08:00	09:00	15:00	16:00	17:00
Residential to Employment	46	64	42	28	40	85
Residential to Leisure	17	30	57	39	40	84
Residential to Shopping	3	10	28	15	15	27
Residential to Primary School	0	0	0	0	0	0
Residential to Secondary School	0	0	0	0	0	0
Residential to Higher Education	0	0	0	0	0	0
PBSA	2	8	10	21	29	26
Co-Living	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0
Academic	0	0	0	0	0	0
Employment	0	0	0	0	0	0
Total	69	112	138	103	124	221



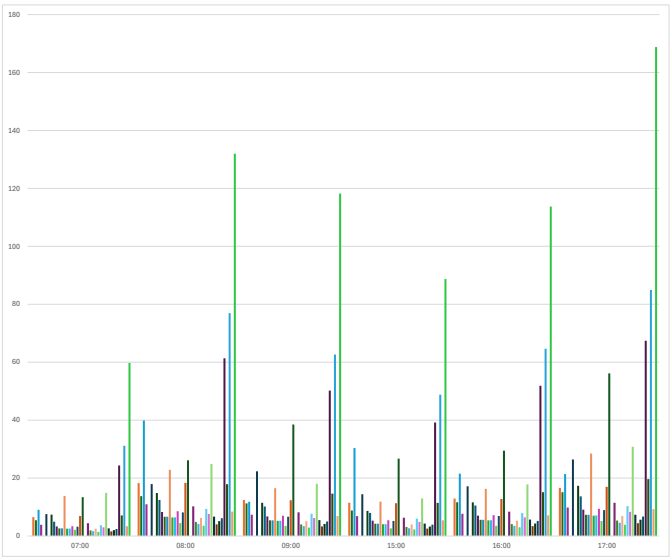
Trip Purpose	07:00	08:00	09:00	15:00	16:00	17:00
Residential - PFS (Houses)	20	34	29	26	25	48
Residential - PFS (Flats)	20	26	26	18	18	45
Residential - KWH	26	45	73	38	52	102
PBSA	2	8	10	21	29	26
Co-Living	0	0	0	0	0	0
Senior Housing	0	0	0	0	0	0
Residential (Other)	0	0	0	0	0	0
Academic	0	0	0	0	0	0
Employment	0	0	0	0	0	0
Total	69	112	138	103	124	221



Trips by Zone: Toggled by Mode and Purpose

Zone	07:00			08:00			09:00			15:00			16:00			17:00			Daily		
	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
Internal (Phase 2 only)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge 001	5	1	6	14	5	18	10	2	12	4	7	11	3	10	13	2	15	17	55	55	110
Cambridge 002	5	1	5	12	2	14	9	2	11	3	6	9	2	9	12	2	14	15	48	47	95
Cambridge 003	4	6	9	15	25	40	6	6	12	16	15	30	11	10	22	9	13	21	107	113	220
Cambridge 004	3	1	4	8	3	11	6	1	7	3	4	7	2	6	8	1	9	10	33	33	66
Cambridge 005 (inc. Phase 1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge 006	5	3	8	12	6	18	12	10	22	7	8	14	7	11	17	11	16	26	92	101	193
Cambridge 007	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cambridge 008	4	3	7	10	5	15	8	3	11	3	5	9	4	8	12	5	12	17	51	53	105
Cambridge 009	4	0	5	11	2	12	9	2	10	3	5	8	2	8	11	1	12	14	43	43	86
Cambridge 010	3	0	3	7	1	8	6	1	7	2	3	5	1	6	7	1	8	9	29	29	57
Cambridge 011	2	0	3	6	1	7	5	1	5	1	3	4	1	5	6	1	7	7	23	23	46
Cambridge 012	2	0	3	6	1	7	5	1	5	1	3	4	1	5	6	1	7	7	23	23	46
Cambridge 013	5	9	14	11	12	23	9	8	17	6	6	12	7	9	16	14	14	28	78	86	164
South Cambridgeshire 001	2	0	3	5	1	6	4	1	5	1	3	4	1	4	5	1	6	7	22	22	44
South Cambridgeshire 002	2	0	3	6	1	6	4	1	5	1	3	4	1	4	5	1	6	7	22	22	45
South Cambridgeshire 003	3	0	3	7	1	9	6	1	7	2	4	5	1	6	7	1	8	9	30	29	59
South Cambridgeshire 004	1	1	2	3	1	4	3	1	3	1	2	3	1	3	4	1	4	5	15	16	31
South Cambridgeshire 005	3	0	3	7	1	8	6	1	7	2	3	5	1	6	7	1	8	9	28	28	57
South Cambridgeshire 006	5	2	7	13	5	18	10	3	12	4	7	11	3	10	13	3	14	17	55	56	111
South Cambridgeshire 007	5	9	13	11	15	26	15	23	38	14	12	27	16	14	29	33	23	56	181	207	388
South Cambridgeshire 009	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Cambridgeshire 010	3	1	4	8	2	10	6	2	8	2	4	6	2	6	8	2	9	11	35	36	71
South Cambridgeshire 011	2	0	2	4	1	5	3	1	4	1	2	3	1	3	4	1	5	5	17	17	34
South Cambridgeshire 012	2	0	2	4	1	4	3	1	3	1	2	3	1	3	4	0	4	5	15	14	29
South Cambridgeshire 013	2	0	2	5	1	6	4	1	5	1	3	4	1	4	5	1	6	7	22	22	43
South Cambridgeshire 014	1	0	1	3	0	4	2	0	3	1	1	2	1	2	3	0	4	4	12	12	25
South Cambridgeshire 015	3	0	4	8	1	9	6	1	8	2	4	6	2	6	8	1	9	10	33	32	65
South Cambridgeshire 016	3	0	3	7	1	8	5	1	6	2	3	5	1	5	6	1	8	8	26	26	53
South Cambridgeshire 017	5	10	15	12	13	25	10	8	18	6	7	13	8	10	18	15	16	31	85	93	178
South Cambridgeshire 018	2	0	3	6	1	7	5	1	5	1	3	4	1	5	6	1	7	7	23	23	46
South Cambridgeshire 019	1	0	2	3	1	4	3	1	3	1	2	3	1	3	3	0	4	4	14	14	28
South Cambridgeshire 020	2	0	2	4	1	5	4	1	4	1	2	3	1	3	4	1	5	6	18	18	35
South Cambridgeshire 021	2	0	2	5	1	6	4	1	5	1	3	4	1	4	5	1	6	7	21	21	43
East Cambridgeshire	22	2	24	53	9	61	42	8	50	13	26	39	10	42	52	7	61	67	214	211	425
Fenland	6	1	7	15	3	18	12	2	15	4	8	11	3	12	15	2	18	20	62	62	124
Huntingdonshire	27	4	31	65	12	77	52	11	63	17	32	49	13	52	65	10	75	85	268	266	534
Peterborough	3	0	3	7	1	8	6	1	7	2	4	5	1	6	7	1	8	9	29	29	59
Outside Cambridgeshire	40	20	60	96	36	132	81	37	118	36	53	89	34	80	114	49	120	169	524	549	1,073
Total	194	76	269	469	172	640	380	145	525	168	256	423	146	380	526	179	560	739	2,357	2,433	4,789

Zone	07:00	08:00	09:00	15:00	16:00	17:00
Internal (Phase 2 only)	0	0	0	0	0	0
Cambridge 001	6	18	12	11	13	17
Cambridge 002	5	14	11	9	12	15
Cambridge 003	9	40	12	30	22	21
Cambridge 004	4	11	7	7	8	10
Cambridge 005 (inc. Phase 1)	0	0	0	0	0	0
Cambridge 006	8	18	22	14	17	26
Cambridge 007	0	0	0	0	0	0
Cambridge 008	7	15	11	9	12	17
Cambridge 009	5	12	10	8	11	14
Cambridge 010	3	8	7	5	7	9
Cambridge 011	3	7	5	4	6	7
Cambridge 012	3	7	5	4	6	7
Cambridge 013	14	23	17	12	16	28
South Cambridgeshire 001	3	6	5	4	5	7
South Cambridgeshire 002	3	6	5	4	5	7
South Cambridgeshire 003	3	9	7	5	7	9
South Cambridgeshire 004	2	4	3	3	4	5
South Cambridgeshire 005	3	8	7	5	7	9
South Cambridgeshire 006	7	18	12	11	13	17
South Cambridgeshire 007	13	26	38	27	29	56
South Cambridgeshire 009	0	0	0	0	0	0
South Cambridgeshire 010	4	10	8	6	8	11
South Cambridgeshire 011	2	5	4	3	4	5
South Cambridgeshire 012	2	4	3	3	4	5
South Cambridgeshire 013	2	6	5	4	5	7
South Cambridgeshire 014	1	4	3	2	3	4
South Cambridgeshire 015	4	9	8	6	8	10
South Cambridgeshire 016	3	8	6	5	6	8
South Cambridgeshire 017	15	25	18	13	18	31
South Cambridgeshire 018	3	7	5	4	6	7
South Cambridgeshire 019	2	4	3	3	3	4
South Cambridgeshire 020	2	5	4	3	4	6
South Cambridgeshire 021	2	6	5	4	5	7
East Cambridgeshire	24	61	50	39	52	67
Fenland	7	18	15	11	15	20
Huntingdonshire	31	77	63	49	65	85
Peterborough	3	8	7	5	7	9
Outside Cambridgeshire	60	132	118	89	114	169
Total	269	640	525	423	526	739



Zone	AM_Arr	AM_Dep	AM_2Way	PM_Arr	PM_Dep	PM_2Way	Daily_Arr	Daily_Dep	Daily_2Way
Internal (Phase 2 only)	0	0	0	0	0	0	0	0	0
Cambridge 001	29	8	37	9	32	41	55	55	110
Cambridge 002	26	4	30	7	29	36	48	47	95
Cambridge 003	24	36	61	36	38	73	107	113	220
Cambridge 004	17	5	22	5	19	24	33	33	66
Cambridge 005 (inc. Phase 1)	0	0	0	0	0	0	0	0	0
Cambridge 006	28	20	48	24	34	58	92	101	193
Cambridge 007	0	0	0	0	0	0	0	0	0
Cambridge 008	22	11	34	12	26	38	51	53	105
Cambridge 009	24	4	28	6	26	32	43	43	86
Cambridge 010	16	3	18	4	17	21	29	29	57
Cambridge 011	13	2	15	3	14	17	23	23	46
Cambridge 012	13	2	15	3	14	17	23	23	46
Cambridge 013	24	29	53	27	30	57	78	86	164
South Cambridgeshire 001	12	2	14	3	13	16	22	22	44
South Cambridgeshire 002	12	2	14	3	13	17	22	22	45
South Cambridgeshire 003	16	3	19	4	18	22	30	29	59
South Cambridgeshire 004	7	3	10	3	8	11	15	16	31
South Cambridgeshire 005	16	3	18	4	17	21	28	28	57
South Cambridgeshire 006	28	10	38	10	31	41	55	56	111
South Cambridgeshire 007	31	47	78	63	49	112	181	207	388
South Cambridgeshire 009	0	0	0	0	0	0	0	0	0
South Cambridgeshire 010	18	5	23	6	20	26	35	36	71
South Cambridgeshire 011	9	1	11	2	10	13	17	17	34
South Cambridgeshire 012	8	1	9	2	9	11	15	14	29
South Cambridgeshire 013	12	2	14	3	13	16	22	22	43
South Cambridgeshire 014	7	1	8	2	7	9	12	12	25
South Cambridgeshire 015	18	3	21	5	20	24	33	32	65
South Cambridgeshire 016	14	2	17	4	16	20	26	26	53
South Cambridgeshire 017	27	31	58	29	33	62	85	93	178
South Cambridgeshire 018	13	2	15	3	14	17	23	23	46
South Cambridgeshire 019	8	1	9	2	8	10	14	14	28
South Cambridgeshire 020	10	2	11	3	11	13	18	18	35
South Cambridgeshire 021	12	2	14	3	13	16	21	21	43
East Cambridgeshire	117	19	136	30	128	158	214	211	425
Fenland	34	6	40	9	37	46	62	62	124
Huntingdonshire	144	27	171	40	159	198	268	266	534
Peterborough	16	3	19	4	18	22	29	29	59
Outside Cambridgeshire	217	93	310	119	252	371	524	549	1,073
Total	1,042	393	1,435	493	1,195	1,688	2,357	2,433	4,789

Appendix J Flow Diagrams and Percentage Impact (see separate Excel Files for full outputs)

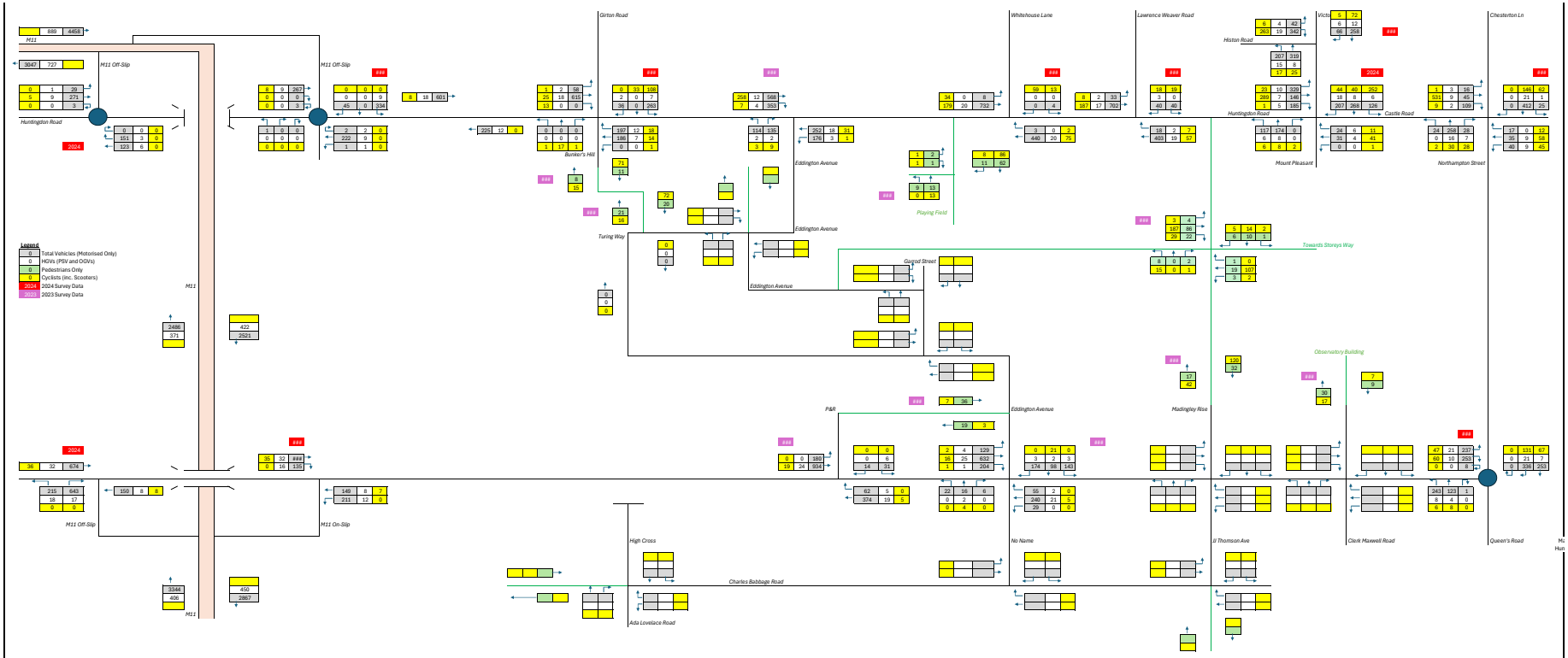


Figure 1 — **Observed Flows: AM Peak (2023 & 2024 Data)**

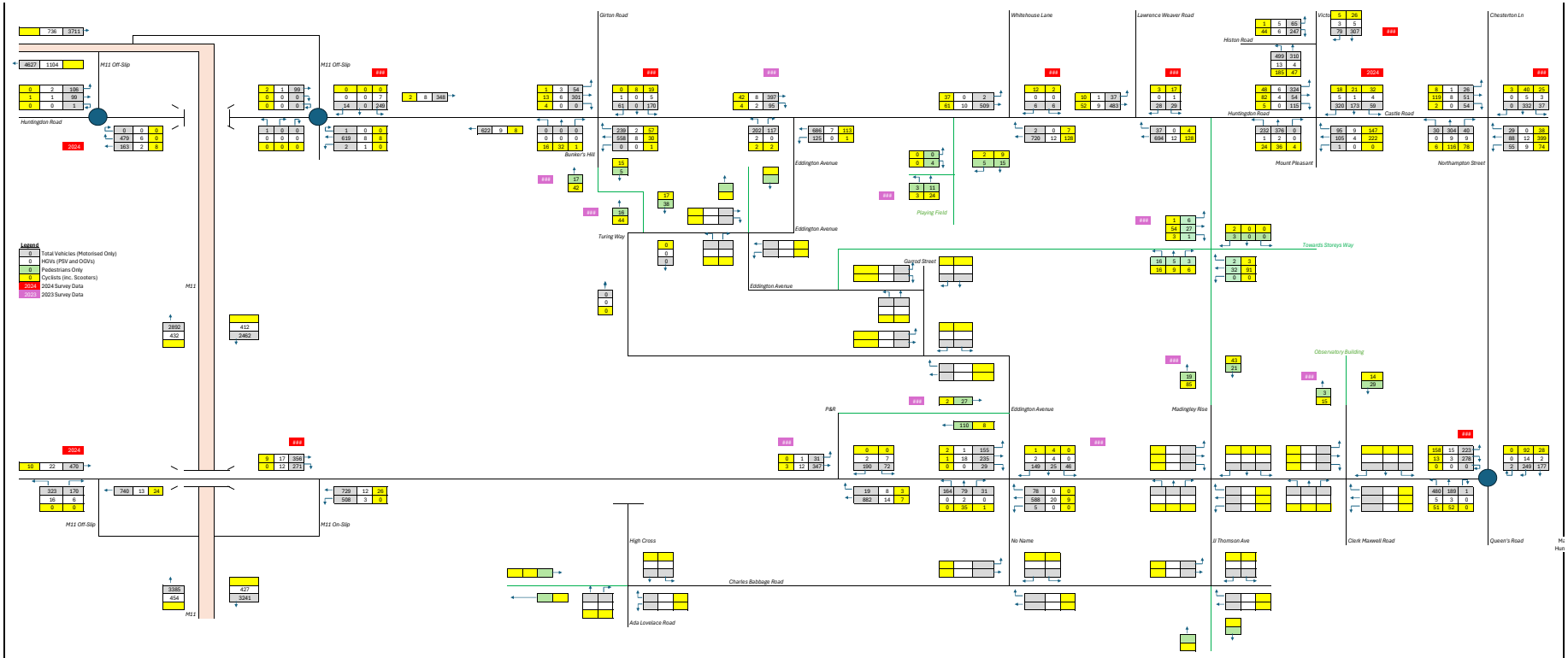


Figure 2 — **Observed Flows: PM Peak (2023 & 2024 Data)**

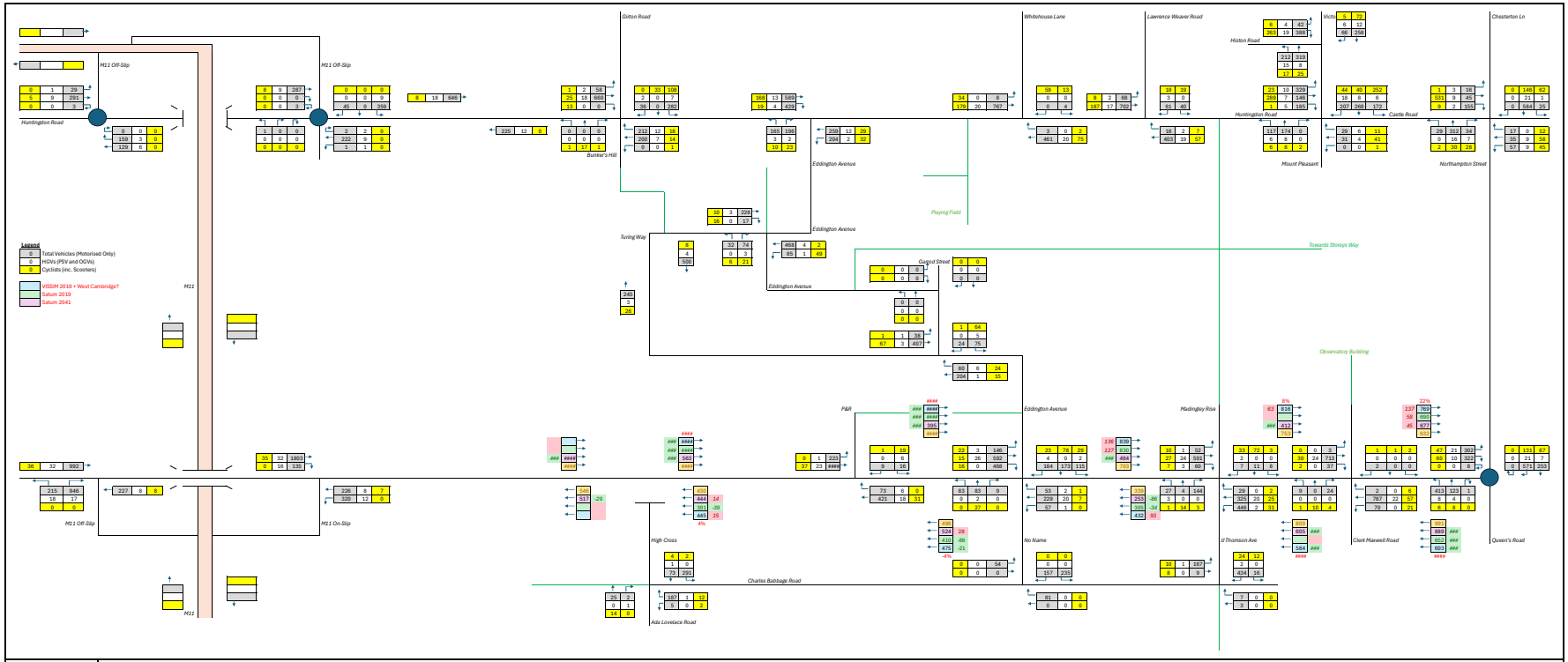


Figure 37 | **Observed Flows + West Cambridge (Comparison vs GCP Madingley Road Scheme): AM Peak**

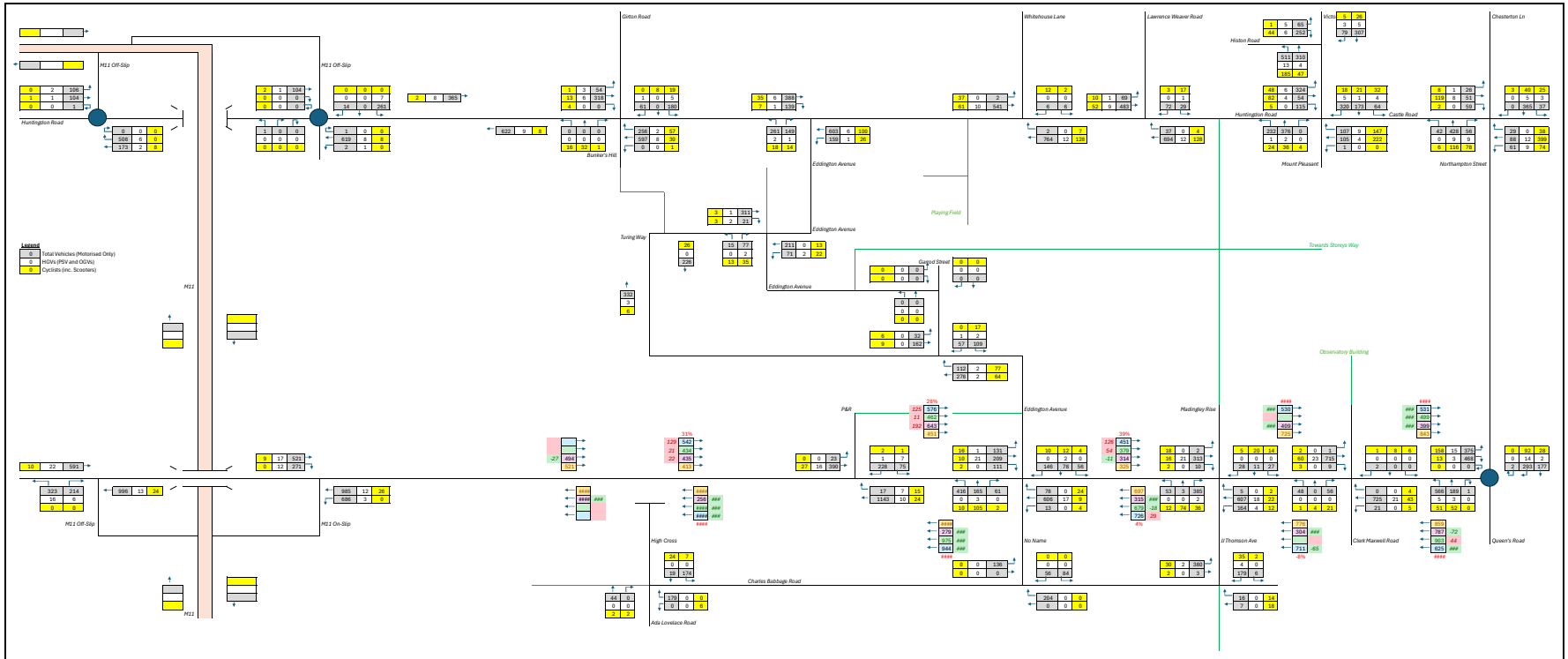


Figure 38 | **Observed Flows + West Cambridge (Comparison vs GCP Madingley Road Scheme): PM Peak**

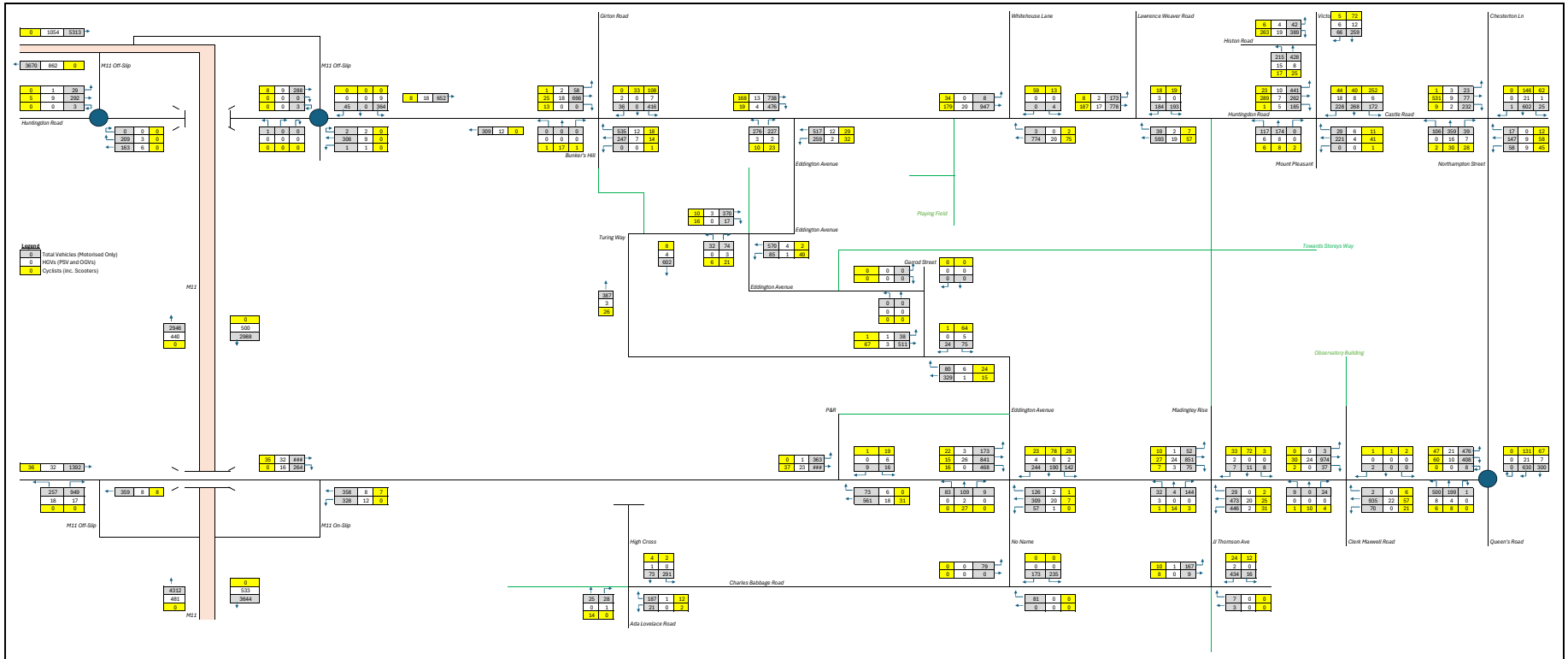


Figure 60 — **2038 Future Baseline: AM Peak**

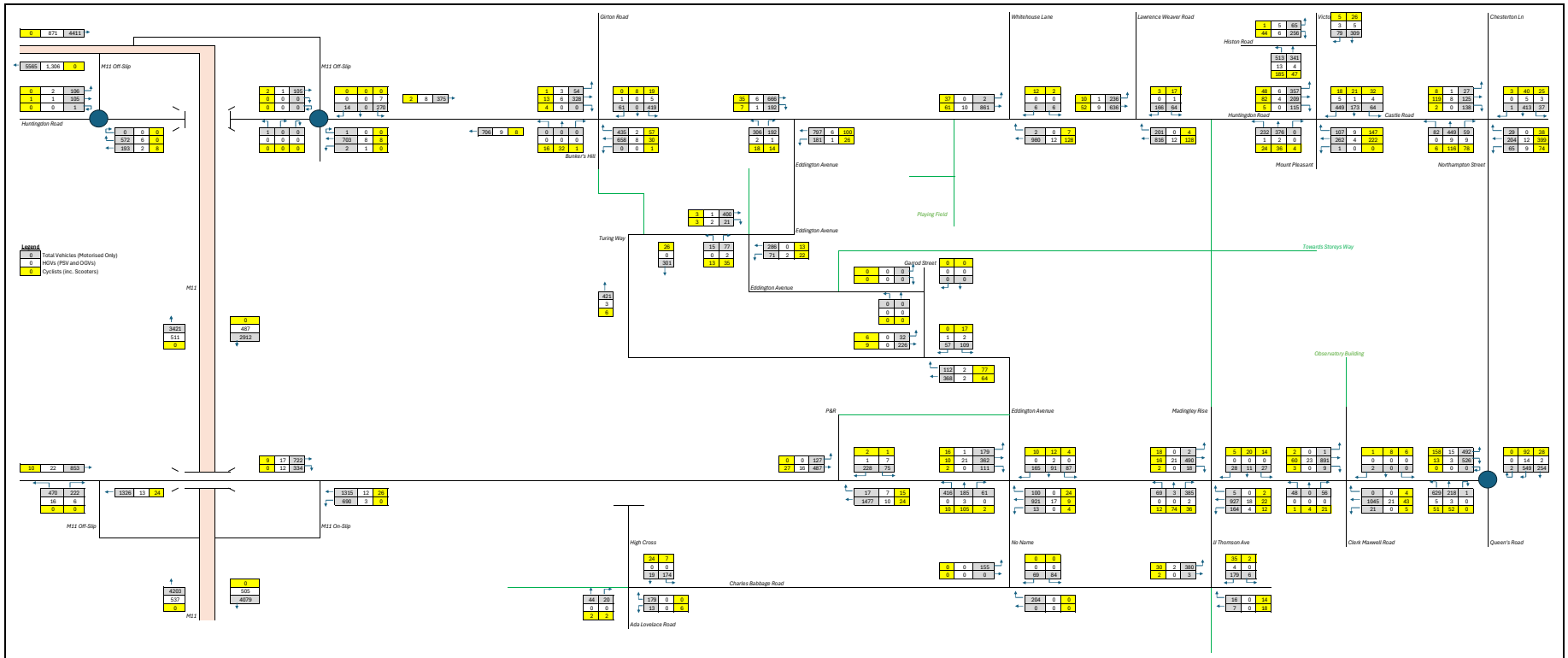


Figure 61 | **2038 Future Baseline: PM Peak**

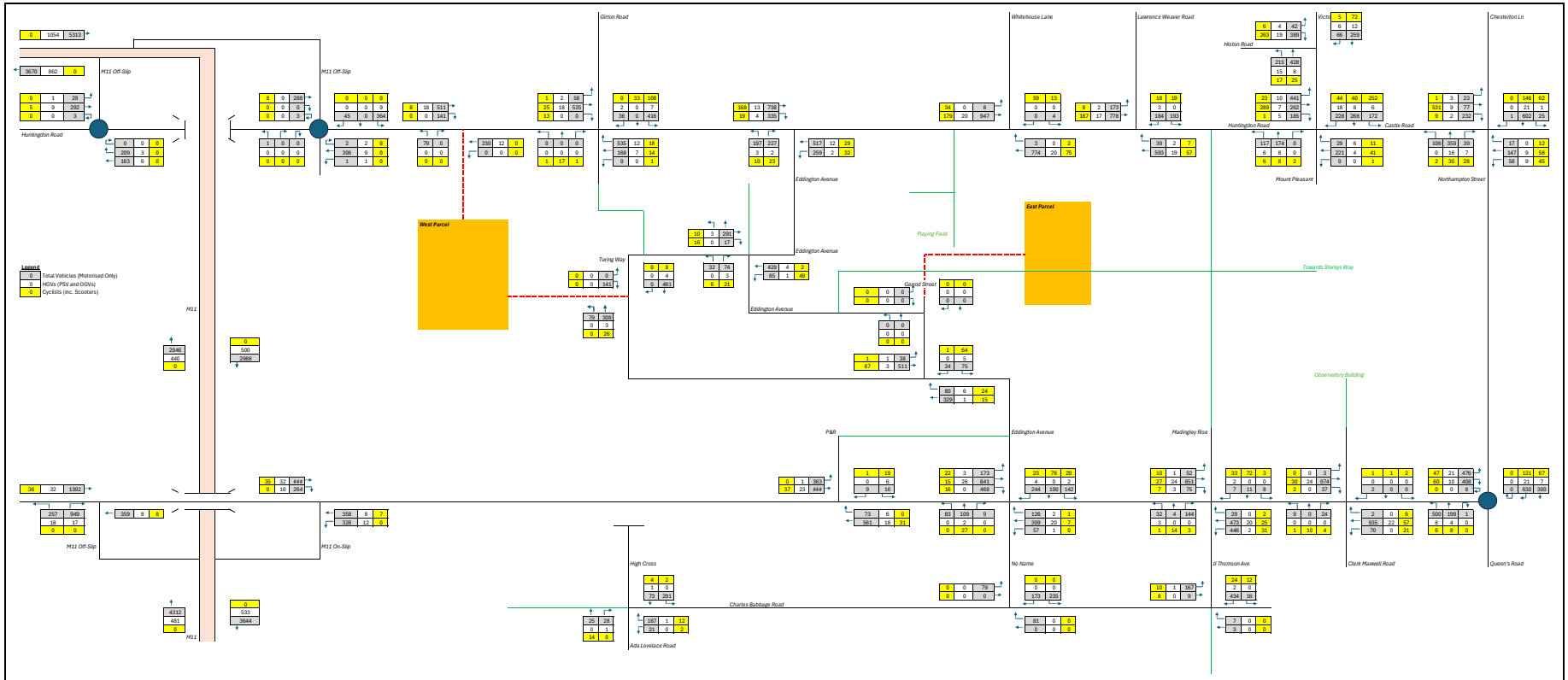


Figure 82	2038 Future Baseline (Redistributed): AM Peak

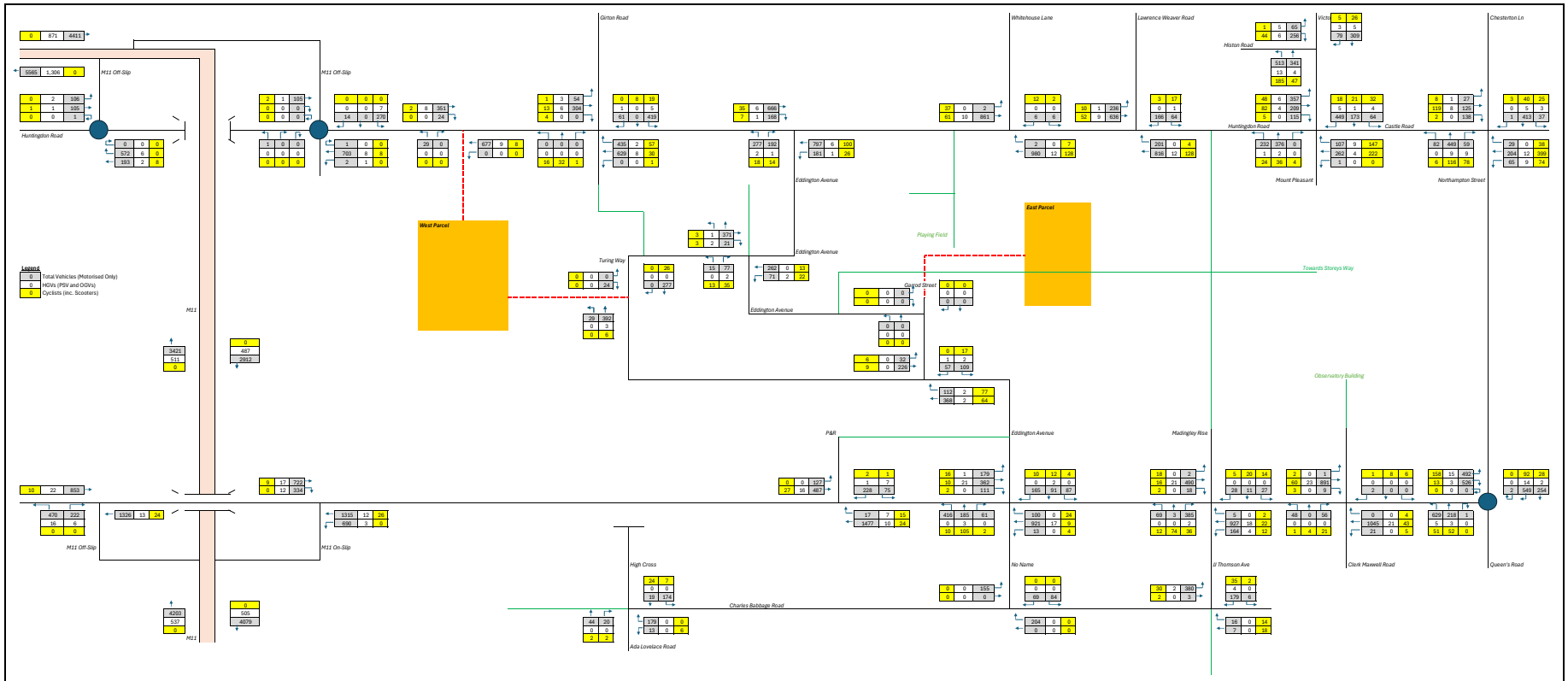


Figure 84	2038 Future Baseline (Redistributed): PM Peak

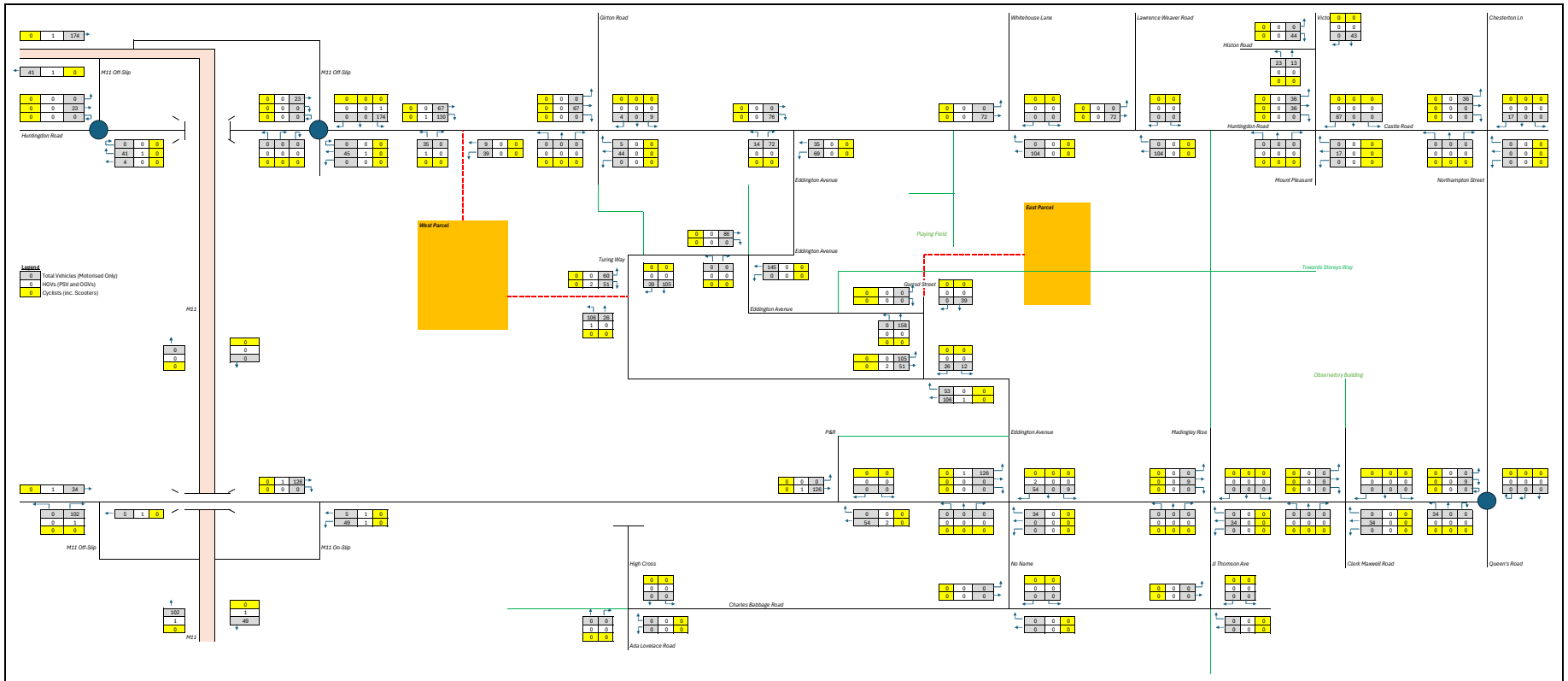


Figure 91	NWC (2038): AM Peak

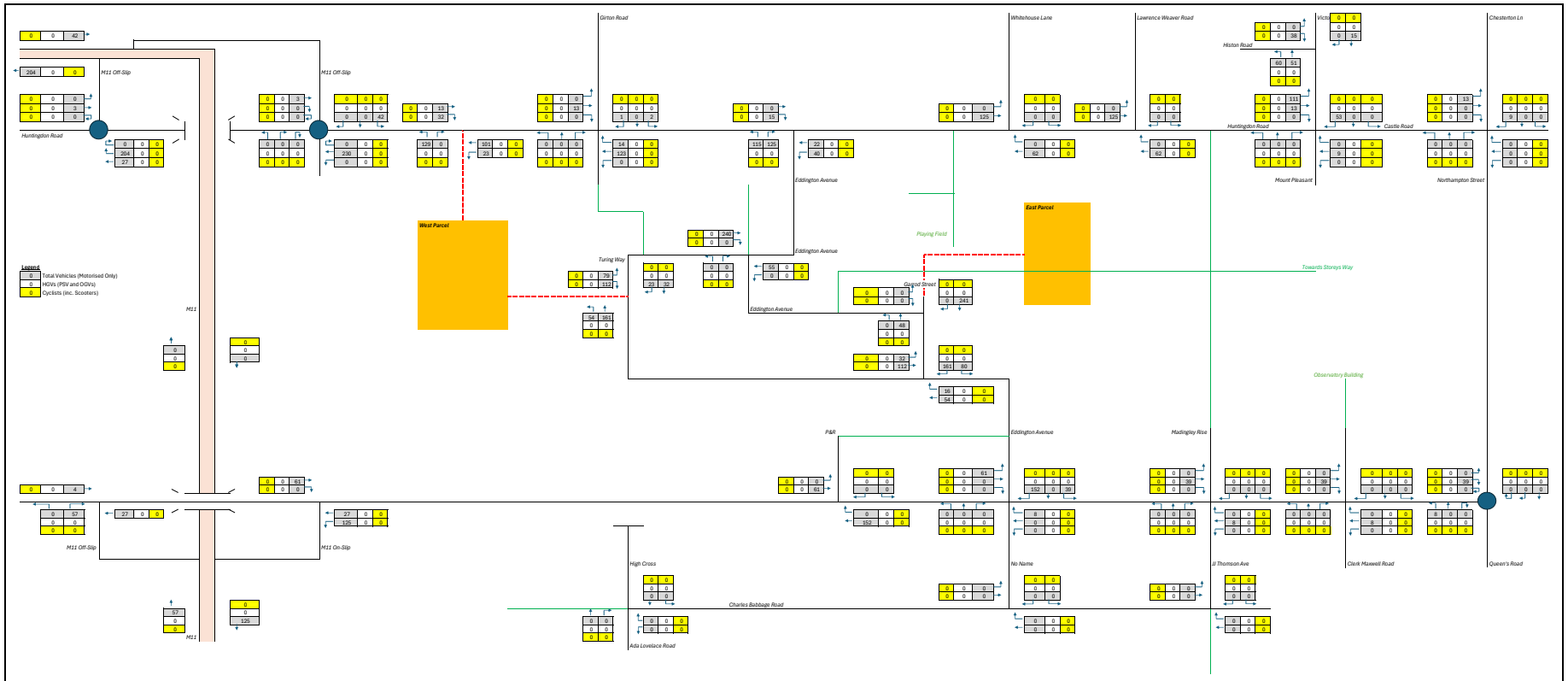


Figure 96	NWC (2038): PM Peak

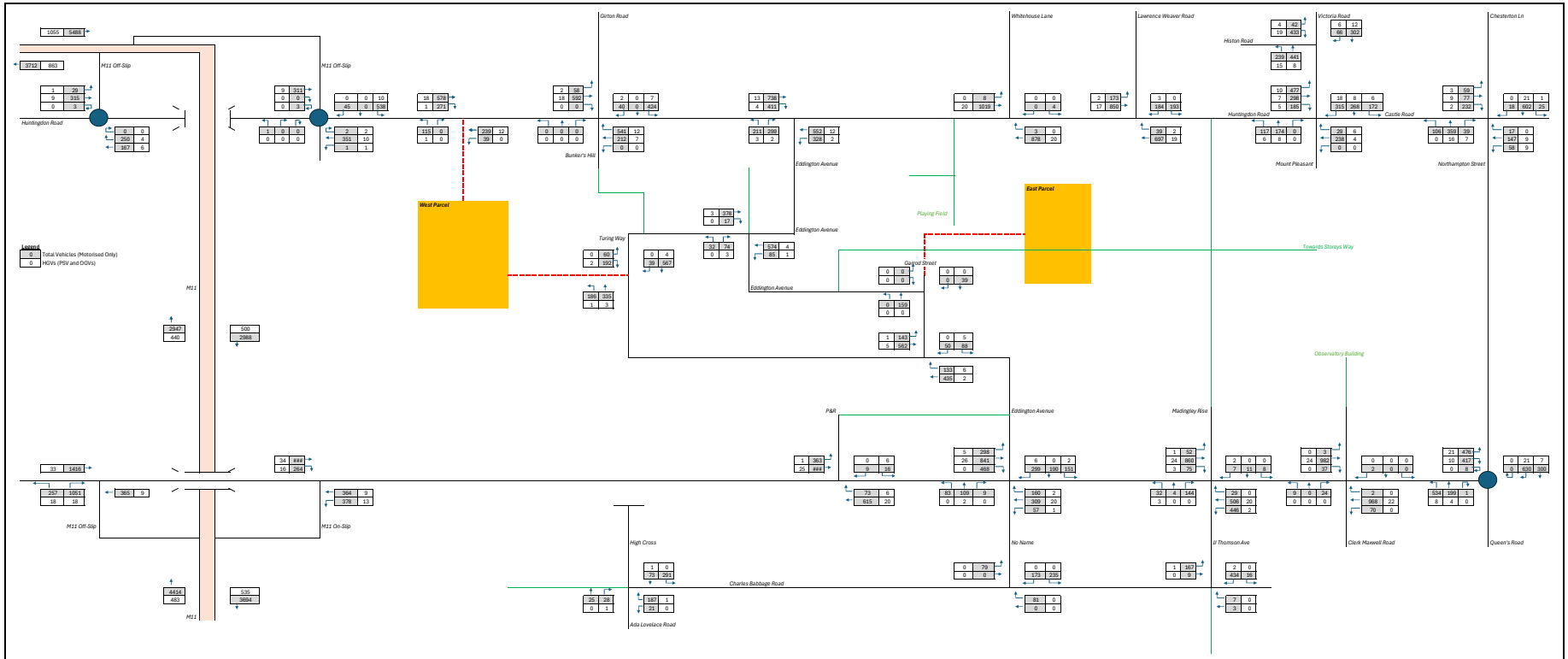


Figure 184 — **2038 Future Baseline (Redistributed) + NWC + Construction: AM Peak**

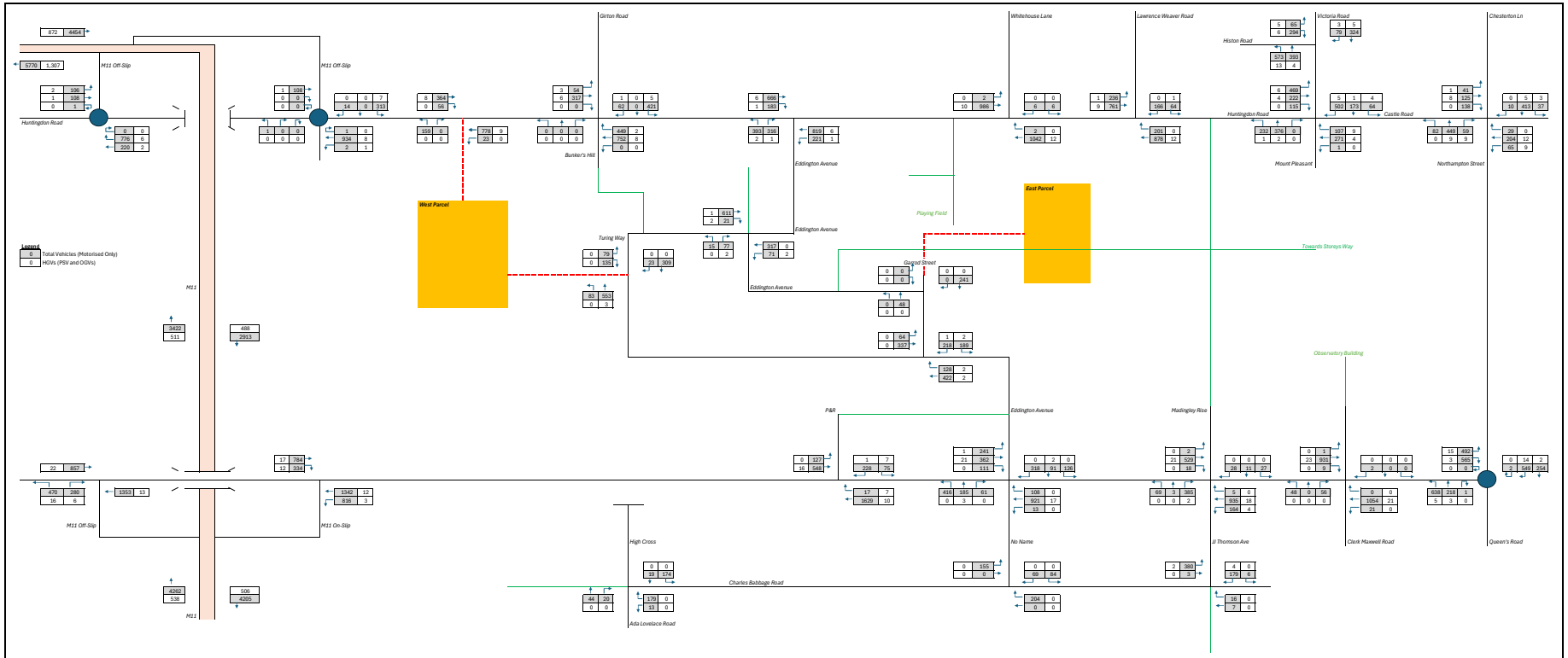


Figure 185 | **2038 Future Baseline (Redistributed) + NWC + Construction: PM Peak**

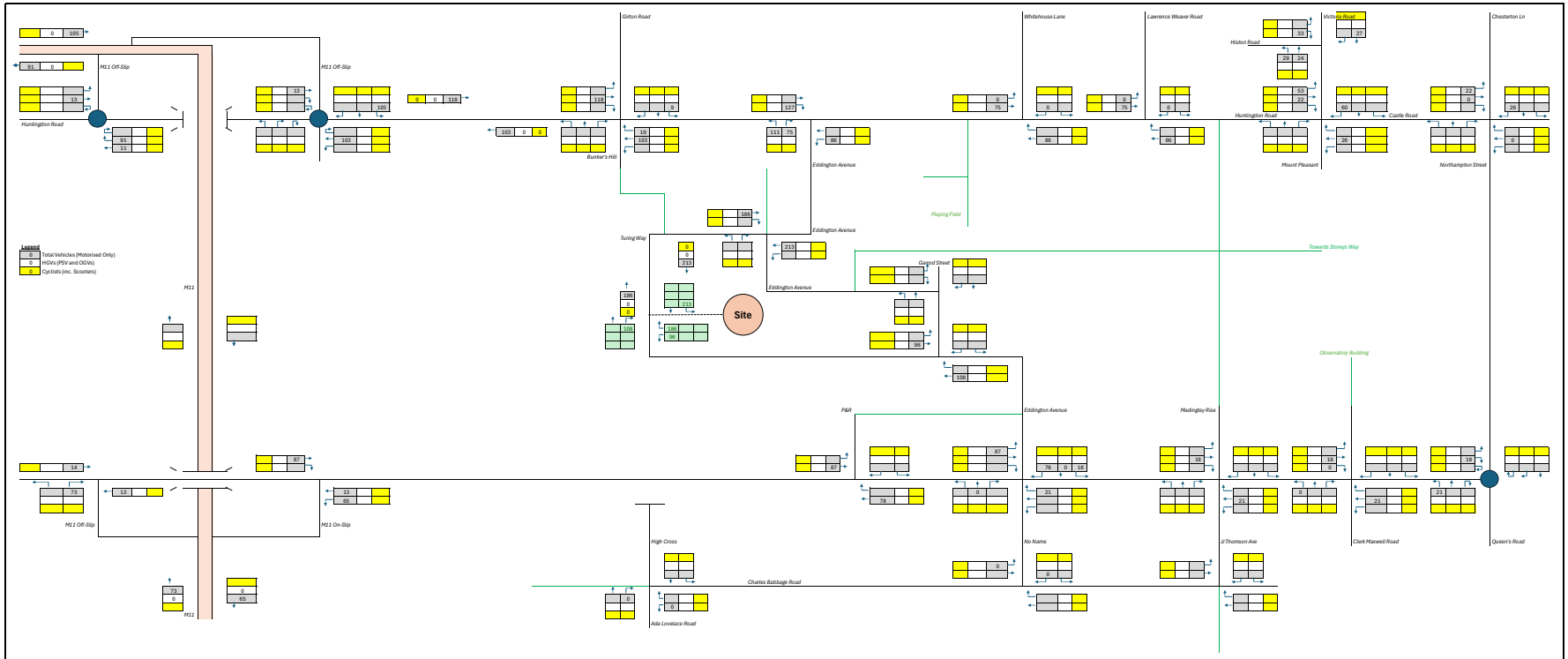


Figure 198 | **Phase 1 (Full, Updated Trip Forecasting Methodology): AM Peak**

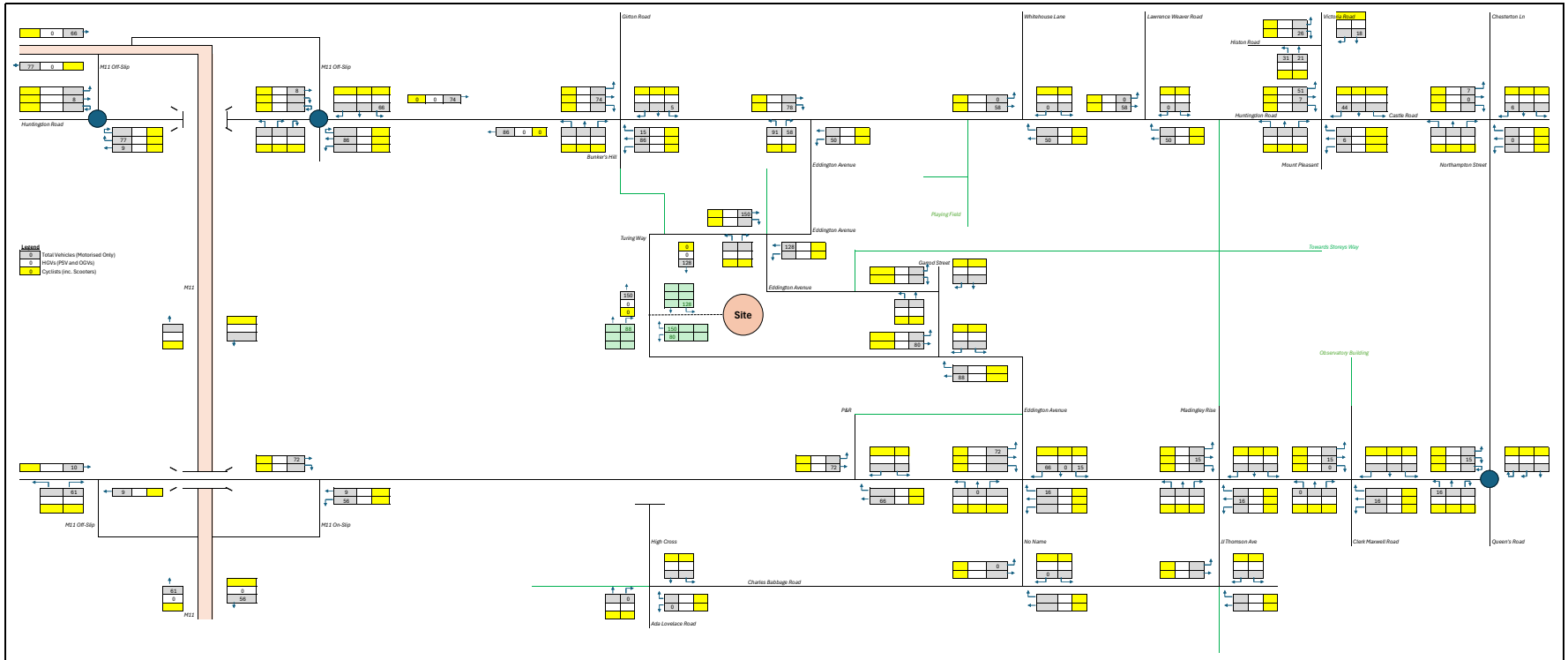


Figure 199 | **Phase 1 (Full, Updated Trip Forecasting Methodology): PM Peak**

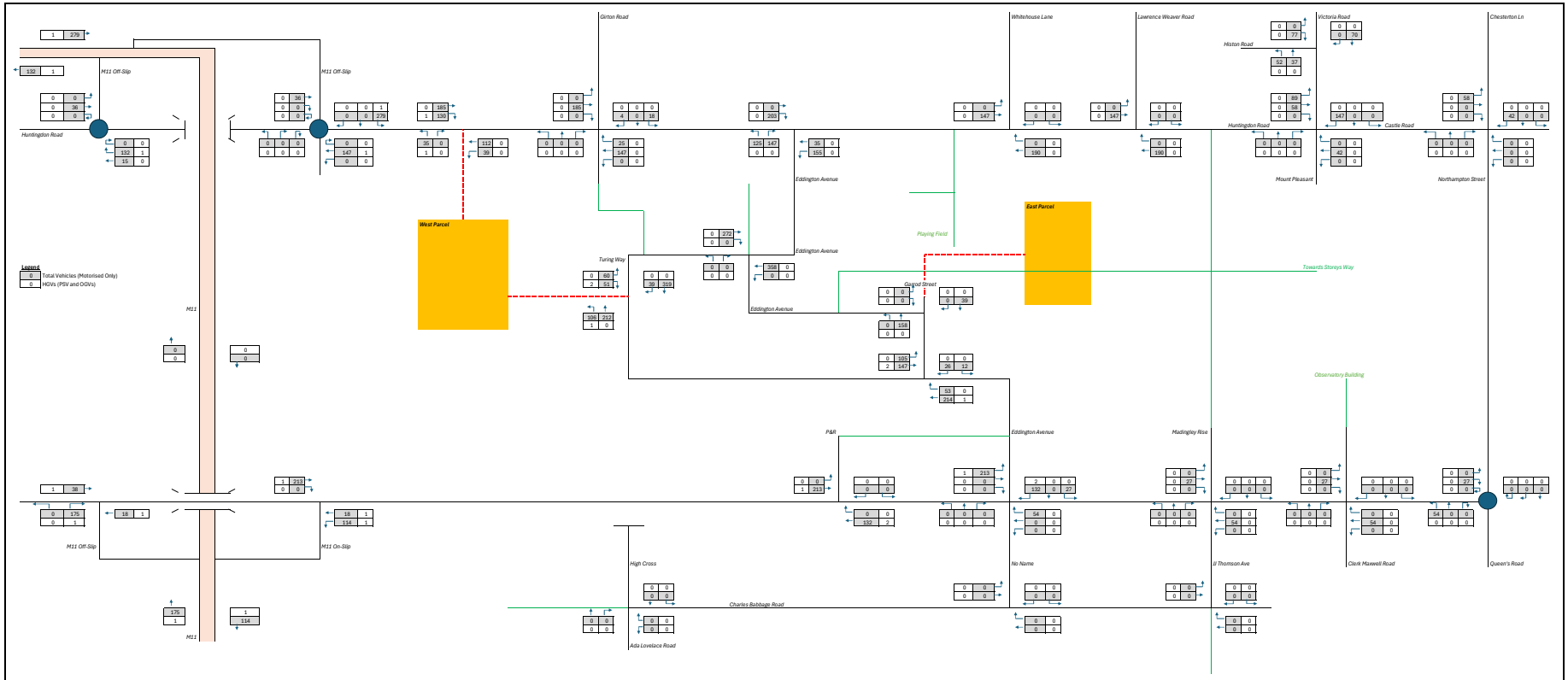


Figure 200	Phase 1 + 2: AM Peak

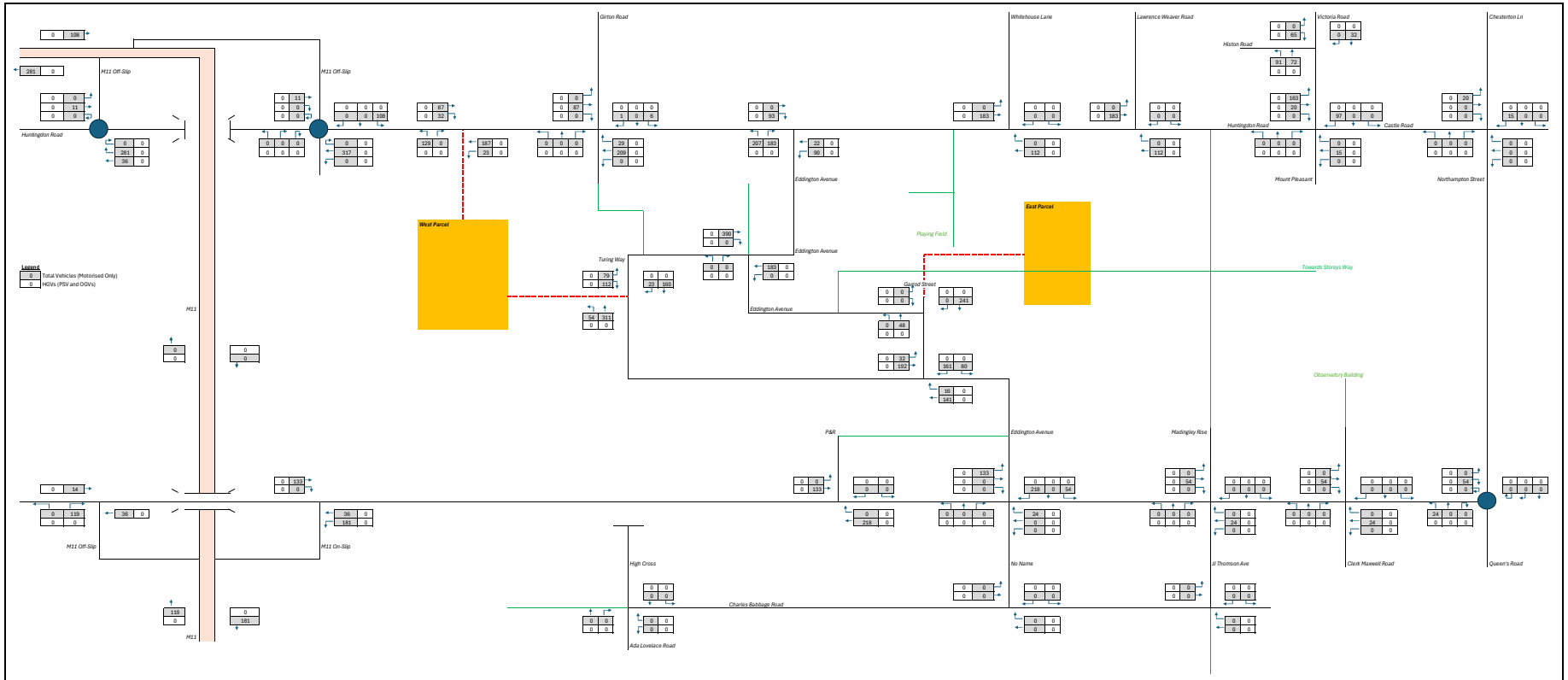


Figure 201	Phase 1 + 2: PM Peak

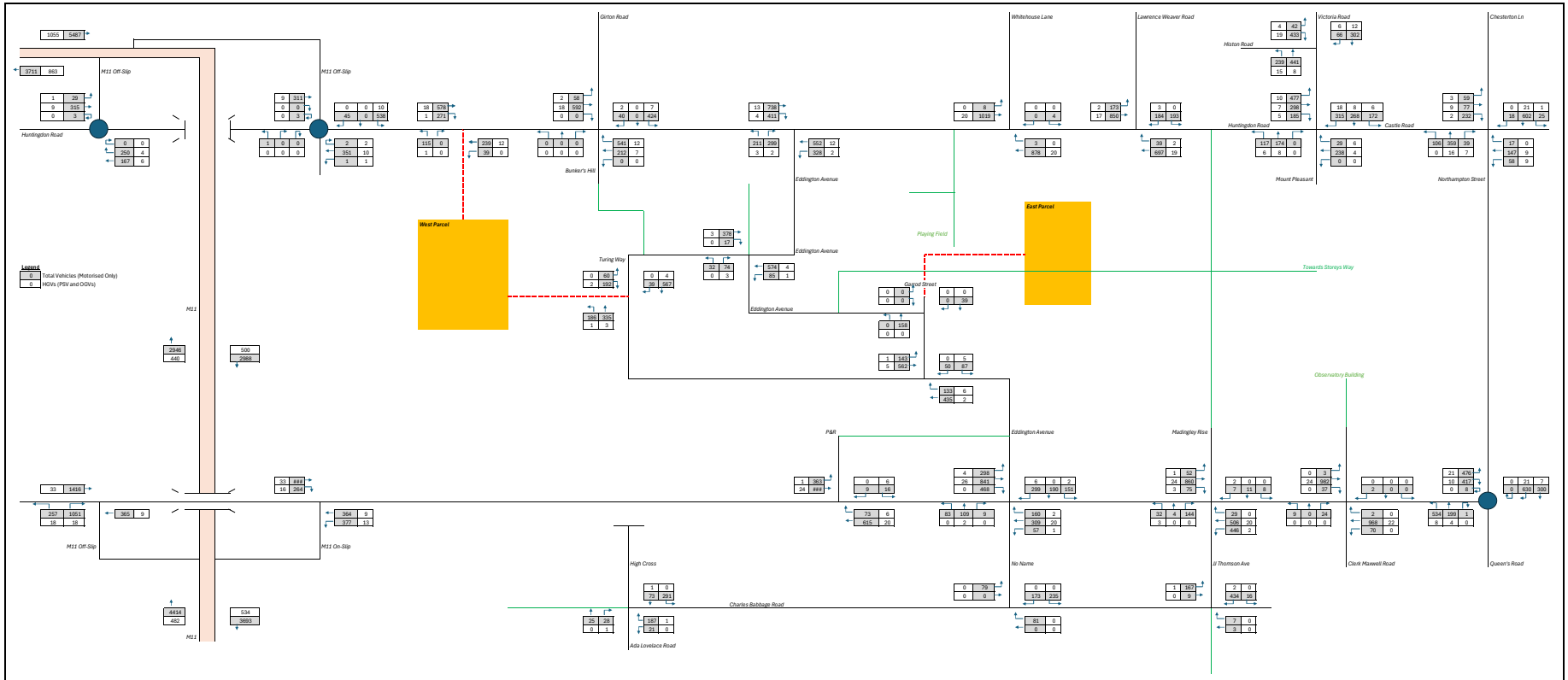


Figure 204 — **2038 Future Baseline (Redistributed) + NWC: AM Peak**

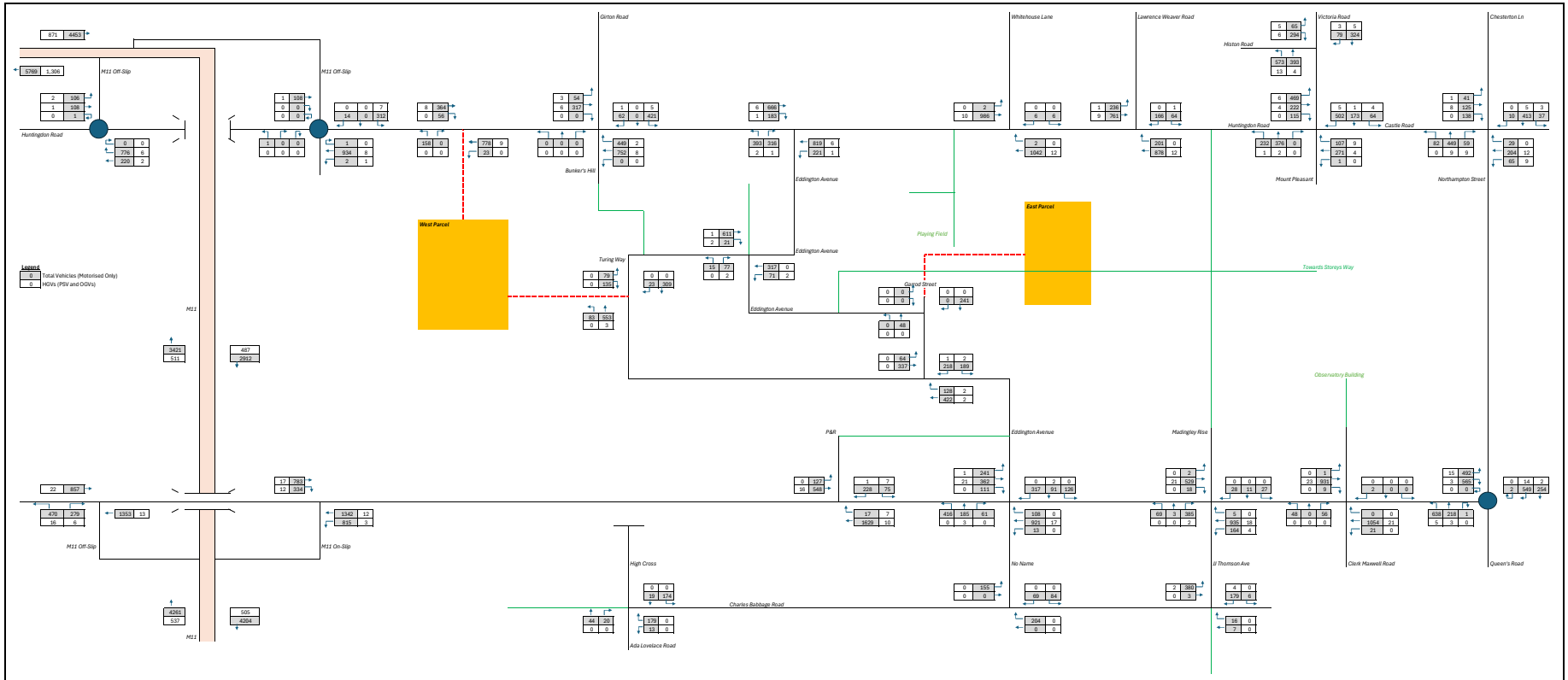


Figure 205 — **2038 Future Baseline (Redistributed) + NWC: PM Peak**

2012 Consent vs NWC Phase 1 & 2 (Updated Trip Forecasting Methodology)

	AM Peak Hour				PM Peak Hour			
	Consent	Revised	Net Diff.	% Change	Consent	Revised	Net Diff.	% Change
Junctions								
West Parcel - North Access	812	501	-310	-38%	793	459	-334	-42%
West Parcel - East Access	933	787	-146	-16%	986	738	-248	-25%
East Parcel - Access via Garrod Street	518	197	-321	-62%	676	289	-388	-57%
Eddington Ave / Madingley Rd	576	426	-149	-26%	611	429	-182	-30%
Girton Rd / Hunts Rd	413	379	-35	-8%	443	332	-110	-25%
Hunts Rd / Lawrence Weaver Rd	462	337	-125	-27%	438	295	-143	-33%
Hunts Rd / Castle St / A1134	462	337	-125	-27%	438	295	-143	-33%
Maddingley Rd / JJ Thomson Ave	111	81	-30	-27%	111	78	-33	-30%
Maddingley Rd / M11 Slips	743	576	-167	-22%	772	520	-252	-33%
Links								
Eddington Avenue (North of Site Accesses)	529	630	101	19%	599	573	-26	-4%
Eddington Avenue (South of Site Accesses)	576	426	-149	-26%	611	429	-182	-30%
Cartwright Avenue (North)	612	204	-407	-67%	525	185	-341	-65%
Cartwright Avenue (East)	586	256	-330	-56%	534	267	-266	-50%
Hunts Rd west of NW Access	630	462	-168	-27%	646	435	-211	-33%
Hunts Rd east of NW Access	382	336	-46	-12%	414	297	-117	-28%
Hunts Rd East of Lawrence Weaver Rd	462	337	-125	-27%	438	295	-143	-33%
Madingley Rd West of Eddington Ave	465	345	-119	-26%	500	351	-149	-30%
Madingley Rd West of P&R	465	345	-119	-26%	500	351	-149	-30%
Maddingley Ave East of Eddington Ave	111	81	-30	-27%	111	78	-33	-30%
Maddingley Ave East of Maddingley Rise	111	81	-30	-27%	111	78	-33	-30%
Madingley Rd West of M11	73	56	-17	-23%	72	50	-21	-30%
M11 South of Madingley Rd	392	289	-103	-26%	428	300	-128	-30%
M11 North of A14	559	411	-149	-27%	577	389	-188	-33%

2038 NWC (Phase 2 Only) vs 2038 Future Baseline (with Redistribution) *No Construction

	AM Peak Hour				PM Peak Hour			
	2038 FB	2038 FB + NWC	Net Diff.	% Change	2038 FB	2038 FB + NWC	Net Diff.	% Change
Junctions								
West Parcel - North Access	961	1242	280	29%	1081	1380	299	28%
West Parcel - East Access	990	1378	388	39%	722	1182	460	64%
East Parcel - Access via Garrod Street	0	197	197	-	0	289	289	-
Eddington Ave / Madingley Rd	2748	2971	222	8%	2691	2952	261	10%
Girton Rd / Hunts Rd	1738	1867	129	7%	1901	2055	153	8%
Hunts Rd / Lawrence Weaver Rd	1959	2135	176	9%	2118	2305	187	9%
Hunts Rd / Castle St / A1134	2097	2273	176	8%	2346	2533	187	8%
Maddingley Rd / JJ Thomson Ave	2132	2174	42	2%	2129	2177	47	2%
Maddingley Rd / M11 Slips	5986	6297	311	5%	5932	6234	301	5%
Links								
Eddington Avenue (North of Site Accesses)	1018	1249	231	23%	818	1113	295	36%
Eddington Avenue (South of Site Accesses)	983	1205	222	23%	808	1068	261	32%
Cartwright Avenue (North)	220	425	204	93%	53	238	185	348%
Cartwright Avenue (East)	220	477	256	116%	53	320	267	504%
Hunts Rd west of NW Access	961	1202	241	25%	1081	1357	276	25%
Hunts Rd east of NW Access	741	856	115	16%	1028	1165	137	13%
Hunts Rd East of Lawrence Weaver Rd	1603	1778	176	11%	1717	1904	187	11%
Madingley Rd West of Eddington Ave	2116	2296	180	9%	2154	2367	213	10%
Madingley Rd West of P&R	2255	2435	180	8%	2319	2532	213	9%
Maddingley Ave East of Eddington Ave	1483	1525	42	3%	1544	1591	47	3%
Maddingley Ave East of Maddingley Rise	1951	1994	42	2%	1998	2045	47	2%
Madingley Rd West of M11	2009	2038	29	1%	2649	2680	31	1%
M11 South of Madingley Rd	7956	8106	151	2%	8282	8465	183	2%
M11 North of A14	8983	9198	214	2%	9977	10223	246	2%

Appendix K Capacity Model Summary

K.1 Hunts Rd / Cartwright Ave NW Site Access

K.1.1 LinSig modelling software has been used to compare the capacity and operation of the proposed Hunts Rd / Cartwright Ave NW Site Access for 2033 and 2038 with and without NWCM Development Scenarios.

K.1.2 The full LinSig model outputs are provided in Appendix L and summarised in Table K.1 below.

Table K.1 – Capacity Results for Hunts Rd / Cartwright Ave Signalised Junction

Approach	AM Peak			PM Peak		
	DoS (%)	Av Delay (s)	MMQ	DoS (%)	Av Delay (s)	MMQ
2038 Baseline (Redistribution) + Construction + 2038 NWCM						
Hunts Rd (E)	30 %	12	3	83 %	23	14
Cartwright Ave	50 %	39	2	68 %	48	4
Hunts Rd (W)	62 %	9	6	32 %	8	3
Cycle Time	60			60		
PRC	46.1 %			8.7 %		
Total Delay	4.46 pcuHr			8.32 pcuHr		

K.1.3 The table above shows that the proposed North West Huntingdon Road site access with Cartwright Avenue is predicted to operate within capacity in the future design year of 2038 with the full development open and operational.

K.2 Existing Hunts Rd / Eddington Ave Site Access / Lawrence Weaver Road

K.2.1 LinSig modelling software has been used to compare the capacity and operation of the existing Hunts Rd / Eddington Ave Site Access / Lawrence Weaver Road junction for 2033 and 2038 with and without NWCM Development Scenarios. The with development scenario includes

K.2.2 The full LinSig model outputs are provided in Appendix L and summarised in Table K.2 below.

Table K.2 – Capacity Results for Eddington Ave / Hunts Rd / Lawrence Weaver Road Existing Signalised Junction

Approach	AM Peak			PM Peak		
	DoS (%)	Av Delay (s)	MMQ	DoS (%)	Av Delay (s)	MMQ
2033 Baseline						
Hunts Rd / Edd Ave						
Hunts Rd (E)	116	302	70	90	31	19
Eddington Ave	86	41	6	71	33	5
Hunts Rd (W)	114	255	98	91	27	10
Whitehouse Lane / Hunts Rd						
Whitehouse Lane	1	4	0	4	7	0
Hunts Rd (E)	37	1	8	45	2	0
Hunts Rd (W)	61	6	5	54	5	6
LWR / Hunts Rd						
LWR	66	31	4	48	33	3
Hunts Rd (E)	60	15	8	90	30	19
Hunts Rd (W)	91	32	19	80	21	13
Cycle Time	67			67		
PRC	-28.6 %			-0.9 %		
Total Delay	168.98 pcuHr			36.25 pcuHr		
2033 Baseline (Redistribution) + Construction + 2033 NWCM						
Hunts Rd / Edd Ave						
Hunts Rd (E)	99	84	24	88	26	18
Eddington Ave	93	61	9	78	39	5
Hunts Rd (W)	102	84	40	84	19	8
Whitehouse Lane / Hunts Rd						
Whitehouse Lane	38	4	0	4	7	0
Hunts Rd (E)	63	1	8	48	2	0
Hunts Rd (W)	51	6	6	55	5	6

LWR / Hunts Rd						
LWR	66	33	4	48	33	3
Hunts Rd (E)	61	15	9	93	35	22
Hunts Rd (W)	95	42	23	82	22	13
Cycle Time	67			67		
PRC	-12.9 %			-3.1 %		
Total Delay	69.87 pcuHr			36.49 pcuHr		
2033 Baseline (Redistribution) + Construction + 2033 NWCM **+ Mitigation (Right Turn Give-Way from Hunts Rd)**						
Hunts Rd / Edd Ave						
Hunts Rd (E)	67	37	6	75	48	7
Eddington Ave	83	21	15	76	20	11
Hunts Rd (W)	74	19	12	76	16	17
Whitehouse Lane / Hunts Rd	Whitehouse Lane / Hunts Rd					
Whitehouse Lane	1	4	0	4	7	0
Hunts Rd (E)	38	1	0	47	2	0
Hunts Rd (W)	61	6	8	52	4	6
LWR / Hunts Rd	LWR / Hunts Rd					
LWR	74	39	5	65	52	4
Hunts Rd (E)	57	14	8	79	21	18
Hunts Rd (W)	86	25	19	74	19	15
Cycle Time	75			90		
PRC	+4.4 %			+13.4 %		
Total Delay	30.45 pcuHr			30.35pcuHr		
2038 Baseline						
Hunts Rd / Edd Ave						
Hunts Rd (E)	122	379	88	98	61	28
Eddington Ave	101	111	18	86	39	7
Hunts Rd (W)	122	356	138	97	47	15

Whitehouse Lane / Hunts Rd						
Whitehouse Lane	1	4	0	4	7	0
Hunts Rd (E)	38	1	0	48	2	1
Hunts Rd (W)	63	6	8	56	5	7
LWR / Hunts Rd						
LWR	75	37	5	66	40	4
Hunts Rd (E)	60	15	8	90	30	19
Hunts Rd (W)	93	37	21	82	22	13
Cycle Time	67			67		
PRC	-35.1 %			-9.2 %		
Total Delay	240.14 pcuHr			53.16 pcuHr		
2038 Baseline (Redistribution) + Construction + 2038 NWCM						
Hunts Rd / Edd Ave						
Hunts Rd (E)	121	362	96	103	109	45
Eddington Ave	119	344	53	102	112	24
Hunts Rd (W)	121	345	127	102	98	29
Whitehouse Lane / Hunts Rd						
Whitehouse Lane	1	4	0	5	9	0
Hunts Rd (E)	43	1	0	50	2	1
Hunts Rd (W)	67	7	10	64	6	9
LWR / Hunts Rd						
LWR	75	38	5	66	40	4
Hunts Rd (E)	70	17	11	95	42	25
Hunts Rd (W)	101	77	36	95	41	23
Cycle Time	67			67		
PRC	-34.0 %			-14.5 %		
Total Delay	284.80 pcuHr			108.22 pcuHr		
2038 Baseline (Redistribution) + Construction + 2038 NWCM **+ Mitigation (Right Turn Give-Way from Hunts Rd)**						

Hunts Rd / Edd Ave						
Hunts Rd (E)	66	30	6	87	42	14
Eddington Ave	100	73	39	88	33	19
Hunts Rd (W)	102	99	37	97	54	34
Whitehouse Lane / Hunts Rd						
Whitehouse Lane	1	4	0	5	9	0
Hunts Rd (E)	43	2	0	50	2	1
Hunts Rd (W)	66	6	10	60	5	9
LWR / Hunts Rd						
LWR	83	51	6	80	65	6
Hunts Rd (E)	65	15	11	97	26	21
Hunts Rd (W)	92	32	23	82	21	20
Cycle Time	75			90		
PRC	-12.9			-7.9%		
Total Delay	73.56			53.20		

K.2.3 The table above shows that the junction is predicted to operate beyond capacity in the future years. However, the redistribution of traffic via Cartwright Avenue has a positive impact of the capacity of the junction. The junction is shown to operate with betterment in the critical AM when comparing the future years with NWCM against future baseline years. In the PM peak NWCM has a slight negative impact on capacity when comparing the future years with NWCM against future baseline years.

K.2.4 Additionally, if the signal timings and signal heads are changed to provide the right turn movement from Huntingdon Road a green light at the same time as the opposing northbound movement, and therefore giveway, the junction is predicted to operate with significantly more capacity and better than the without NWCM baseline scenarios. The additional capacity is gained by allowing these right turn movements to find gaps in northbound traffic and therefore clear the queueing generated through the short right turn lane that currently blocks the ahead movement. This is especially beneficial for when a bus is waiting to turn right and therefore block the dominant ahead movement.

K.3 Existing Maddingley Rd / Eddington Ave Site Access / P&R Access

K.3.1 LinSig modelling software has been used to compare the capacity and operation of the existing Maddingley Rd / Eddington Ave Site Access / P&R Access junctions for 2033 and 2038 with and

without NWCM Scenarios. The with development scenario includes for the proposed mitigation to allow right turn giveway movements from Huntingdon Rd into Eddington Avenue to assist with additional capacity.

K.3.2 The full LinSig model outputs are provided in Appendix L and summarised in Table K.3 below.

Table K.3 Capacity Results for Existing Maddingley Rd / Eddington Ave Site Access / P&R Access Signalised Junctions

Approach	AM Peak			PM Peak		
	DoS (%)	Av Delay (s)	MMQ	DoS (%)	Av Delay (s)	MMQ
2033 Baseline						
Maddingley Rd / P&R						
Maddingley Rd W LT	15	4	2	15	4	2
Maddingley Rd W Ahead	83	23	32	36	7	7
P&R L	15	52	1	30	2	2
P&R R	5	49	0	74	6	7
Maddingley Rd E	65	20	5	75	17	19
Maddingley Rd / Eddington Ave						
Maddingley Rd W	118	386	138	59	11	12
Eddington Ave	118	377	56	88	5	8
Maddingley Rd E	81	54	8	95	19	26
West Camb	27	49	2	92	5	9
Cycle Time	90 (some on demand every other)			90 (some on demand every other)		
PRC	-31.5%			-5.7 %		
Total Delay	187.66 pcuHr			42.37 pcuHr		
2033 Baseline (Redistribution) + Construction + 2033 NWCM						
Maddingley Rd / P&R						
Maddingley Rd W LT	15	4	2	2	3	0
Maddingley Rd W Ahead	84	23	32	39	13	8
P&R L	15	52	1	31	44	2

P&R R	5	49	0	76	60	7
Maddingley Rd E	71	21	5	76	14	18
Maddingley Rd / Eddington Ave						
Maddingley Rd W	123	450	159	65	28	13
Eddington Ave	120	404	64	93	93	11
Maddingley Rd E	81	55	9	95	64	26
West Camb	27	48	1	97	111	12
Cycle Time	90 (some on demand every other)			90 (some on demand every other)		
PRC	-36.4%			-7.2%		
Total Delay	216.97 pcuHr			47.91 pcuHr		
2038 Baseline						
Maddingley Rd / P&R						
Maddingley Rd W LT	25	4	4	9	4	1
Maddingley Rd W Ahead	101	77	67	39	12	8
P&R L	15	52	1	42	53	2
P&R R	5	49	0	101	186	15
Maddingley Rd E	89	33	8	100	60	61
Maddingley Rd / Eddington Ave						
Maddingley Rd W	148	751	340	83	42	19
Eddington Ave	145	706	122	110	271	30
Maddingley Rd E	82	55	11	140	659	209
West Camb	66	57	4	140	665	130
Cycle Time	90 (some on demand every other)			90 (some on demand every other)		
PRC	-64.6%			-55.2%		
Total Delay	475.98 pcuHr			388.48 pcuHr		
2033 Baseline (Redistribution) + Construction + 2038 NWCM						
Maddingley Rd / P&R						
Maddingley Rd W LT	15	2	2	2	3	0

Maddingley Rd W Ahead	91	41	41	40	14	9
P&R L	15	1	1	32	46	2
P&R R	5	0	0	749	66	8
Maddingley Rd E	79	6	6	84	18	24
Maddingley Rd / Eddington Ave						
Maddingley Rd W	136	228	228	75	37	16
Eddington Ave	132	92	92	104	182	31
Maddingley Rd E	100	21	21	106	206	68
West Camb	27	2	2	101	158	16
Cycle Time	90 (some on demand every other)			90 (some on demand every other)		
PRC	-50.6%			-18.2 %		
Total Delay	329.35 pcuHr			104.40 pcuHr		
2038 Baseline (Redistribution) + Construction + 2038 NWCM						
Maddingley Rd / P&R						
Maddingley Rd W LT	25	4	4	9	4	1
Maddingley Rd W Ahead	110	236	132	43	1	10
P&R L	15	52	1	52	66	3
P&R R	5	49	0	125	519	36
Maddingley Rd E	89	21	7	107	172	130
Maddingley Rd / Eddington Ave						
Maddingley Rd W	164	898	431	98	82	31
Eddington Ave	164	883	167	148	744	117
Maddingley Rd E	102	143	28	147	731	229
West Camb	66	57	4	143	702	138
Cycle Time	90 (some on demand every other)			90 (some on demand every other)		
PRC	-82.6%			-64.6%		
Total Delay	693.96 pcuHr			588.22 pcuHr		

K.3.3 The table above shows that the junction is predicted to operate at capacity in the future 2033 baseline scenario and then beyond capacity in all other future baseline scenarios. Whilst the junction is predicted to operate with queues and delay in the 2038 future baseline year scenario, the junction is predicted to operate significantly better in the 2033 future year scenario with the full NWCM included when compared to the 2038 baseline scenario. This shows that NWCM does not have a significant impact on this junction relative to long term future cumulative background growth that will be mitigated through; the redistribution of Madingley Road traffic, C2C, and the GCP's Madingley Road corridor improvements.

K.4 Existing Maddingley Rd / M11 Slips Junction

K.4.1 LinSig modelling software has been used to compare the capacity and operation of the existing Maddingley Rd / M11 Slips Junction for 2033 and 2038 with and without NWCM Development Scenarios. The with development scenario includes

K.4.2 The full LinSig model outputs are provided in Appendix L and summarised in Table K.4 below.

Table K.4 – Capacity Results for Maddingley Rd / M11 Slips Signalised Junction

Approach	AM Peak			PM Peak		
	DoS (%)	Av Delay (s)	MMQ	DoS (%)	Av Delay (s)	MMQ
2033 Baseline						
Maddingley Rd Bus Lane EB past off-slip	1%	18	0	1%	6	0
Maddingley Rd EB past off-slip	81%	34	24	48%	8	4
Maddingley Rd WB past off-slip	26%	20	5	80%	15	9
M11 NB offslip LT	28%	22	5	74%	29	5
M11 NB offslip RT	81%	38	20	41%	19	2
Maddingley Rd EB Bus Merge	1%	1	0	1%	1	0
Maddingley Rd EB Merge	73%	3	2	37%	1	0
Maddingley Rd EB past on-slip RT	73%	3	20	76%	3	3
Maddingley Rd WB past on-slip LT	13%	1	0	29%	1	0
Maddingley Rd WB past on-slip Ahead	12%	1	0	40%	1	0

Cycle Time	112			40		
PRC	10.8 %			13.1 %		
Total Delay	20.52 pcuHr			10.07 pcuHr		
2033 Baseline (Redistribution) + Construction + 2033 NWCM						
Maddingley Rd Bus Lane EB past off-slip	1%	18	0	1	6	0
Maddingley Rd EB past off-slip	81%	35	24	48%	9	4
Maddingley Rd WB past off-slip	27%	21	5	80%	16	10
M11 NB offslip LT	28%	22	5	74%	29	5
M11 NB offslip RT	83%	39	21	51%	21	3
Maddingley Rd EB Bus Merge	1%	1	0	1%	1	0
Maddingley Rd EB Merge	73%	3	2	389%	1	0
Maddingley Rd EB past on-slip RT	74%	3	20	42%	3	3
Maddingley Rd WB past on-slip LT	15%	1	0	30%	1	0
Maddingley Rd WB past on-slip Ahead	12%	1	0	40%	1	0
Cycle Time	112			40		
PRC	8.8 %			12.7 %		
Total Delay	21.11 pcuHr			10.48 pcuHr		
2038 Baseline						
Maddingley Rd Bus Lane EB past off-slip	1%	16	0	2%	12	0
Maddingley Rd EB past off-slip	129%	479	214	124%	379	96
Maddingley Rd WB past off-slip	37%	20	7	211%	999	373
M11 NB offslip LT	36%	26	6	56%	12	4
M11 NB offslip RT	128%	490	151	27%	9	2

Maddingley Rd EB Bus Merge	1%	1	0	1%	1	0
Maddingley Rd EB Merge	90%	9	5	45%	2	0
Maddingley Rd EB past on-slip RT	91%	9	41	196%	544	147
Maddingley Rd WB past on-slip LT	19%	1	0	39%	2	0
Maddingley Rd WB past on-slip Ahead	17%	1	0	63%	2	1
Cycle Time	112			40		
PRC	-43.3 %			-134.5 %		
Total Delay	333.23 pcuHr			605.23 pcuHr		
2033 Baseline (Redistribution) + Construction + 2038 NWCM						
Maddingley Rd Bus Lane EB past off-slip	1%	20	0	1%	6	0
Maddingley Rd EB past off-slip	89%	44	28	48%	9	4
Maddingley Rd WB past off-slip	29%	23	5	82%	17	10
M11 NB offslip LT	26%	20	5	74%	29	5
M11 NB offslip RT	89%	43	25	54%	22	3
Maddingley Rd EB Bus Merge	1%	1	0	1%	1	0
Maddingley Rd EB Merge	79%	4	2	40%	1	0
Maddingley Rd EB past on-slip RT	79%	4	24	88%	4	3
Maddingley Rd WB past on-slip LT	16%	1	0	36%	2	0
Maddingley Rd WB past on-slip Ahead	12%	1	0	42%	2	0
Cycle Time	112			40		
PRC	1.6 %			1.8 %		
Total Delay	26.30 pcuHr			11.35 pcuHr		

2038 Baseline (Redistribution) + Construction + 2038 NWCM						
Maddingley Rd Bus Lane EB past off-slip	1%	17	0	2%	14	0
Maddingley Rd EB past off-slip	136%	560	249	147%	615	153
Maddingley Rd WB past off-slip	39%	21	8	255%	1153	439
M11 NB offslip LT	34%	24	6	51%	10	4
M11 NB offslip RT	136%	580	194	30%	8	2
Maddingley Rd EB Bus Merge	1%	1	0	1%	1	0
Maddingley Rd EB Merge	90%	9	5	43%	1	0
Maddingley Rd EB past on-slip RT	90%	9	39	264%	887	223
Maddingley Rd WB past on-slip LT	22%	1	0	46%	2	0
Maddingley Rd WB past on-slip Ahead	18%	1	0	64%	2	1
Cycle Time	112			40		
PRC	-51.2 %			-193%		
Total Delay	409.06 pcuHr			804.79 pcuHr		

K.4.3 The table above shows that whilst the junction is predicted to operate with queues and delay in the 2038 future baseline year scenario, the junction is predicted to operate significantly better in the 2033 future year scenario with the full NWCM development included when compared to the 2038 baseline scenario. This shows that NWCM does not have a significant impact on this junction relative to long term future cumulative background growth that will be mitigated through; the redistribution of Madingley Road traffic, C2C, and the GCP's Madingley Road corridor improvements.

K.5 Huntingdon Road Active Travel Crossings

K.5.1 LinSig modelling software has been used to assess the impact of NWCM traffic on the proposed Active Travel crossings along Huntingdon Road.

K.5.2 The full LinSig model outputs are provided in Appendix L and summarised in Table K.5 below. The maximum flow across both crossings has been used to test the worst case impact.

Table K.5 – Capacity Results for Hunts Rd Crossings

Approach	**AM Peak**			**PM Peak**		
	DoS (%)	**Av Delay (s)**	**MMQ**	**DoS (%)**	**Av Delay (s)**	**MMQ**
2038 Baseline (Redistribution) + Construction + 2038 NWCM						
Huntingdon Road SB	73	14	12	36	8	4
Huntingdon Road NB	31	8	3	80	16	14
Cycle Time	60			60		
PRC	22.6%			12.3%		
Total Delay	4.09 pcuHr			5.23 pcuHr		

K.5.3 The table above shows that the proposed crossings on Huntingdon Road are predicted to operate within capacity in the future design year of 2038 with the full development open and operational. Queues form but clear every cycle with minimal delay. These results are based on the pedestrian cycle being called every 60 seconds, which won't happened in practice and therefore provides a robust assessment.

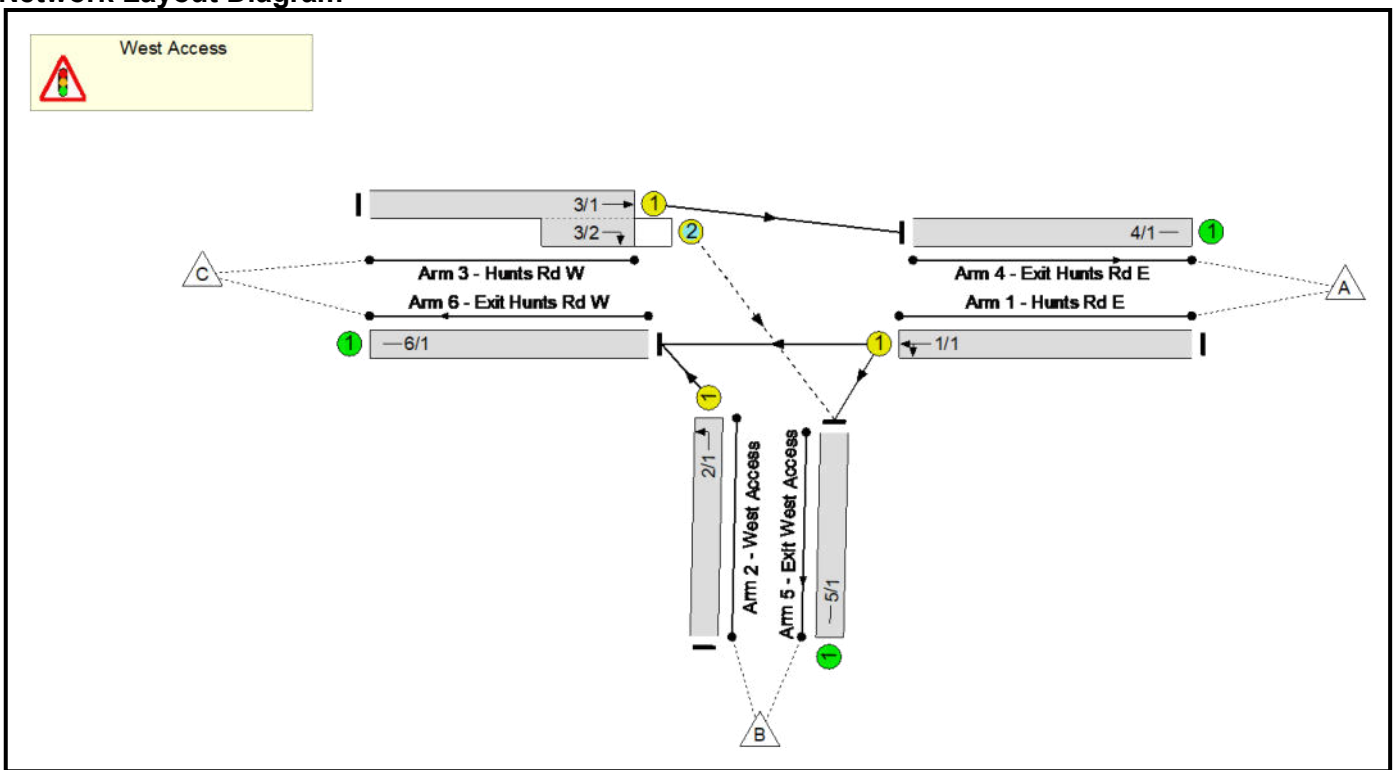
Appendix L Capacity Model Full Outputs

Full Input Data And Results

User and Project Details

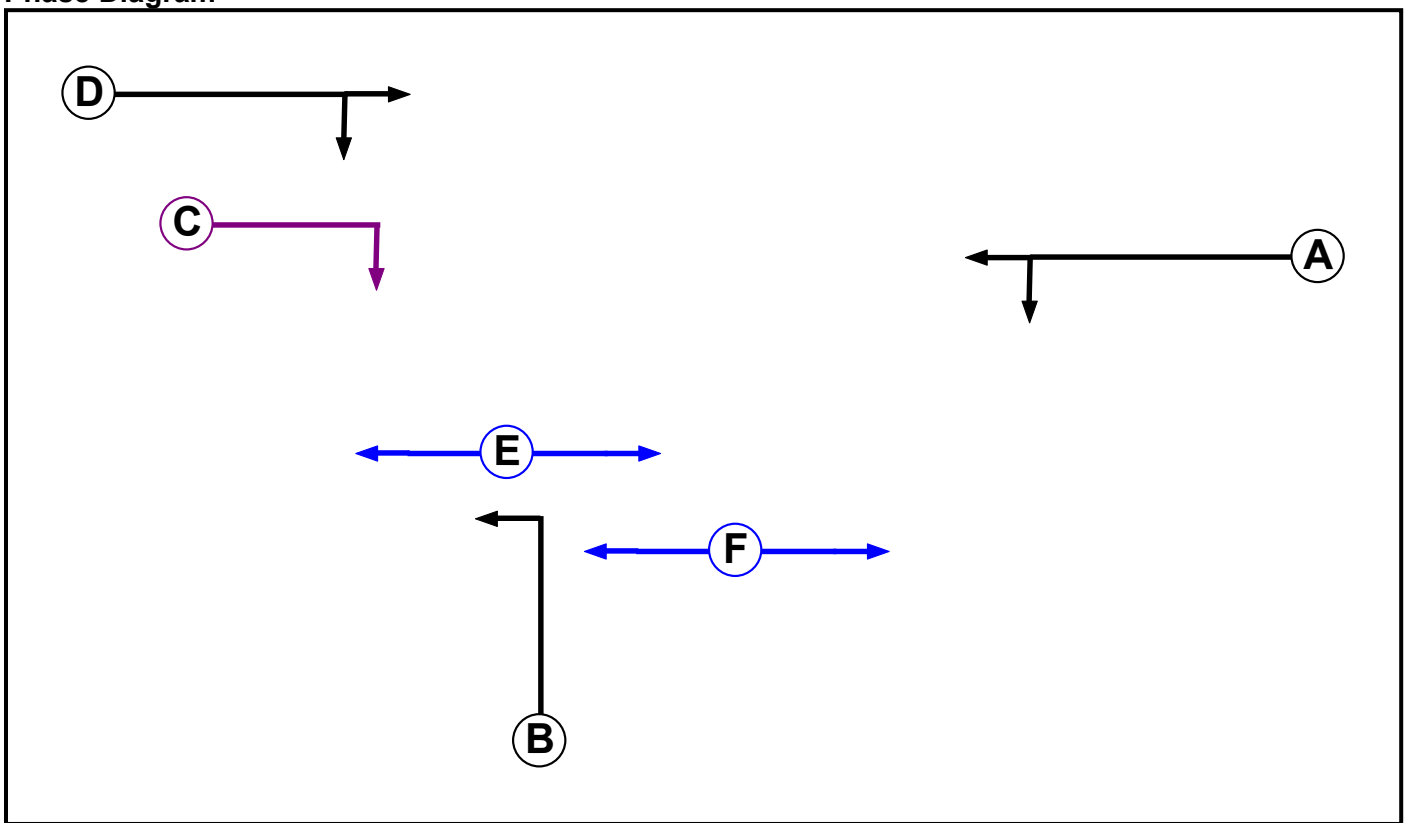
Project:	**North West Cambridge**
Title:	**North West Access**
Location:	Cambridge
Client:	UoC
Design Layout Ref:	Proposed Prelimin Layout
File name:	North West Access - without Hunt Rd Peds - RT Giveway.lsg3x
Company:	KMC
Address:	Cambridge

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	D	4	4
D	Traffic		7	7
E	Pedestrian		4	4
F	Pedestrian		4	4

Full Input Data And Results

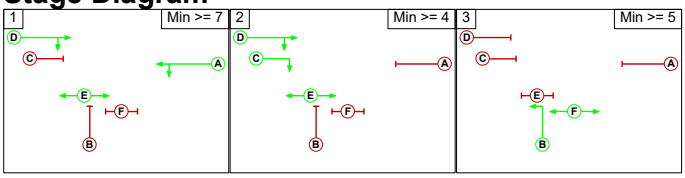
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F
A		6	5	-	-	8
B	5		5	5	5	-
C	5	5		-	-	10
D	-	5	-		-	10
E	-	8	-	-		-
F	7	-	7	7	-	

Phases in Stage

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

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		5	10
2	5		10
3	7	7	

Full Input Data And Results

Give-Way Lane Input Data

Junction: West Access											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
3/2 (Hunts Rd W)	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: West Access

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 (Hunts Rd E)	U	A	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Left	10.00
											Arm 6 Ahead	Inf
2/1 (West Access)	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 6 Left	10.00
3/1 (Hunts Rd W)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (Hunts Rd W)	O	D C	2	3	5.0	Geom	-	3.50	0.00	N	Arm 5 Right	15.00
4/1 (Exit Hunts Rd E)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Exit West Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Exit Hunts Rd W)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2038 + Comm + NWC AM'	08:00	09:00	01:00	
2: '2038 + Comm + NWC PM'	17:00	18:00	01:00	

Full Input Data And Results

Scenario 1: '2038 + Comm + NWC AM' (FG1: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	40	251	291
	B	0	0	116	116
	C	596	274	0	870
	Tot.	596	314	367	1277

Traffic Lane Flows

Lane	Scenario 1: 2038 + Comm + NWC AM
Junction: West Access	
1/1	291
2/1	116
3/1 (with short)	870(In) 596(Out)
3/2 (short)	274
4/1	596
5/1	314
6/1	367

Lane Saturation Flows

Junction: West Access								
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 (Hunts Rd E)	3.50	0.00	Y	Arm 5 Left	10.00	13.7 %	1925	1925
				Arm 6 Ahead	Inf	86.3 %		
2/1 (West Access)	4.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1752	1752
3/1 (Hunts Rd W)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Hunts Rd W)	3.50	0.00	N	Arm 5 Right	15.00	100.0 %	1914	1914
4/1 (Exit Hunts Rd E Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit West Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Hunts Rd W Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2038 + Comm + NWC PM' (FG2: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	23	787	810
	B	0	0	159	159
	C	372	57	0	429
	Tot.	372	80	946	1398

Traffic Lane Flows

Lane	Scenario 2: 2038 + Comm + NWC PM
Junction: West Access	
1/1	810
2/1	159
3/1 (with short)	429(In) 372(Out)
3/2 (short)	57
4/1	372
5/1	80
6/1	946

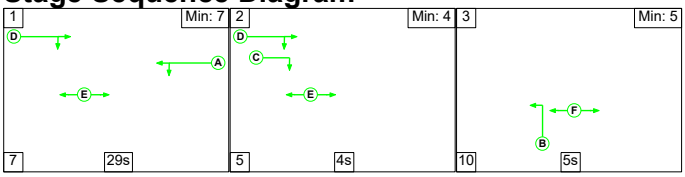
Lane Saturation Flows

Junction: West Access								
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 (Hunts Rd E)	3.50	0.00	Y	Arm 5 Left Arm 6 Ahead	10.00 Inf	2.8 % 97.2 %	1957	1957
2/1 (West Access)	4.00	0.00	Y	Arm 6 Left	10.00	100.0 %	1752	1752
3/1 (Hunts Rd W)	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Hunts Rd W)	3.50	0.00	N	Arm 5 Right	15.00	100.0 %	1914	1914
4/1 (Exit Hunts Rd E Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Exit West Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Exit Hunts Rd W Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2038 + Comm + NWC AM' (FG1: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

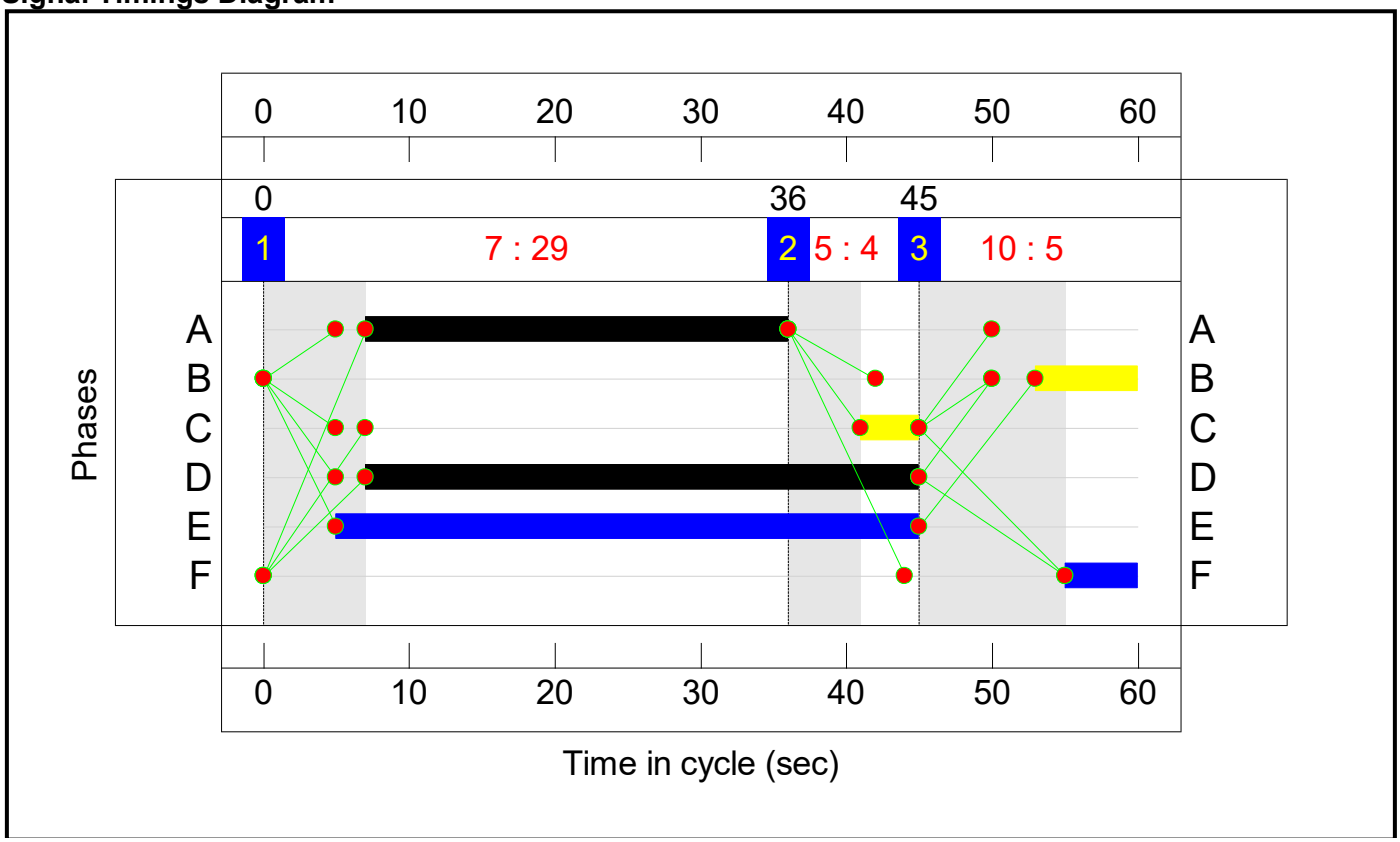
Stage Sequence Diagram



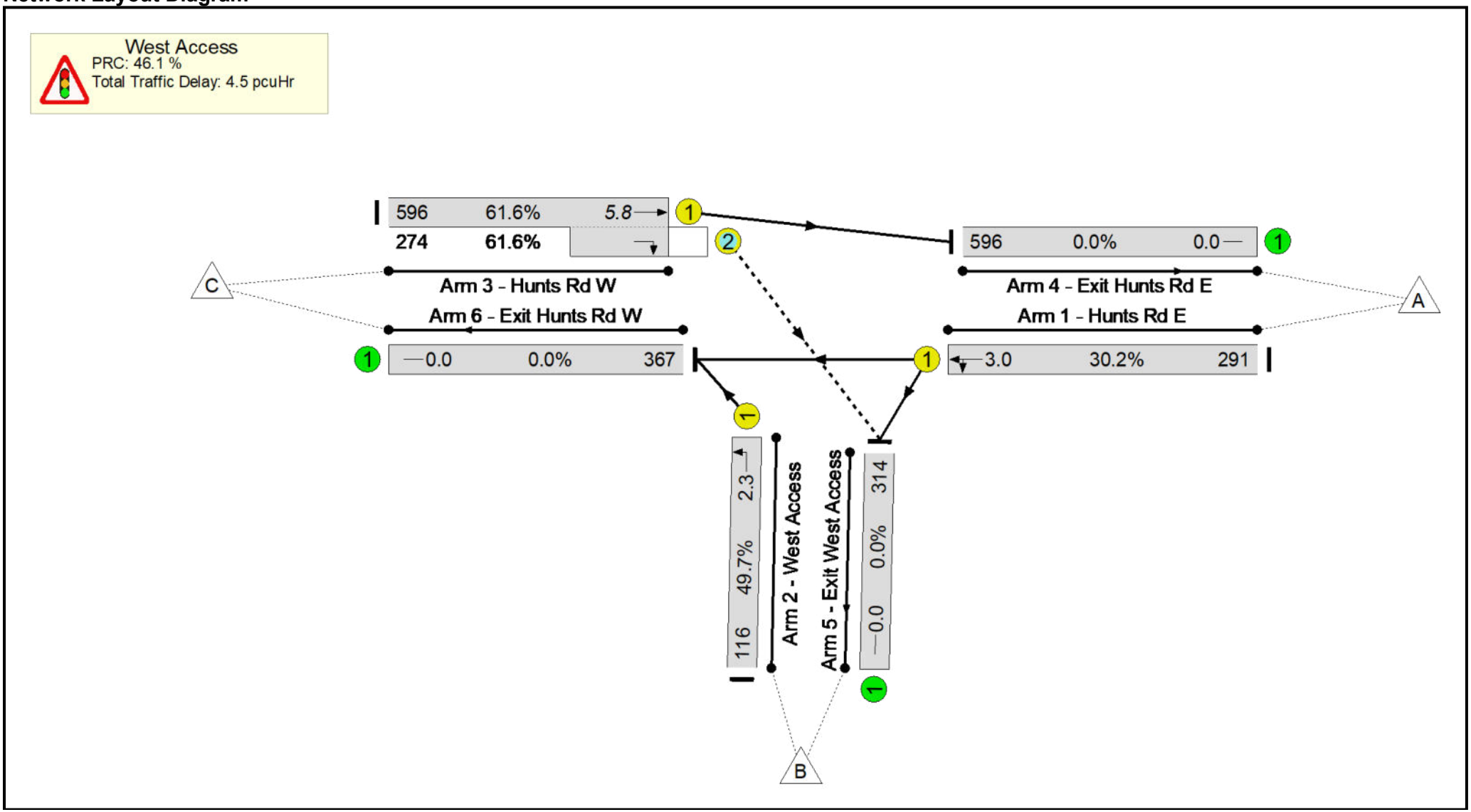
Stage Timings

Stage	1	2	3
Duration	29	4	5
Change Point	0	36	45

Signal Timings Diagram



Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: North West Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.6%**
West Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.6%**
1/1	Hunts Rd E Left Ahead	U	N/A	N/A	A		1	29	-	291	1925	962	30.2%
2/1	West Access Left	U	N/A	N/A	B		1	7	-	116	1752	234	49.7%
3/1+3/2	Hunts Rd W Ahead Right	U+O	N/A	N/A	D	C	1	38	4	870	1965:1914	967+445	61.6 : 61.6%
4/1	Exit Hunts Rd E	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
5/1	Exit West Access	U	N/A	N/A	-		-	-	-	314	Inf	Inf	0.0%
6/1	Exit Hunts Rd W	U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: North West Access	**-**	**-**	**233**	**32**	**9**	**2.7**	**1.5**	**0.3**	**4.5**	**-**	**-**	**-**	**-**
West Access	**-**	**-**	**233**	**32**	**9**	**2.7**	**1.5**	**0.3**	**4.5**	**-**	**-**	**-**	**-**
1/1	291	291	-	-	-	0.7	0.2	-	0.9	11.5	2.8	0.2	3.0
2/1	116	116	-	-	-	0.8	0.5	-	1.3	39.3	1.8	0.5	2.3
3/1+3/2	870	870	233	32	9	1.2	0.8	0.3	2.3	9.4	5.0	0.8	5.8
4/1	596	596	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

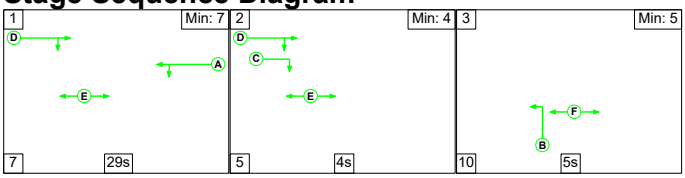
C1 PRC for Signalled Lanes (%): 46.1 Total Delay for Signalled Lanes (pcuHr): 4.46 Cycle Time (s): 60
PRC Over All Lanes (%): 46.1 Total Delay Over All Lanes(pcuHr): 4.46

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2038 + Comm + NWC PM' (FG2: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

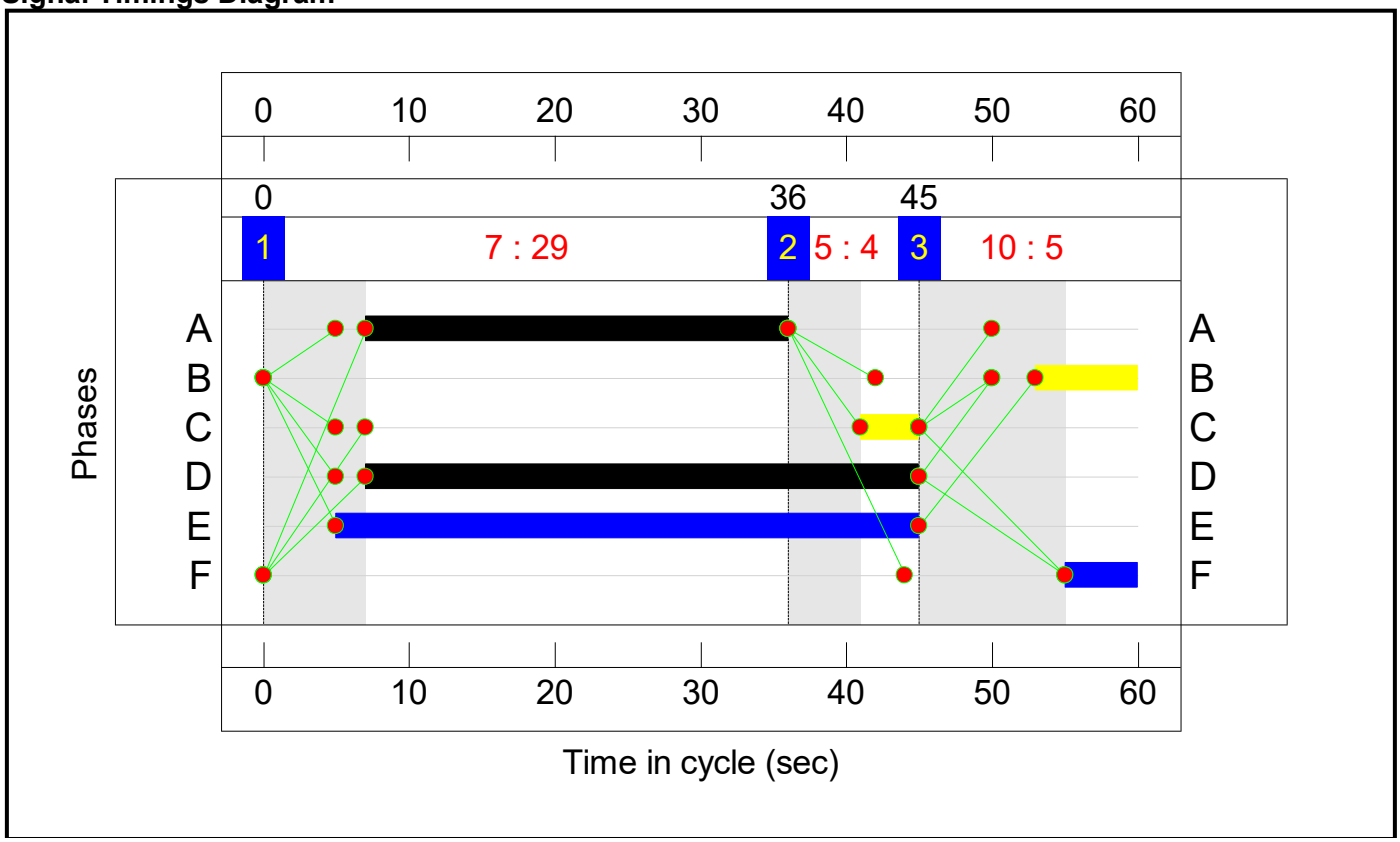
Stage Sequence Diagram



Stage Timings

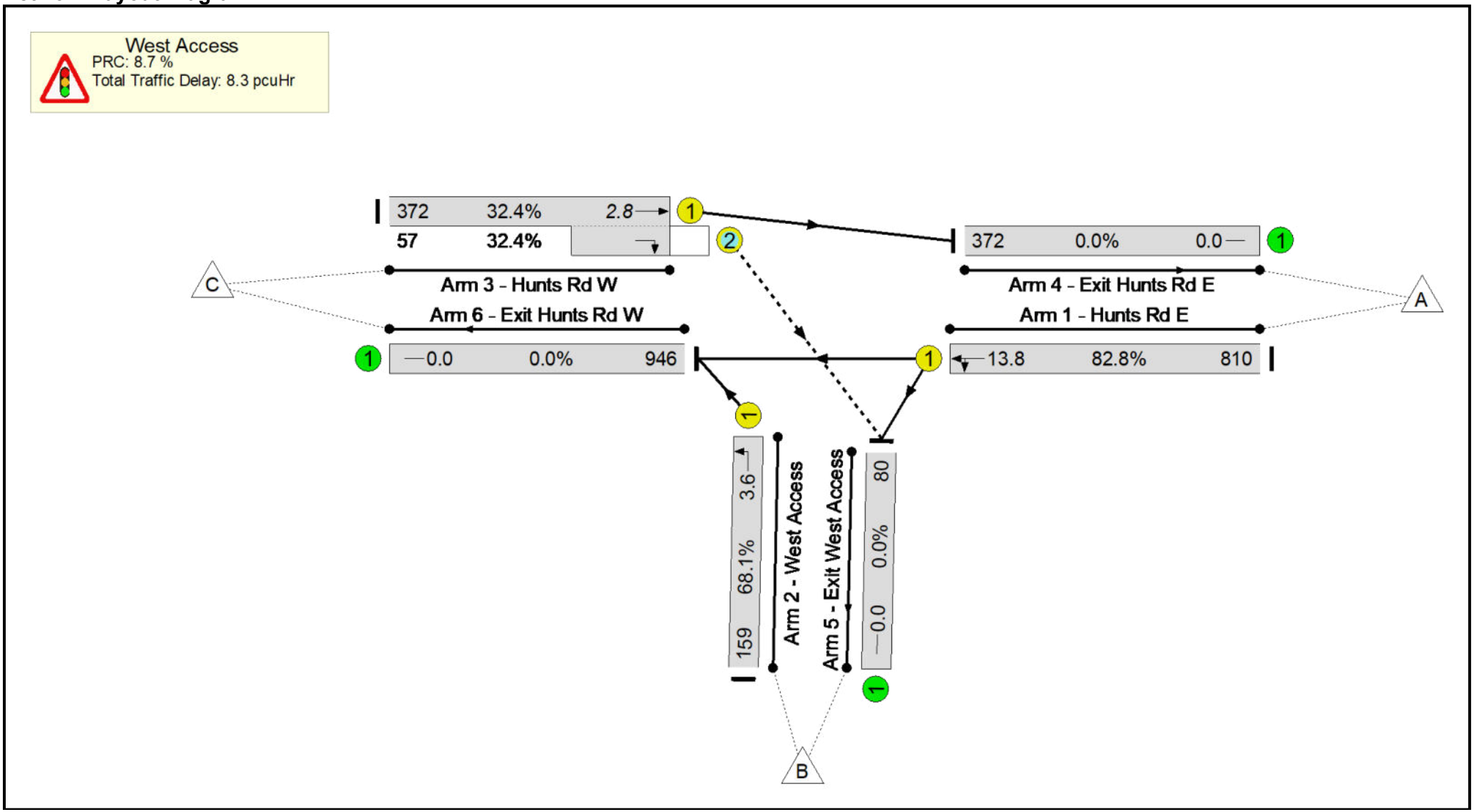
Stage	1	2	3
Duration	29	4	5
Change Point	0	36	45

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: North West Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
West Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
1/1	Hunts Rd E Left Ahead	U	N/A	N/A	A		1	29	-	810	1957	978	82.8%
2/1	West Access Left	U	N/A	N/A	B		1	7	-	159	1752	234	68.1%
3/1+3/2	Hunts Rd W Ahead Right	U+O	N/A	N/A	D	C	1	38	4	429	1965:1914	1149+176	32.4 : 32.4%
4/1	Exit Hunts Rd E	U	N/A	N/A	-		-	-	-	372	Inf	Inf	0.0%
5/1	Exit West Access	U	N/A	N/A	-		-	-	-	80	Inf	Inf	0.0%
6/1	Exit Hunts Rd W	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: North West Access	**-**	**-**	**48**	**7**	**2**	**4.5**	**3.6**	**0.2**	**8.3**	**-**	**-**	**-**	**-**
West Access	**-**	**-**	**48**	**7**	**2**	**4.5**	**3.6**	**0.2**	**8.3**	**-**	**-**	**-**	**-**
1/1	810	810	-	-	-	2.9	2.3	-	5.2	23.2	11.5	2.3	13.8
2/1	159	159	-	-	-	1.1	1.0	-	2.1	48.3	2.5	1.0	3.6
3/1+3/2	429	429	48	7	2	0.5	0.2	0.2	1.0	8.2	2.6	0.2	2.8
4/1	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	80	80	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 8.32 Cycle Time (s): 60
PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 8.32

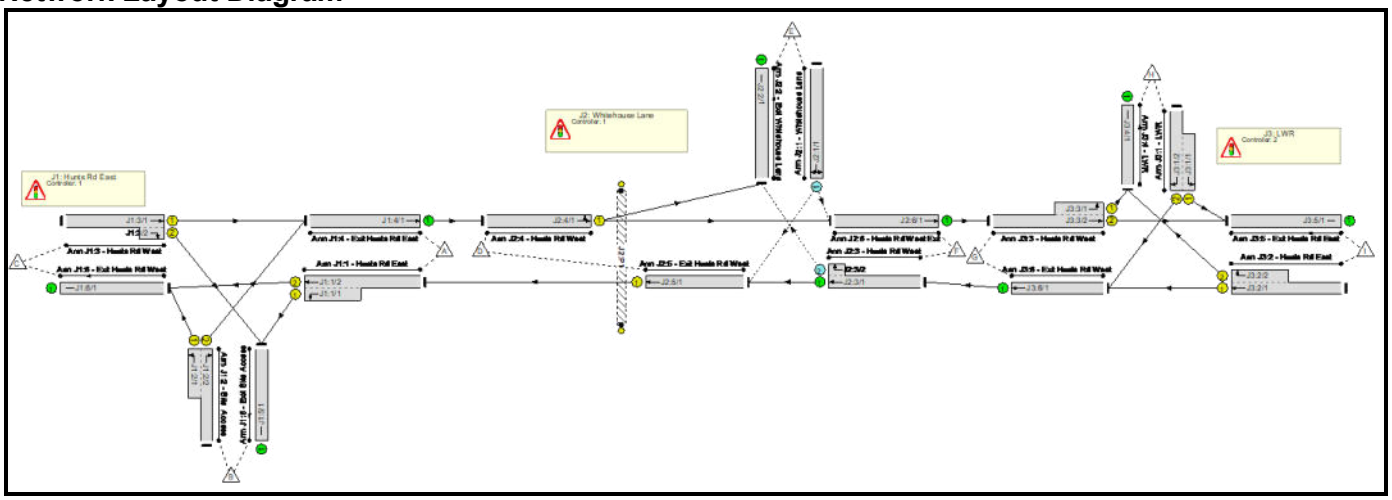
Full Input Data And Results

Full Input Data And Results

User and Project Details

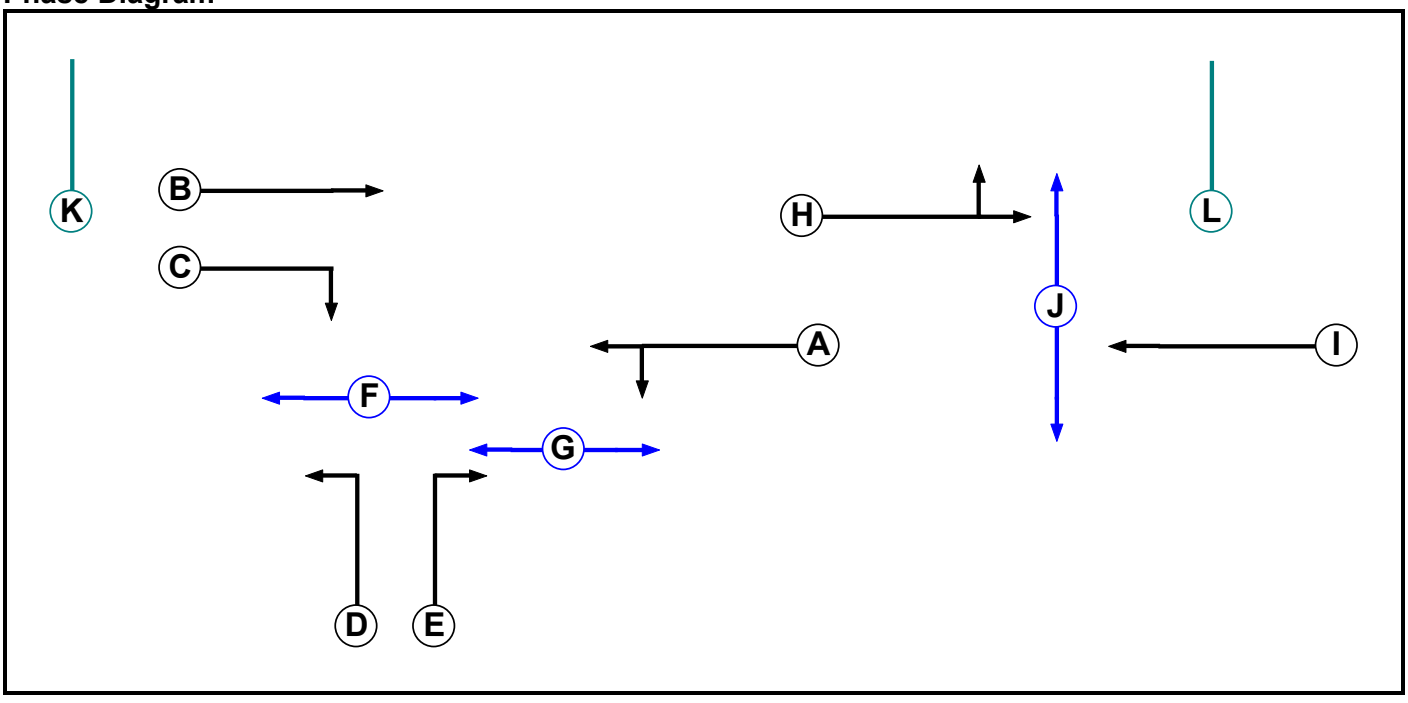
Project:	**North West Cambridge**
Title:	**Eddington Ave / Hunts Rd**
Client:	UoC
File name:	Hunts Rd - Eddington Ave.lsg3x
Author:	KMC
Company:	KMC
Address:	Cambridge

Network Layout Diagram



C1

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		5	5
G	Pedestrian	1		4	4
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Pedestrian	2		5	5
K	Dummy	1		5	5
L	Dummy	2		7	7

Phase Intergreens Matrix

		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	6	7	7	-	7	-	-	-	7	-
	B	-		-	-	6	-	-	-	-	-	-	-
	C	6	-		-	6	-	9	-	-	-	-	-
	D	5	-	-		-	5	-	-	-	-	-	-
	E	5	5	5	-		5	-	-	-	-	-	-
	F	-	-	-	5	5		-	-	-	-	5	-
	G	8	-	8	-	-	-		-	-	-	-	-
	H	-	-	-	-	-	-	-		-	5	-	-
	I	-	-	-	-	-	-	-	-		5	-	-
	J	-	-	-	-	-	-	-	5	5		-	-
	K	5	-	-	-	-	5	-	-	-	-		-
	L	-	-	-	-	-	-	-	-	-	-	-	

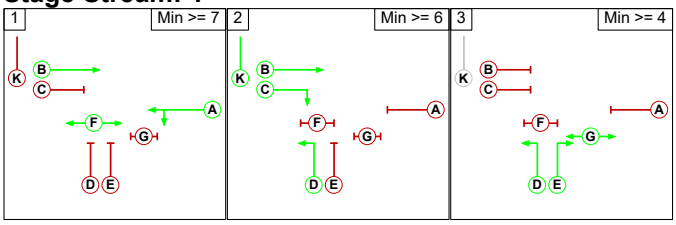
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B F
1	2	B C D K
1	3	D E G
2	1	H I L
2	2	J

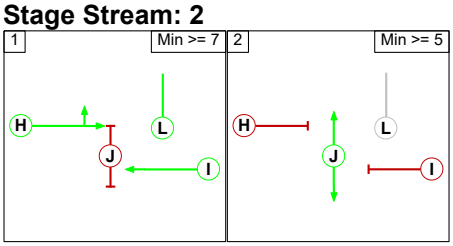
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage			
From Stage		1	2	3
	1		7	7
	2	6		9
	3	8	8	

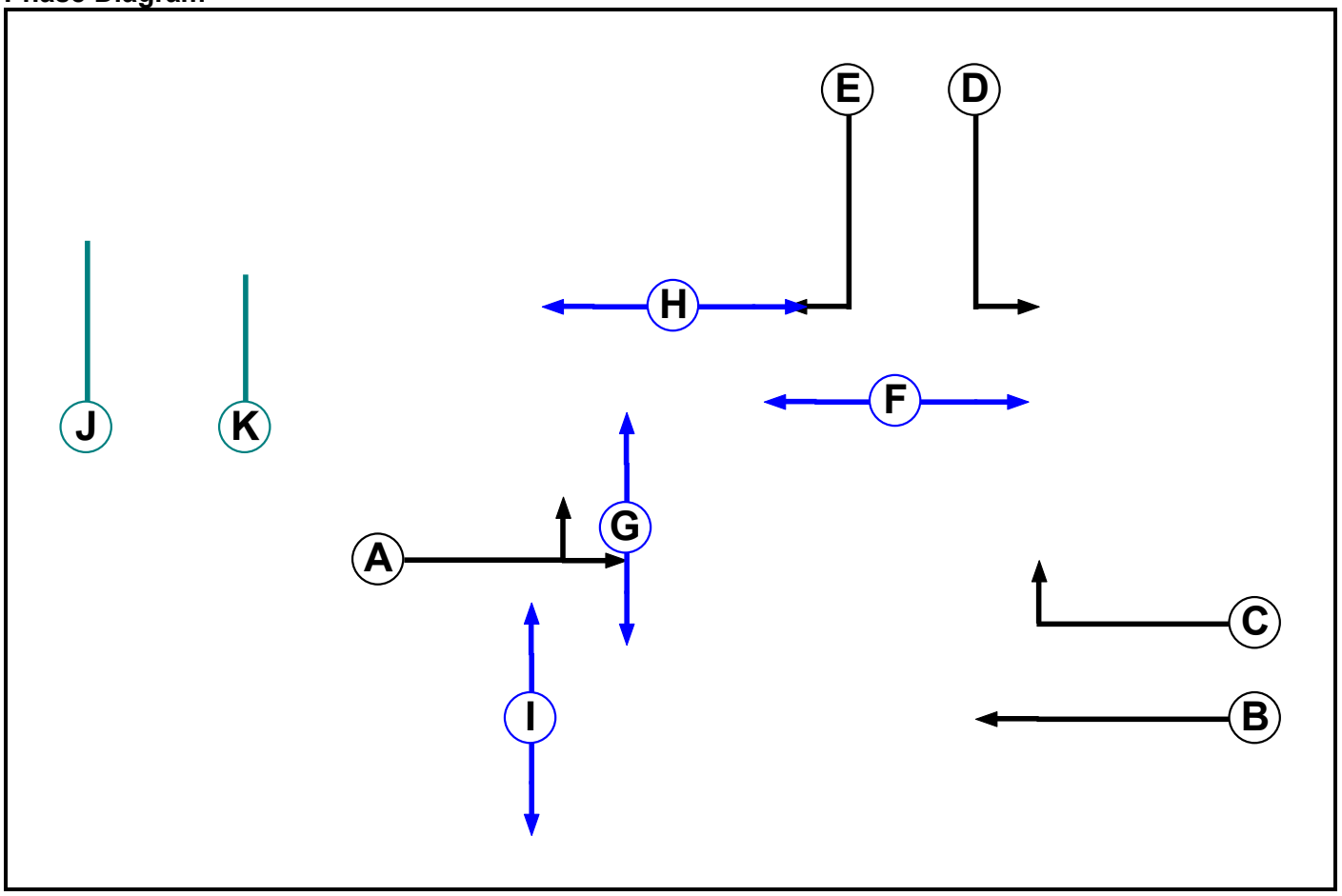
Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

C2

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	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		4	4
G	Pedestrian		5	5
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Dummy		4	4
K	Dummy		4	4

Full Input Data And Results

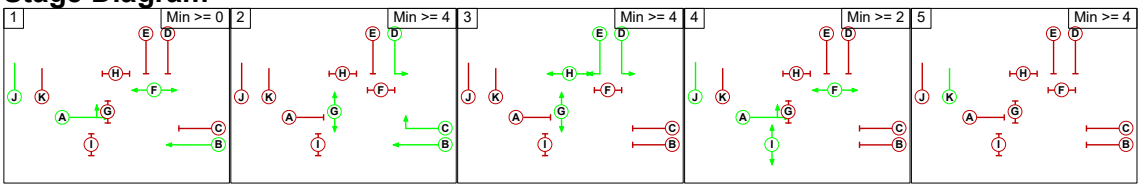
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	5	7	7	-	5	7	-	-	3
B	-		-	-	5	-	-	-	8	-	3
C	8	-		-	5	-	-	9	-	-	3
D	5	-	-		-	5	-	-	-	5	3
E	5	7	7	-		5	-	-	10	5	3
F	-	-	-	8	8		-	-	-	-	3
G	10	-	-	-	-	-		-	-	-	3
H	5	-	4	-	-	-	-		-	-	3
I	-	4	-	-	3	-	-	-		-	3
J	-	-	-	8	8	-	-	-	-		3
K	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		8	8	8	3
2	10		9	10	3
3	10	7		10	3
4	4	8	8		3
5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Hunts Rd East
There are no Opposed Lanes in this Junction

Junction: J2: Whitehouse Lane											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
J2:1/1 (Whitehouse Lane)	J2:5/1 (Right)	600	0	J2:3/1	0.19	All	-	-	-	-	-
				J2:3/2	0.19	All					
				J2:4/1	0.22	To J2:6/1 (Ahead)					
	J2:6/1 (Left)	715	0	J2:4/1	0.22	All					
J2:3/2 (Hunts Rd West)	J2:2/1 (Right)	850	0	J2:4/1	0.35	All	-	-	-	-	-

Junction: J3: LWR
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Hunts Rd East												
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)**
J1:1/1 (Hunts Rd East)	U	A	2	3	7.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	15.00
J1:1/2 (Hunts Rd East)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:6 Ahead	Inf
J1:2/1 (Site Access)	U	D	2	3	6.0	Geom	-	3.25	0.00	Y	Arm J1:6 Left	15.00
J1:2/2 (Site Access)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:4 Right	15.00
J1:3/1 (Hunts Rd West)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (Hunts Rd West)	U	C	2	3	3.0	Geom	-	3.00	0.00	N	Arm J1:5 Right	20.00
J1:4/1 (Exit Hunts Rd East)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Exit Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Exit Hunts Rd West)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Whitehouse Lane												
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)**
J2:1/1 (Whitehouse Lane)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:5 Right	15.00
											Arm J2:6 Left	20.00
J2:2/1 (Exit Whitehouse Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (Hunts Rd West)	U		2	3	60.0	Geom	-	3.40	0.00	N	Arm J2:5 Ahead	Inf
J2:3/2 (Hunts Rd West)	O		2	3	2.0	Geom	-	3.20	0.00	N	Arm J2:2 Right	10.00
J2:4/1 (Hunts Rd West)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:2 Left	15.00
											Arm J2:6 Ahead	Inf
J2:5/1 (Exit Hunts Rd West)	U	I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
J2:6/1 (Hunts Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: LWR

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)
J3:1/1 (LWR)	U	D	2	3	7.0	Geom	-	3.00	0.00	Y	Arm J3:5 Left	10.00
J3:1/2 (LWR)	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm J3:6 Right	15.00
J3:2/1 (Hunts Rd East)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:6 Ahead	Inf
J3:2/2 (Hunts Rd East)	U	C	2	3	7.0	Geom	-	3.00	0.00	N	Arm J3:4 Right	15.00
J3:3/1 (Hunts Rd West)	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:4 Left	10.00
J3:3/2 (Hunts Rd West)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J3:5 Ahead	Inf
J3:4/1 (LWR)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Exit Hunts Rd East)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Exit Hunts Rd West)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Baseline AM'	08:00	09:00	01:00	
2: '2024 Baseline PM'	17:00	18:00	01:00	
3: '2027 Baseline AM'	08:00	09:00	01:00	
4: '2027 Baseline PM'	17:00	18:00	01:00	
5: '2033 Baseline AM'	08:00	09:00	01:00	
6: '2033 Baseline PM'	17:00	18:00	01:00	
7: '2038 Baseline AM'	08:00	09:00	01:00	
8: '2038 Baseline PM'	17:00	18:00	01:00	
9: '2027 + Comm + NWC AM'	08:00	09:00	01:00	
10: '2027 + Comm + NWC PM'	17:00	18:00	01:00	
11: '2033 + Comm + NWC AM'	08:00	09:00	01:00	
12: '2033 + Comm + NWC PM'	17:00	18:00	01:00	
13: '2038 + Comm + NWC AM'	08:00	09:00	01:00	
14: '2038 + Comm + NWC PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	185	271	0	0	0	0	0	0	456
	B	163	0	139	0	0	0	0	0	0	302
	C	602	368	0	0	0	0	0	0	0	970
	D	0	0	0	0	8	752	0	0	0	760
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	460	3	0	0	0	0	463
	G	0	0	0	0	0	0	0	35	719	754
	H	0	0	0	0	0	0	43	0	40	83
	I	0	0	0	0	0	0	422	20	0	442
	Tot.	765	553	410	460	11	756	465	55	759	4234

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Baseline AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	185
J1:1/2 (with short)	456(In) 271(Out)
J1:2/1 (short)	139
J1:2/2 (with short)	302(In) 163(Out)
J1:3/1 (with short)	970(In) 602(Out)
J1:3/2 (short)	368
J1:4/1	765
J1:5/1	553
J1:6/1	410
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	463(In) 460(Out)
J2:3/2 (short)	3
J2:4/1	760
J2:5/1	460
J2:6/1	756
Junction: J3: LWR	
J3:1/1 (short)	40
J3:1/2 (with short)	83(In) 43(Out)
J3:2/1 (with short)	442(In) 422(Out)
J3:2/2 (short)	20
J3:3/1 (short)	35
J3:3/2 (with short)	754(In) 719(Out)
J3:4/1	55
J3:5/1	759
J3:6/1	465

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	1.1 %	1963	1963
				Arm J2:6 Ahead	Inf	98.9 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	116	609	0	0	0	0	0	0	725
	B	118	0	207	0	0	0	0	0	0	325
	C	394	113	0	0	0	0	0	0	0	507
	D	0	0	0	0	2	519	0	0	0	521
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	732	2	0	0	0	0	734
	G	0	0	0	0	0	0	0	38	492	530
	H	0	0	0	0	0	0	28	0	30	58
	I	0	0	0	0	0	0	706	37	0	743
	Tot.	512	229	816	738	4	525	734	75	522	4155

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Baseline PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	116
J1:1/2 (with short)	725(In) 609(Out)
J1:2/1 (short)	207
J1:2/2 (with short)	325(In) 118(Out)
J1:3/1 (with short)	507(In) 394(Out)
J1:3/2 (short)	113
J1:4/1	512
J1:5/1	229
J1:6/1	816
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	734(In) 732(Out)
J2:3/2 (short)	2
J2:4/1	521
J2:5/1	738
J2:6/1	525
Junction: J3: LWR	
J3:1/1 (short)	30
J3:1/2 (with short)	58(In) 28(Out)
J3:2/1 (with short)	743(In) 706(Out)
J3:2/2 (short)	37
J3:3/1 (short)	38
J3:3/2 (with short)	530(In) 492(Out)
J3:4/1	75
J3:5/1	522
J3:6/1	734

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.4 %	1964	1964
				Arm J2:6 Ahead	Inf	99.6 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Baseline AM' (FG3: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	228	512	0	0	0	0	0	0	740
	B	187	0	250	0	0	0	0	0	0	437
	C	722	415	0	0	0	0	0	0	0	1137
	D	0	0	0	0	8	896	0	0	0	904
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	744	3	0	0	0	0	747
	G	0	0	0	0	0	0	0	103	795	898
	H	0	0	0	0	0	0	137	0	148	285
	I	0	0	0	0	0	0	612	20	0	632
	Tot.	909	643	762	744	11	900	749	123	943	5784

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2027 Baseline AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	228
J1:1/2 (with short)	740(In) 512(Out)
J1:2/1 (short)	250
J1:2/2 (with short)	437(In) 187(Out)
J1:3/1 (with short)	1137(In) 722(Out)
J1:3/2 (short)	415
J1:4/1	909
J1:5/1	643
J1:6/1	762
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	747(In) 744(Out)
J2:3/2 (short)	3
J2:4/1	904
J2:5/1	744
J2:6/1	900
Junction: J3: LWR	
J3:1/1 (short)	148
J3:1/2 (with short)	285(In) 137(Out)
J3:2/1 (with short)	632(In) 612(Out)
J3:2/2 (short)	20
J3:3/1 (short)	103
J3:3/2 (with short)	898(In) 795(Out)
J3:4/1	123
J3:5/1	943
J3:6/1	749

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.9 %	1963	1963
				Arm J2:6 Ahead	Inf	99.1 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 + Comm + NWC AM' (FG9: '2027 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	228	512	0	0	0	0	0	0	740
	B	187	0	185	0	0	0	0	0	0	372
	C	722	283	0	0	0	0	0	0	0	1005
	D	0	0	0	0	8	896	0	0	0	904
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	744	3	0	0	0	0	747
	G	0	0	0	0	0	0	0	103	795	898
	H	0	0	0	0	0	0	137	0	148	285
	I	0	0	0	0	0	0	612	20	0	632
	Tot.	909	511	697	744	11	900	749	123	943	5587

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2027 + Comm + NWC AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	228
J1:1/2 (with short)	740(In) 512(Out)
J1:2/1 (short)	185
J1:2/2 (with short)	372(In) 187(Out)
J1:3/1 (with short)	1005(In) 722(Out)
J1:3/2 (short)	283
J1:4/1	909
J1:5/1	511
J1:6/1	697
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	747(In) 744(Out)
J2:3/2 (short)	3
J2:4/1	904
J2:5/1	744
J2:6/1	900
Junction: J3: LWR	
J3:1/1 (short)	148
J3:1/2 (with short)	285(In) 137(Out)
J3:2/1 (with short)	632(In) 612(Out)
J3:2/2 (short)	20
J3:3/1 (short)	103
J3:3/2 (with short)	898(In) 795(Out)
J3:4/1	123
J3:5/1	943
J3:6/1	749

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.9 %	1963	1963
				Arm J2:6 Ahead	Inf	99.1 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2027 Baseline PM' (FG4: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	134	782	0	0	0	0	0	0	916
	B	158	0	253	0	0	0	0	0	0	411
	C	664	167	0	0	0	0	0	0	0	831
	D	0	0	0	0	2	829	0	0	0	831
	E	0	0	0	6	0	0	0	0	0	6
	F	0	0	0	923	2	0	0	0	0	925
	G	0	0	0	0	0	0	0	195	645	840
	H	0	0	0	0	0	0	97	0	46	143
	I	0	0	0	0	0	0	828	189	0	1017
	Tot.	822	301	1035	929	4	829	925	384	691	5920

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2027 Baseline PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	134
J1:1/2 (with short)	916(In) 782(Out)
J1:2/1 (short)	253
J1:2/2 (with short)	411(In) 158(Out)
J1:3/1 (with short)	831(In) 664(Out)
J1:3/2 (short)	167
J1:4/1	822
J1:5/1	301
J1:6/1	1035
Junction: J2: Whitehouse Lane	
J2:1/1	6
J2:2/1	4
J2:3/1 (with short)	925(In) 923(Out)
J2:3/2 (short)	2
J2:4/1	831
J2:5/1	929
J2:6/1	829
Junction: J3: LWR	
J3:1/1 (short)	46
J3:1/2 (with short)	143(In) 97(Out)
J3:2/1 (with short)	1017(In) 828(Out)
J3:2/2 (short)	189
J3:3/1 (short)	195
J3:3/2 (with short)	840(In) 645(Out)
J3:4/1	384
J3:5/1	691
J3:6/1	925

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1786	1786
				Arm J2:6 Left	20.00	0.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 + Comm + NWC PM' (FG10: '2027 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	134	782	0	0	0	0	0	0	916
	B	158	0	229	0	0	0	0	0	0	387
	C	664	144	0	0	0	0	0	0	0	808
	D	0	0	0	0	2	829	0	0	0	831
	E	0	0	0	6	0	0	0	0	0	6
	F	0	0	0	923	2	0	0	0	0	925
	G	0	0	0	0	0	0	0	195	645	840
	H	0	0	0	0	0	0	97	0	46	143
	I	0	0	0	0	0	0	828	189	0	1017
	Tot.	822	278	1011	929	4	829	925	384	691	5873

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2027 + Comm + NWC PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	134
J1:1/2 (with short)	916(In) 782(Out)
J1:2/1 (short)	229
J1:2/2 (with short)	387(In) 158(Out)
J1:3/1 (with short)	808(In) 664(Out)
J1:3/2 (short)	144
J1:4/1	822
J1:5/1	278
J1:6/1	1011
Junction: J2: Whitehouse Lane	
J2:1/1	6
J2:2/1	4
J2:3/1 (with short)	925(In) 923(Out)
J2:3/2 (short)	2
J2:4/1	831
J2:5/1	929
J2:6/1	829
Junction: J3: LWR	
J3:1/1 (short)	46
J3:1/2 (with short)	143(In) 97(Out)
J3:2/1 (with short)	1017(In) 828(Out)
J3:2/2 (short)	189
J3:3/1 (short)	195
J3:3/2 (with short)	840(In) 645(Out)
J3:4/1	384
J3:5/1	691
J3:6/1	925

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1786	1786
				Arm J2:6 Left	20.00	0.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2033 Baseline AM' (FG5: '2033 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	240	529	0	0	0	0	0	0	769
	B	195	0	250	0	0	0	0	0	0	445
	C	751	415	0	0	0	0	0	0	0	1166
	D	0	0	0	0	8	933	0	0	0	941
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	773	3	0	0	0	0	776
	G	0	0	0	0	0	0	0	140	795	935
	H	0	0	0	0	0	0	166	0	193	359
	I	0	0	0	0	0	0	612	41	0	653
	Tot.	946	655	779	773	11	937	778	181	988	6048

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2033 Baseline AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	240
J1:1/2 (with short)	769(In) 529(Out)
J1:2/1 (short)	250
J1:2/2 (with short)	445(In) 195(Out)
J1:3/1 (with short)	1166(In) 751(Out)
J1:3/2 (short)	415
J1:4/1	946
J1:5/1	655
J1:6/1	779
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	776(In) 773(Out)
J2:3/2 (short)	3
J2:4/1	941
J2:5/1	773
J2:6/1	937
Junction: J3: LWR	
J3:1/1 (short)	193
J3:1/2 (with short)	359(In) 166(Out)
J3:2/1 (with short)	653(In) 612(Out)
J3:2/2 (short)	41
J3:3/1 (short)	140
J3:3/2 (with short)	935(In) 795(Out)
J3:4/1	181
J3:5/1	988
J3:6/1	778

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.9 %	1963	1963
				Arm J2:6 Ahead	Inf	99.1 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2033 + Comm + NWC AM' (FG11: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	246	535	0	0	0	0	0	0	781
	B	235	0	186	0	0	0	0	0	0	421
	C	751	283	0	0	0	0	0	0	0	1034
	D	0	0	0	0	8	973	0	0	0	981
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	785	3	0	0	0	0	788
	G	0	0	0	0	0	0	0	140	835	975
	H	0	0	0	0	0	0	166	0	193	359
	I	0	0	0	0	0	0	625	41	0	666
	Tot.	986	529	721	785	11	977	791	181	1028	6009

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2033 + Comm + NWC AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	246
J1:1/2 (with short)	781(In) 535(Out)
J1:2/1 (short)	186
J1:2/2 (with short)	421(In) 235(Out)
J1:3/1 (with short)	1034(In) 751(Out)
J1:3/2 (short)	283
J1:4/1	986
J1:5/1	529
J1:6/1	721
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	788(In) 785(Out)
J2:3/2 (short)	3
J2:4/1	981
J2:5/1	785
J2:6/1	977
Junction: J3: LWR	
J3:1/1 (short)	193
J3:1/2 (with short)	359(In) 166(Out)
J3:2/1 (with short)	666(In) 625(Out)
J3:2/2 (short)	41
J3:3/1 (short)	140
J3:3/2 (with short)	975(In) 835(Out)
J3:4/1	181
J3:5/1	1028
J3:6/1	791

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.8 %	1963	1963
				Arm J2:6 Ahead	Inf	99.2 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2033 Baseline PM' (FG6: '2033 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	138	803	0	0	0	0	0	0	941
	B	161	0	229	0	0	0	0	0	0	390
	C	672	167	0	0	0	0	0	0	0	839
	D	0	0	0	0	2	829	0	0	0	831
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	947	2	0	0	0	0	949
	G	0	0	0	0	0	0	0	205	645	850
	H	0	0	0	0	0	0	121	0	65	186
	I	0	0	0	0	0	0	828	201	0	1029
	Tot.	833	305	1032	953	4	835	949	406	710	6027

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2033 Baseline PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	138
J1:1/2 (with short)	941(In) 803(Out)
J1:2/1 (short)	229
J1:2/2 (with short)	390(In) 161(Out)
J1:3/1 (with short)	839(In) 672(Out)
J1:3/2 (short)	167
J1:4/1	833
J1:5/1	305
J1:6/1	1032
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	949(In) 947(Out)
J2:3/2 (short)	2
J2:4/1	831
J2:5/1	953
J2:6/1	835
Junction: J3: LWR	
J3:1/1 (short)	65
J3:1/2 (with short)	186(In) 121(Out)
J3:2/1 (with short)	1029(In) 828(Out)
J3:2/2 (short)	201
J3:3/1 (short)	205
J3:3/2 (with short)	850(In) 645(Out)
J3:4/1	406
J3:5/1	710
J3:6/1	949

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2033 + Comm + NWC PM' (FG12: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	155	820	0	0	0	0	0	0	975
	B	177	0	229	0	0	0	0	0	0	406
	C	672	144	0	0	0	0	0	0	0	816
	D	0	0	0	0	2	856	0	0	0	858
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	983	2	0	0	0	0	985
	G	0	0	0	0	0	0	0	205	662	867
	H	0	0	0	0	0	0	121	0	65	186
	I	0	0	0	0	0	0	863	201	0	1064
	Tot.	849	299	1049	989	4	862	984	406	727	6169

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2033 + Comm + NWC PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	155
J1:1/2 (with short)	975(In) 820(Out)
J1:2/1 (short)	229
J1:2/2 (with short)	406(In) 177(Out)
J1:3/1 (with short)	816(In) 672(Out)
J1:3/2 (short)	144
J1:4/1	849
J1:5/1	299
J1:6/1	1049
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	985(In) 983(Out)
J2:3/2 (short)	2
J2:4/1	858
J2:5/1	989
J2:6/1	862
Junction: J3: LWR	
J3:1/1 (short)	65
J3:1/2 (with short)	186(In) 121(Out)
J3:2/1 (with short)	1064(In) 863(Out)
J3:2/2 (short)	201
J3:3/1 (short)	205
J3:3/2 (with short)	867(In) 662(Out)
J3:4/1	406
J3:5/1	727
J3:6/1	984

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2038 Baseline AM' (FG7: '2038 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	261	529	0	0	0	0	0	0	790
	B	229	0	279	0	0	0	0	0	0	508
	C	751	480	0	0	0	0	0	0	0	1231
	D	0	0	0	0	8	967	0	0	0	975
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	794	3	0	0	0	0	797
	G	0	0	0	0	0	0	0	175	795	970
	H	0	0	0	0	0	0	187	0	193	380
	I	0	0	0	0	0	0	612	41	0	653
	Tot.	980	741	808	794	11	971	799	216	988	6308

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2038 Baseline AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	261
J1:1/2 (with short)	790(In) 529(Out)
J1:2/1 (short)	279
J1:2/2 (with short)	508(In) 229(Out)
J1:3/1 (with short)	1231(In) 751(Out)
J1:3/2 (short)	480
J1:4/1	980
J1:5/1	741
J1:6/1	808
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	797(In) 794(Out)
J2:3/2 (short)	3
J2:4/1	975
J2:5/1	794
J2:6/1	971
Junction: J3: LWR	
J3:1/1 (short)	193
J3:1/2 (with short)	380(In) 187(Out)
J3:2/1 (with short)	653(In) 612(Out)
J3:2/2 (short)	41
J3:3/1 (short)	175
J3:3/2 (with short)	970(In) 795(Out)
J3:4/1	216
J3:5/1	988
J3:6/1	799

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.8 %	1963	1963
				Arm J2:6 Ahead	Inf	99.2 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2038 + Comm + NWC AM' (FG13: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	330	564	0	0	0	0	0	0	894
	B	303	0	214	0	0	0	0	0	0	517
	C	751	415	0	0	0	0	0	0	0	1166
	D	0	0	0	0	8	1039	0	0	0	1047
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	898	3	0	0	0	0	901
	G	0	0	0	0	0	0	0	175	867	1042
	H	0	0	0	0	0	0	187	0	193	380
	I	0	0	0	0	0	0	716	41	0	757
	Tot.	1054	745	778	898	11	1043	903	216	1060	6708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2038 + Comm + NWC AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	330
J1:1/2 (with short)	894(In) 564(Out)
J1:2/1 (short)	214
J1:2/2 (with short)	517(In) 303(Out)
J1:3/1 (with short)	1166(In) 751(Out)
J1:3/2 (short)	415
J1:4/1	1054
J1:5/1	745
J1:6/1	778
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	901(In) 898(Out)
J2:3/2 (short)	3
J2:4/1	1047
J2:5/1	898
J2:6/1	1043
Junction: J3: LWR	
J3:1/1 (short)	193
J3:1/2 (with short)	380(In) 187(Out)
J3:2/1 (with short)	757(In) 716(Out)
J3:2/2 (short)	41
J3:3/1 (short)	175
J3:3/2 (with short)	1042(In) 867(Out)
J3:4/1	216
J3:5/1	1060
J3:6/1	903

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.8 %	1963	1963
				Arm J2:6 Ahead	Inf	99.2 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2038 Baseline PM' (FG8: '2038 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	182	803	0	0	0	0	0	0	985
	B	193	0	308	0	0	0	0	0	0	501
	C	672	193	0	0	0	0	0	0	0	865
	D	0	0	0	0	2	871	0	0	0	873
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	992	2	0	0	0	0	994
	G	0	0	0	0	0	0	0	237	645	882
	H	0	0	0	0	0	0	166	0	65	231
	I	0	0	0	0	0	0	828	201	0	1029
	Tot.	865	375	1111	998	4	877	994	438	710	6372

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2038 Baseline PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	182
J1:1/2 (with short)	985(In) 803(Out)
J1:2/1 (short)	308
J1:2/2 (with short)	501(In) 193(Out)
J1:3/1 (with short)	865(In) 672(Out)
J1:3/2 (short)	193
J1:4/1	865
J1:5/1	375
J1:6/1	1111
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	994(In) 992(Out)
J2:3/2 (short)	2
J2:4/1	873
J2:5/1	998
J2:6/1	877
Junction: J3: LWR	
J3:1/1 (short)	65
J3:1/2 (with short)	231(In) 166(Out)
J3:2/1 (with short)	1029(In) 828(Out)
J3:2/2 (short)	201
J3:3/1 (short)	237
J3:3/2 (with short)	882(In) 645(Out)
J3:4/1	438
J3:5/1	710
J3:6/1	994

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2038 + Comm + NWC PM' (FG14: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	222	825	0	0	0	0	0	0	1047
	B	317	0	395	0	0	0	0	0	0	712
	C	672	184	0	0	0	0	0	0	0	856
	D	0	0	0	0	2	996	0	0	0	998
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	1054	2	0	0	0	0	1056
	G	0	0	0	0	0	0	0	237	770	1007
	H	0	0	0	0	0	0	166	0	65	231
	I	0	0	0	0	0	0	890	201	0	1091
	Tot.	989	406	1220	1060	4	1002	1056	438	835	7010

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2038 + Comm + NWC PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	222
J1:1/2 (with short)	1047(In) 825(Out)
J1:2/1 (short)	395
J1:2/2 (with short)	712(In) 317(Out)
J1:3/1 (with short)	856(In) 672(Out)
J1:3/2 (short)	184
J1:4/1	989
J1:5/1	406
J1:6/1	1220
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	1056(In) 1054(Out)
J2:3/2 (short)	2
J2:4/1	998
J2:5/1	1060
J2:6/1	1002
Junction: J3: LWR	
J3:1/1 (short)	65
J3:1/2 (with short)	231(In) 166(Out)
J3:2/1 (with short)	1091(In) 890(Out)
J3:2/2 (short)	201
J3:3/1 (short)	237
J3:3/2 (with short)	1007(In) 770(Out)
J3:4/1	438
J3:5/1	835
J3:6/1	1056

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

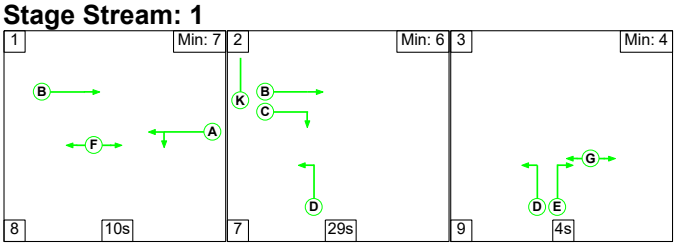
Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

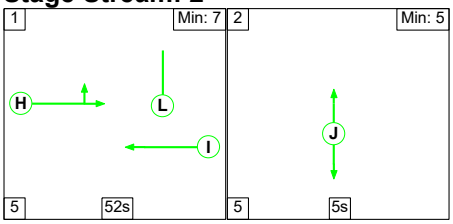
Scenario 1: '2024 Baseline AM' (FG1: '2024 Baseline AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

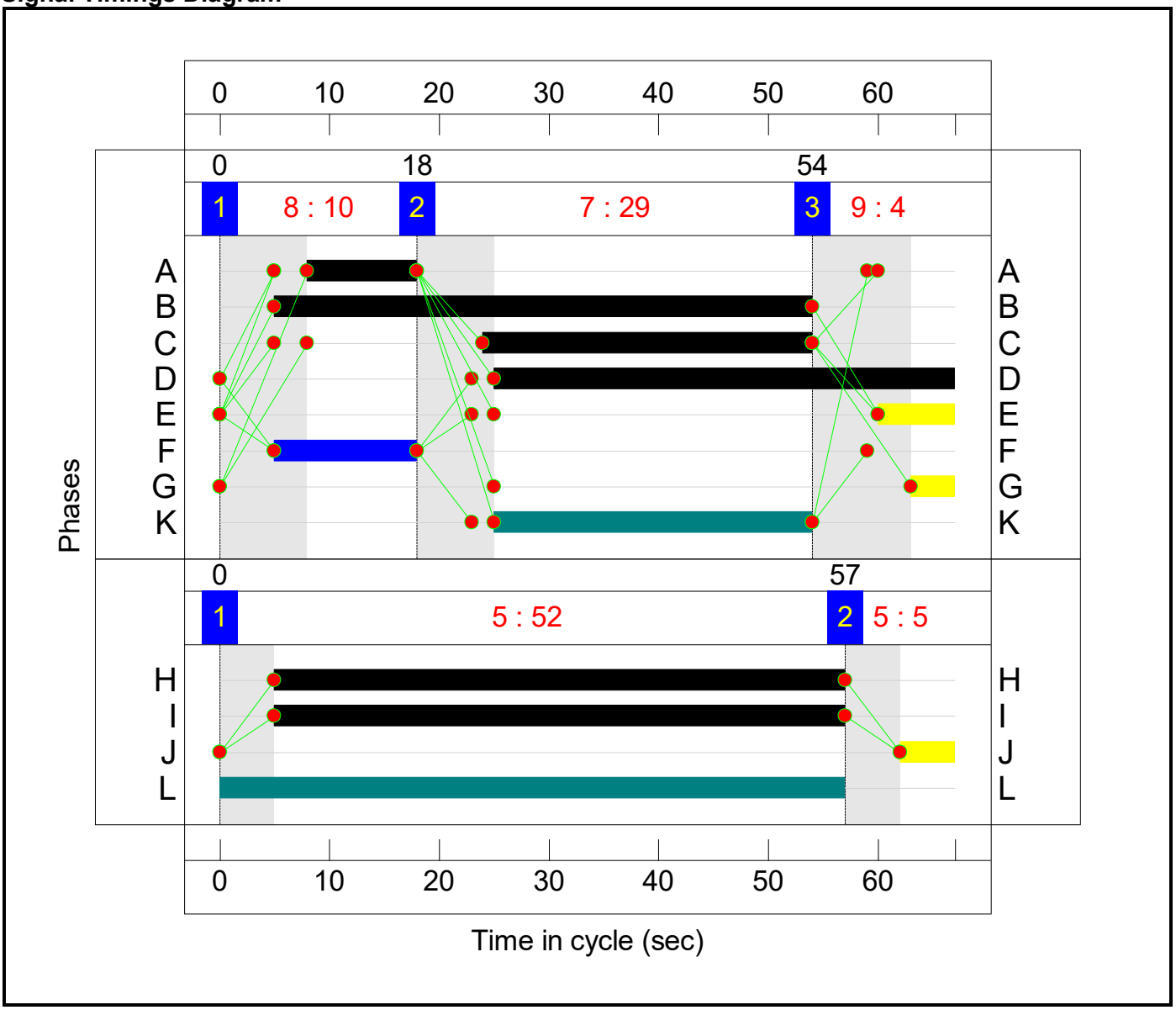
Stage	1	2	3
Duration	10	29	4
Change Point	0	18	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	0	57

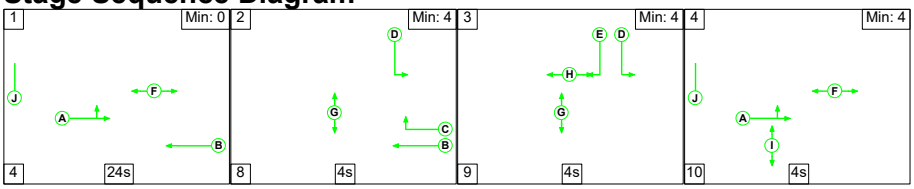
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

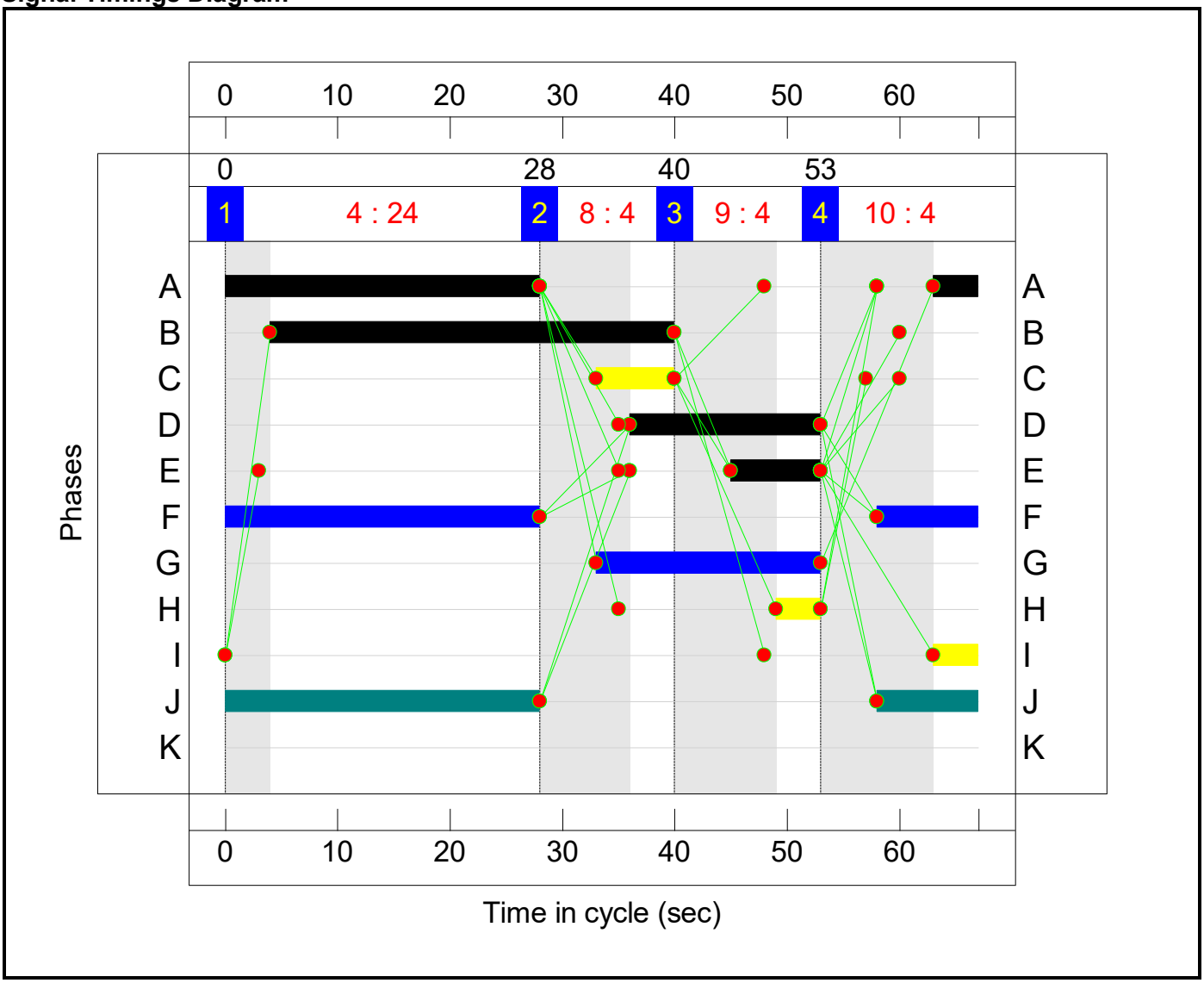


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	0	28	40	53

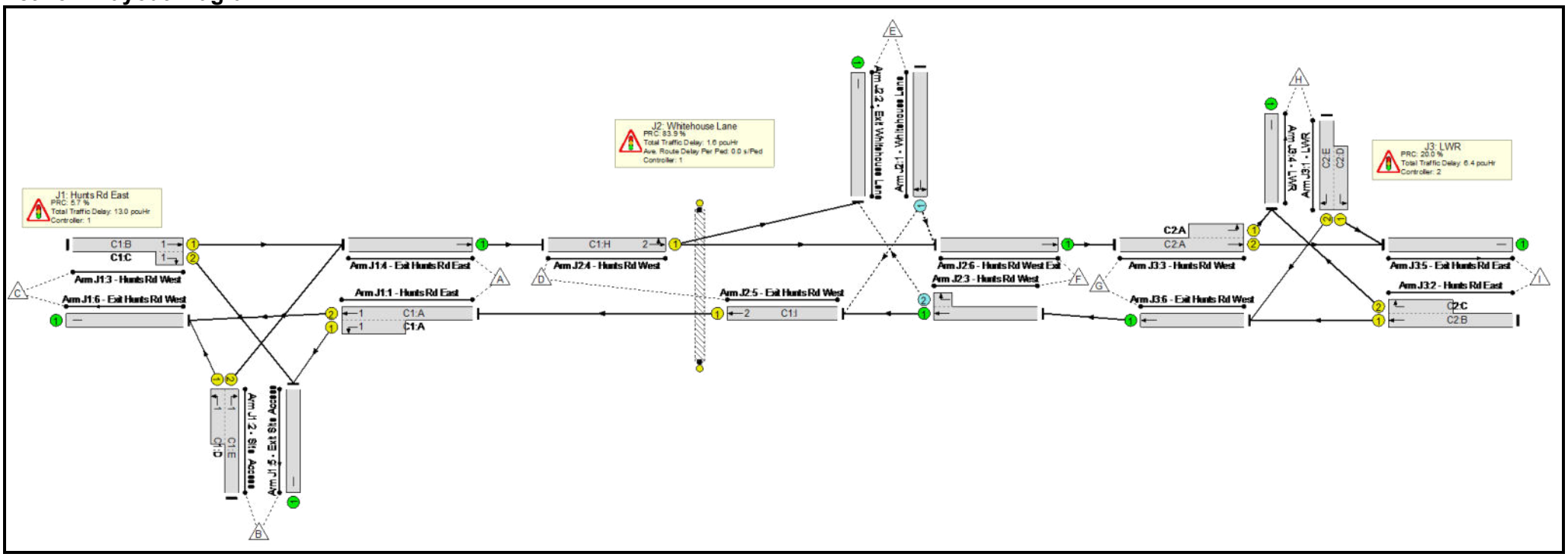
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.2%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.2%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	10	-	456	2080:1764	341+233	79.4 : 79.4%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:42	-	302	1891:1764	226+193	72.2 : 72.2%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:30	-	970	1915:1912	707+432	85.2 : 85.2%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	765	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	553	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**48.9%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	548	0.7%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	463	2095:1804	2079+14	22.1 : 22.1%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	760	1963	1553	48.9%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	460	1965	1554	29.6%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	756	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.0%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	83	1868:1665	251+233	17.1 : 17.1%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	442	1915:1868	1030+49	41.0 : 41.0%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	754	2055:1665	959+47	75.0 : 75.0%
4/1	LWR	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	759	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	465	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**12.4**	**8.7**	**0.0**	**21.0**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**7.1**	**5.9**	**0.0**	**13.0**	**-**	**-**	**-**	**-**
1/2+1/1	456	456	-	-	-	3.4	1.9	-	5.2	41.3	4.8	1.9	6.7
2/2+2/1	302	302	-	-	-	1.5	1.3	-	2.7	32.6	2.9	1.3	4.2
3/1+3/2	970	970	-	-	-	2.3	2.8	-	5.1	18.8	13.0	2.8	15.8
4/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**0.7**	**0.8**	**0.0**	**1.6**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.3	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	463	463	2	1	0	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
4/1	760	760	-	-	-	0.5	0.5	-	1.0	4.7	4.6	0.5	5.1
5/1	460	460	-	-	-	0.2	0.2	-	0.5	3.6	2.3	0.2	2.5
6/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**4.5**	**1.9**	**0.0**	**6.4**	**-**	**-**	**-**	**-**
1/2+1/1	83	83	-	-	-	0.5	0.1	-	0.6	26.7	0.7	0.1	0.8
2/1+2/2	442	442	-	-	-	1.2	0.3	-	1.5	12.2	4.5	0.3	4.8
3/2+3/1	754	754	-	-	-	2.8	1.5	-	4.3	20.5	10.8	1.5	12.3
4/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	465	465	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

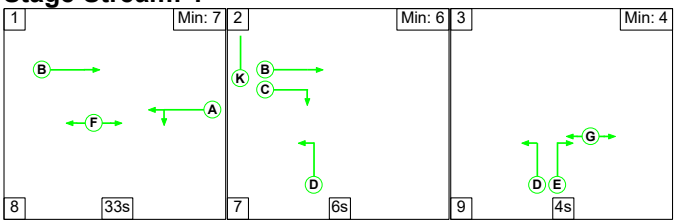
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	13.04	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	83.9	Total Delay for Signalled Lanes (pcuHr):	1.44	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	20.0	Total Delay for Signalled Lanes (pcuHr):	6.41	Cycle Time (s):	67
		PRC Over All Lanes (%):	5.7	Total Delay Over All Lanes(pcuHr):	21.04		

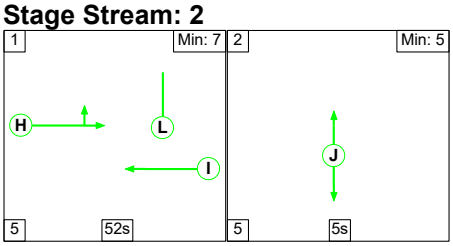
Full Input Data And Results
Scenario 2: '2024 Baseline PM' (FG2: '2024 Baseline PM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

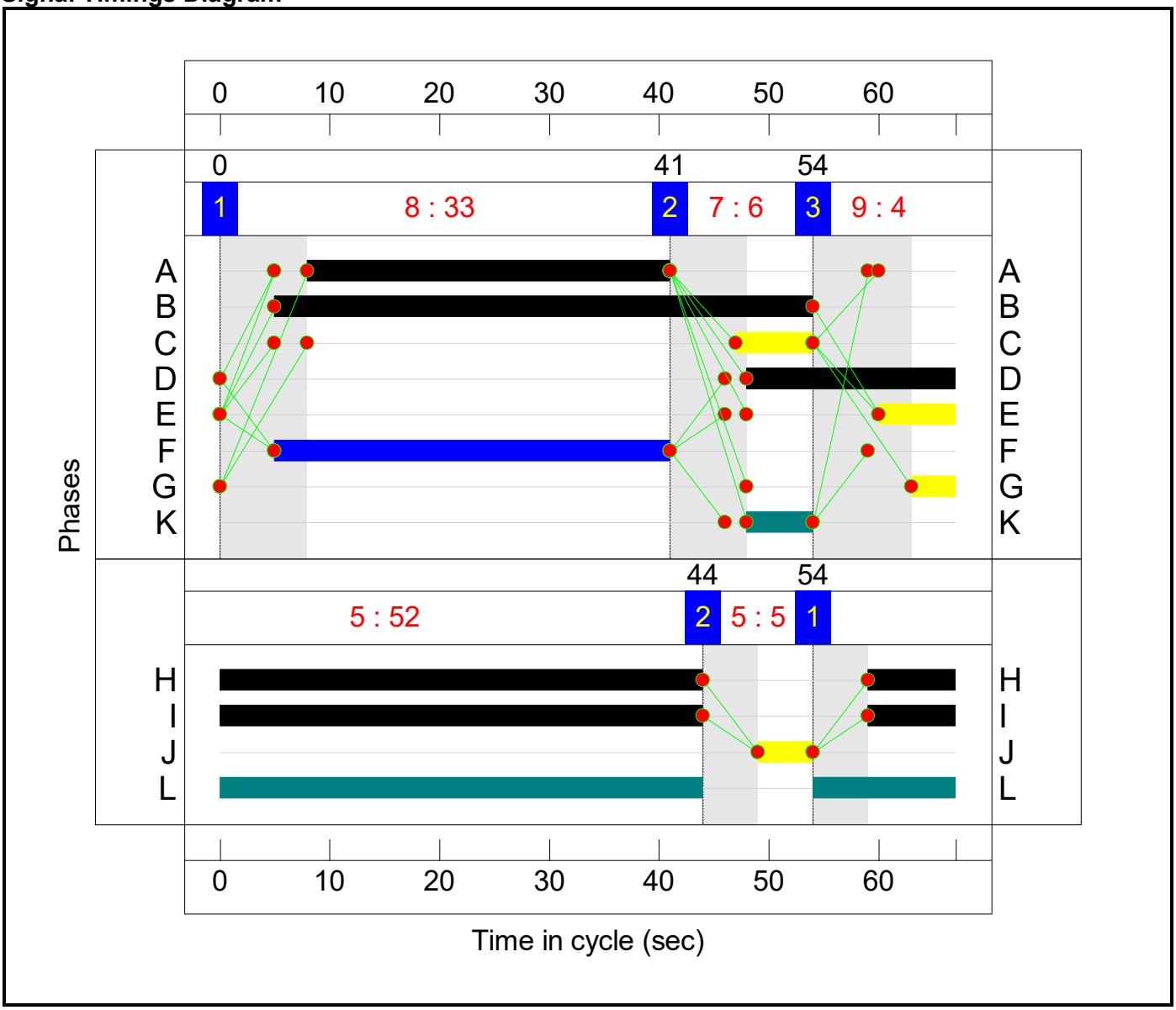
Stage	1	2	3
Duration	33	6	4
Change Point	0	41	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	54	44

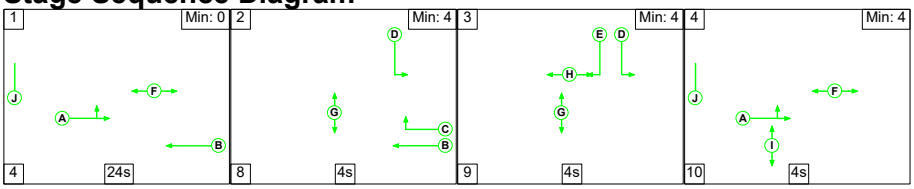
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

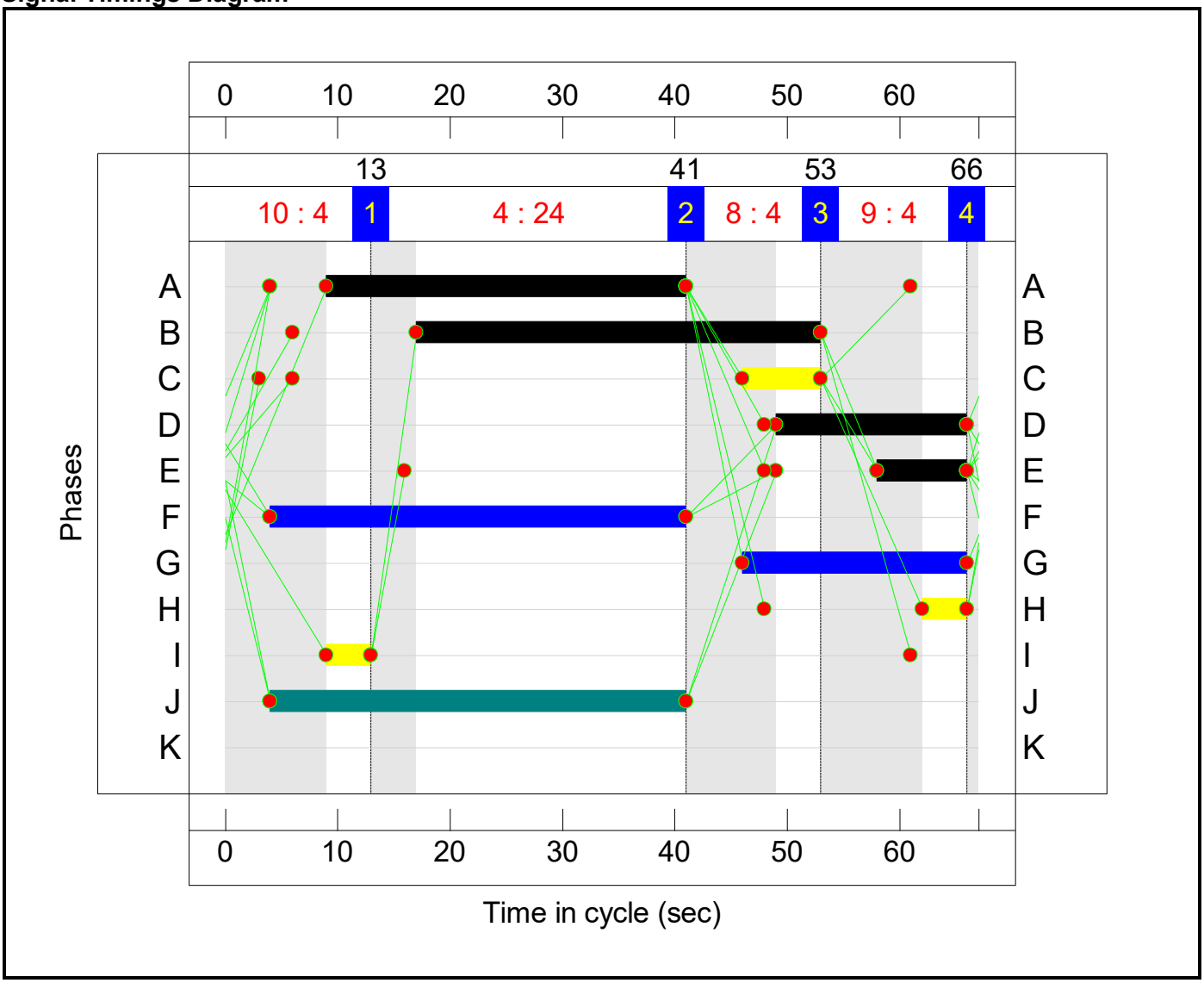


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	13	41	53	66

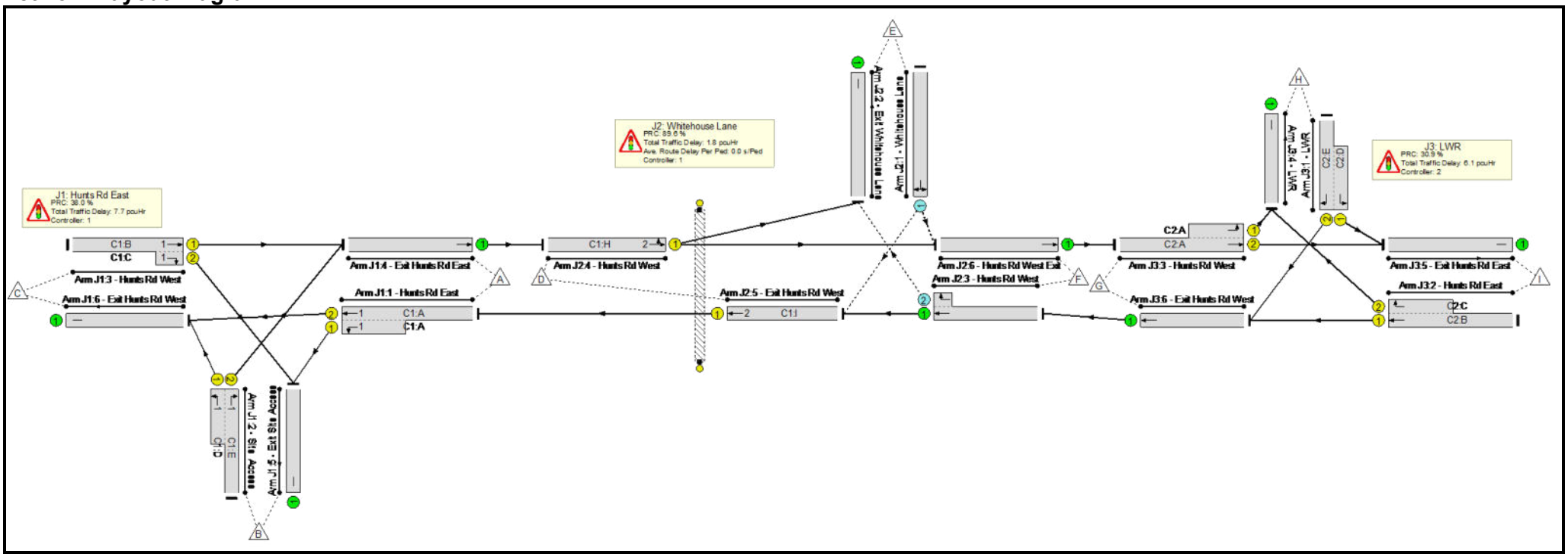
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.7%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.2%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	33	-	725	2080:1764	934+178	65.2 : 65.2%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:19	-	325	1891:1764	226+460	52.3 : 45.0%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:7	-	507	1915:1912	606+174	65.0 : 65.0%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	512	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	816	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**47.5%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	435	2.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	734	2095:1804	2088+6	35.1 : 35.1%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	521	1964	1554	33.5%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	738	1965	1554	47.5%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	525	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.7%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	58	1868:1665	251+269	11.2 : 11.2%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	743	1915:1868	1027+54	68.7 : 68.7%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	530	2055:1665	938+72	52.4 : 52.4%
4/1	LWR	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**12**	**2**	**0**	**10.5**	**5.0**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**5.4**	**2.3**	**0.0**	**7.7**	**-**	**-**	**-**	**-**
1/2+1/1	725	725	-	-	-	2.2	0.9	-	3.2	15.7	8.2	0.9	9.1
2/2+2/1	325	325	-	-	-	2.0	0.4	-	2.4	26.9	3.0	0.4	3.5
3/1+3/2	507	507	-	-	-	1.2	0.9	-	2.1	14.8	2.3	0.9	3.2
4/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**12**	**2**	**0**	**0.8**	**1.0**	**0.0**	**1.8**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	4.3	0.0	0.0	0.0
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	734	734	2	0	0	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
4/1	521	521	-	-	-	0.3	0.3	-	0.5	3.7	2.7	0.3	3.0
5/1	738	738	-	-	-	0.5	0.5	-	0.9	4.5	4.5	0.5	5.0
6/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**4.4**	**1.7**	**0.0**	**6.1**	**-**	**-**	**-**	**-**
1/2+1/1	58	58	-	-	-	0.4	0.1	-	0.4	25.7	0.5	0.1	0.5
2/1+2/2	743	743	-	-	-	2.4	1.1	-	3.5	16.7	9.3	1.1	10.4
3/2+3/1	530	530	-	-	-	1.6	0.5	-	2.2	14.9	6.3	0.5	6.8
4/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

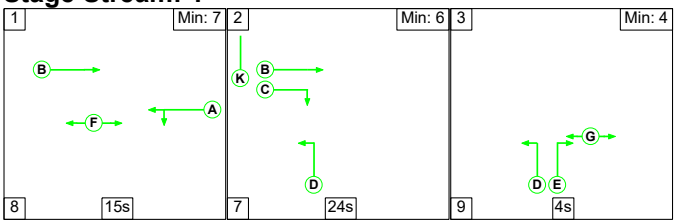
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	38.0	Total Delay for Signalled Lanes (pcuHr):	7.68	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	89.6	Total Delay for Signalled Lanes (pcuHr):	1.47	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	6.06	Cycle Time (s):	67
		PRC Over All Lanes (%):	30.9	Total Delay Over All Lanes(pcuHr):	15.50		

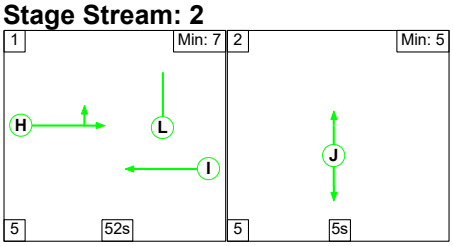
Full Input Data And Results
Scenario 3: '2027 Baseline AM' (FG3: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

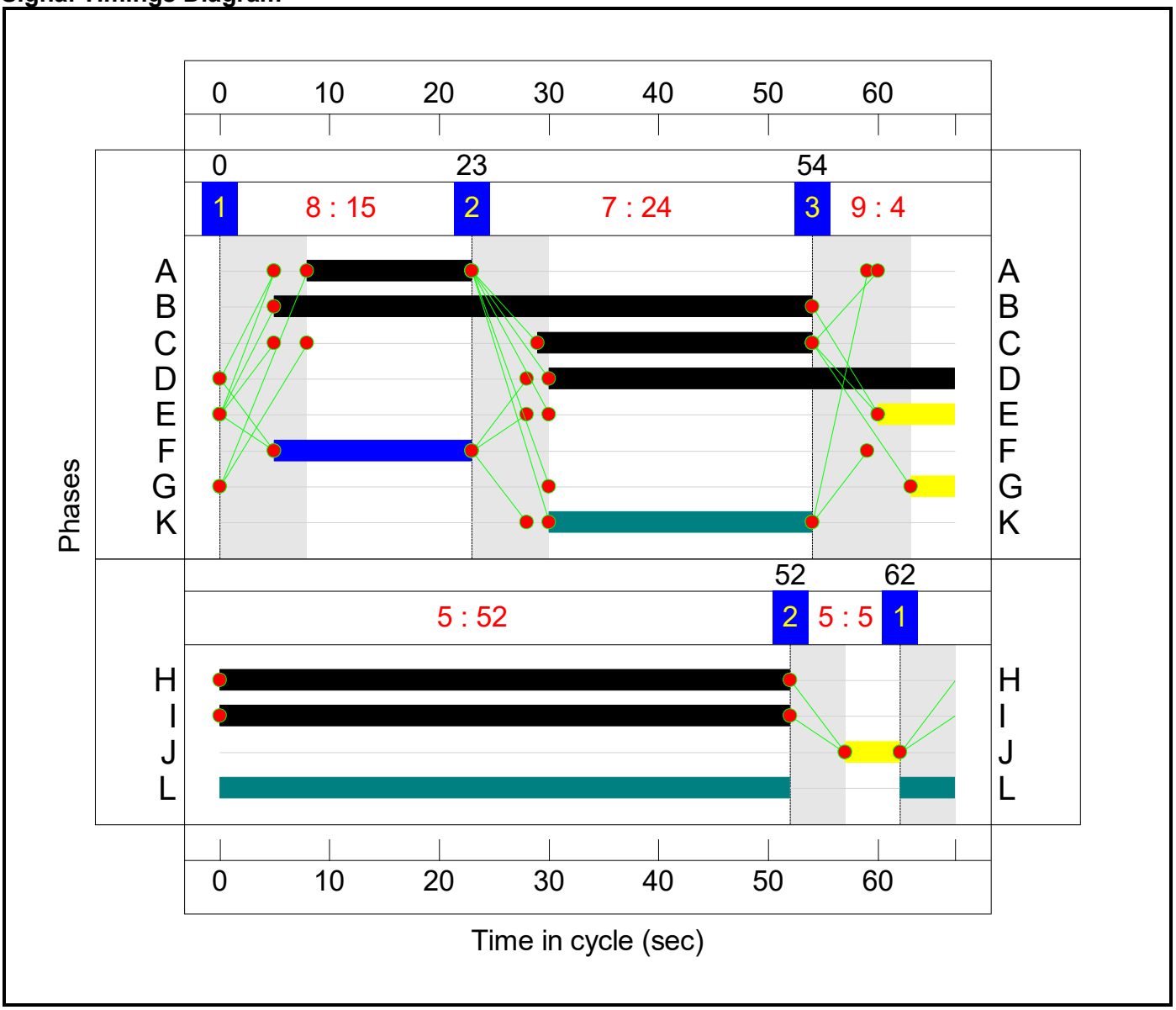
Stage	1	2	3
Duration	15	24	4
Change Point	0	23	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	62	52

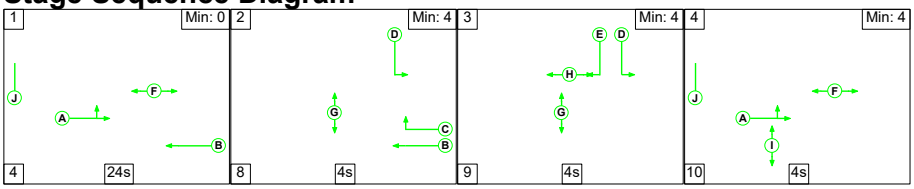
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

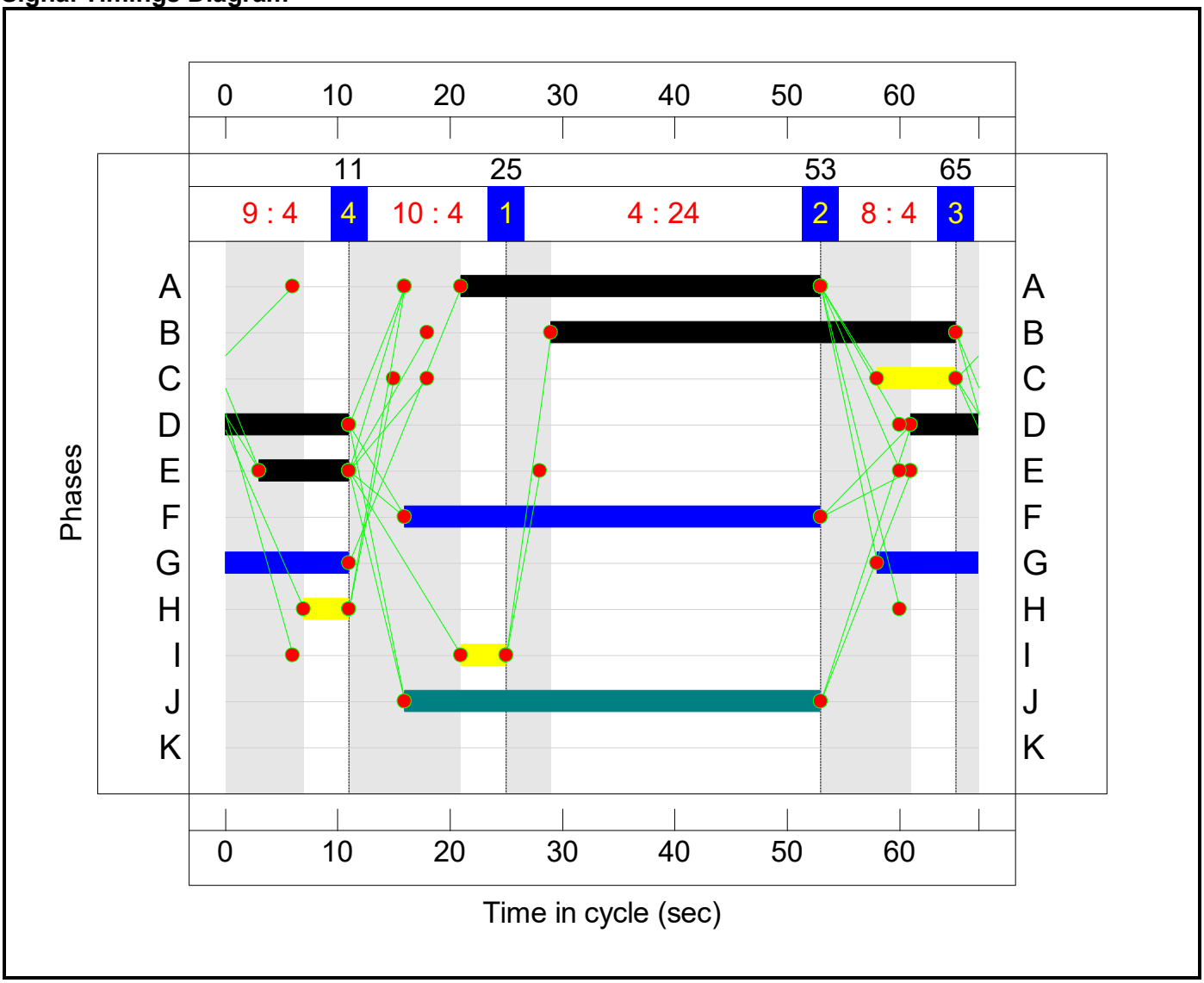


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	25	53	65	11

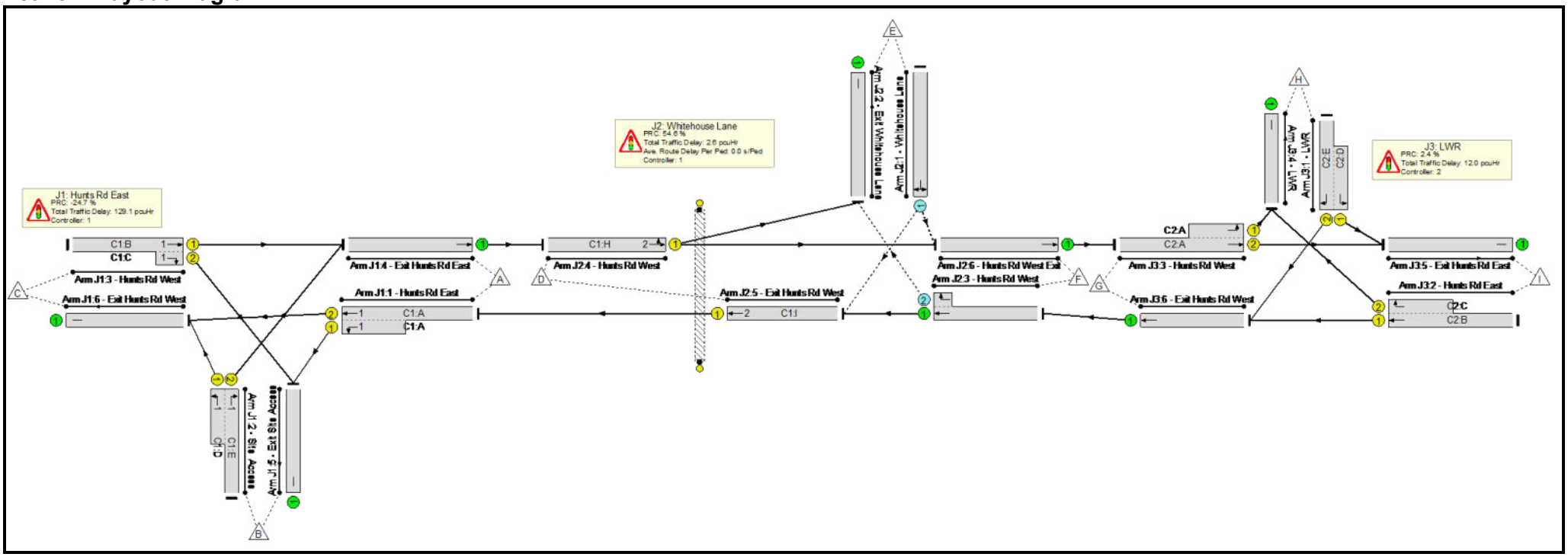
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**112.2%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**112.2%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	15	-	740	2080:1764	458+204	111.9 : 111.9%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:37	-	437	1891:1764	226+302	82.8 : 82.8%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:25	-	1137	1915:1912	643+370	112.2 : 112.2%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	643	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.2%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	516	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	747	2095:1804	2085+8	35.7 : 35.7%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	904	1963	1553	58.2%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	744	1965	1554	47.9%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	285	1868:1665	251+288	54.6 : 51.5%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	632	1915:1868	1040+34	58.9 : 58.9%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	898	2055:1665	904+117	87.9 : 87.9%
4/1	LWR	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**25.4**	**118.4**	**0.0**	**143.7**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**16.9**	**112.2**	**0.0**	**129.1**	**-**	**-**	**-**	**-**
1/2+1/1	740	661	-	-	-	7.7	43.6	-	51.3	249.7	13.1	43.6	56.7
2/2+2/1	437	437	-	-	-	2.0	2.3	-	4.3	35.4	3.4	2.3	5.7
3/1+3/2	1137	1013	-	-	-	7.2	66.3	-	73.5	232.7	22.7	66.3	89.0
4/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.2**	**1.4**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	747	747	2	1	0	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
4/1	904	904	-	-	-	0.7	0.7	-	1.4	5.5	6.3	0.7	7.0
5/1	744	744	-	-	-	0.5	0.5	-	0.9	4.6	4.5	0.5	5.0
6/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**7.3**	**4.7**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
1/2+1/1	285	285	-	-	-	1.8	0.6	-	2.4	30.3	2.4	0.6	2.9
2/1+2/2	632	632	-	-	-	1.8	0.7	-	2.5	14.5	7.5	0.7	8.2
3/2+3/1	898	898	-	-	-	3.6	3.4	-	7.1	28.4	13.9	3.4	17.4
4/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-24.7	Total Delay for Signalled Lanes (pcuHr):	129.12	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	54.6	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	12.02	Cycle Time (s):	67
		PRC Over All Lanes (%):	-24.7	Total Delay Over All Lanes(pcuHr):	143.74		

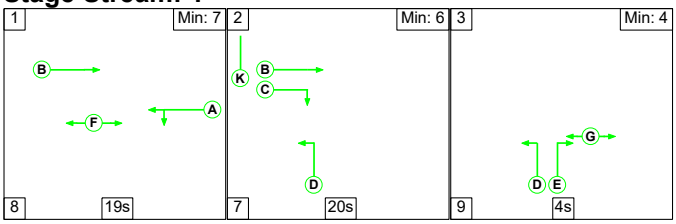
Full Input Data And Results

Scenario 4: '2027 + Comm + NWC AM' (FG9: '2027 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

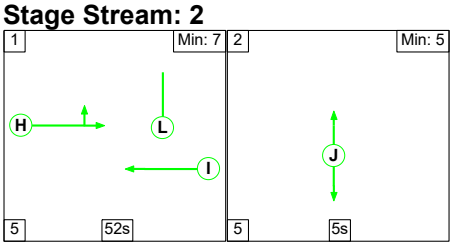
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

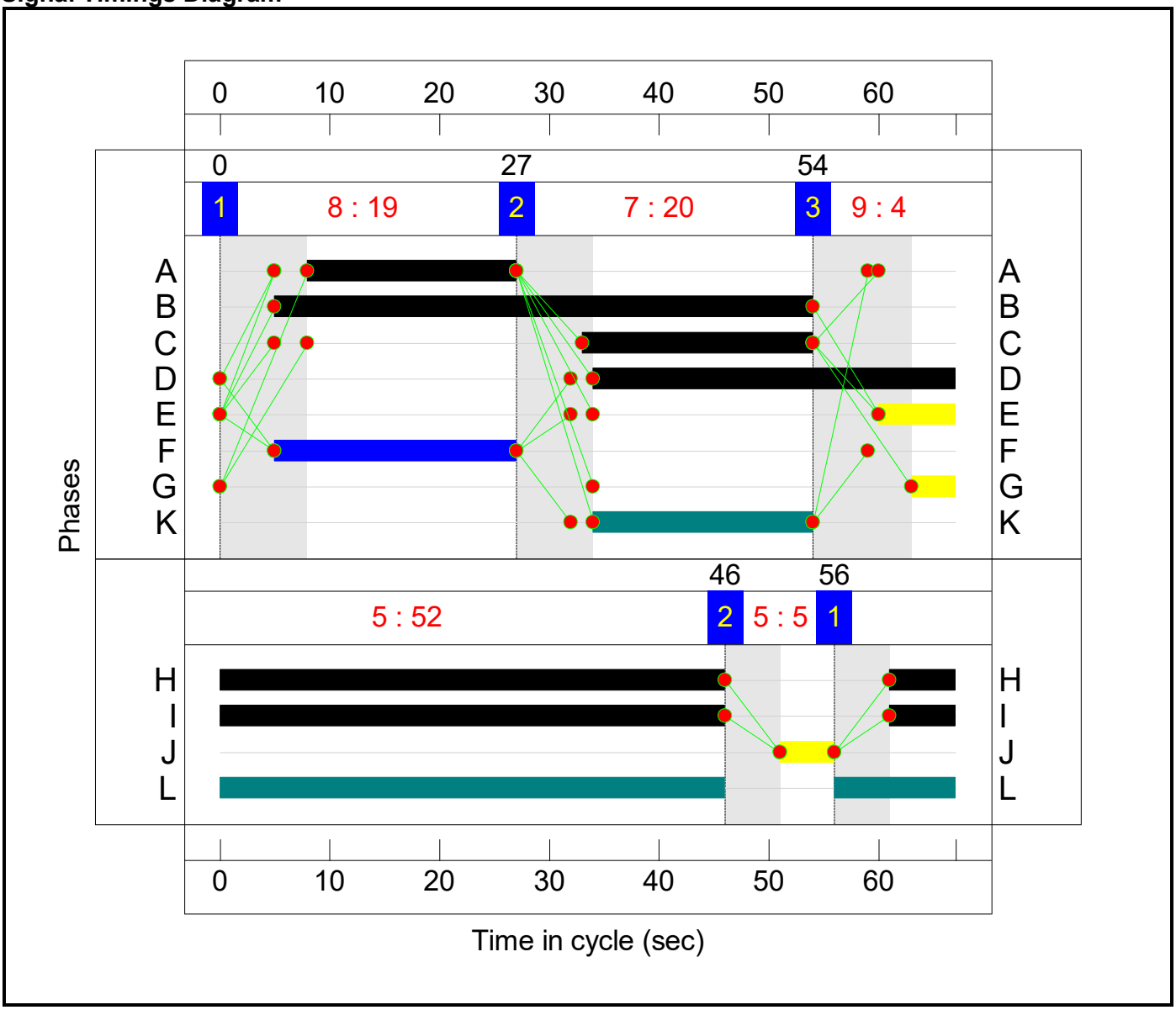
Stage	1	2	3
Duration	19	20	4
Change Point	0	27	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	56	46

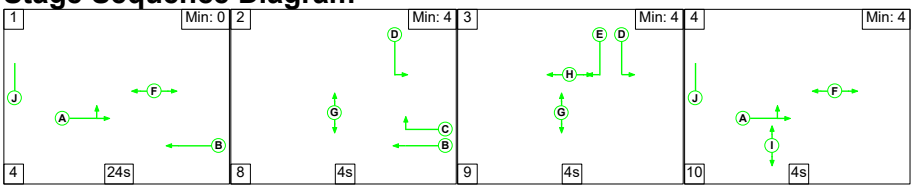
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

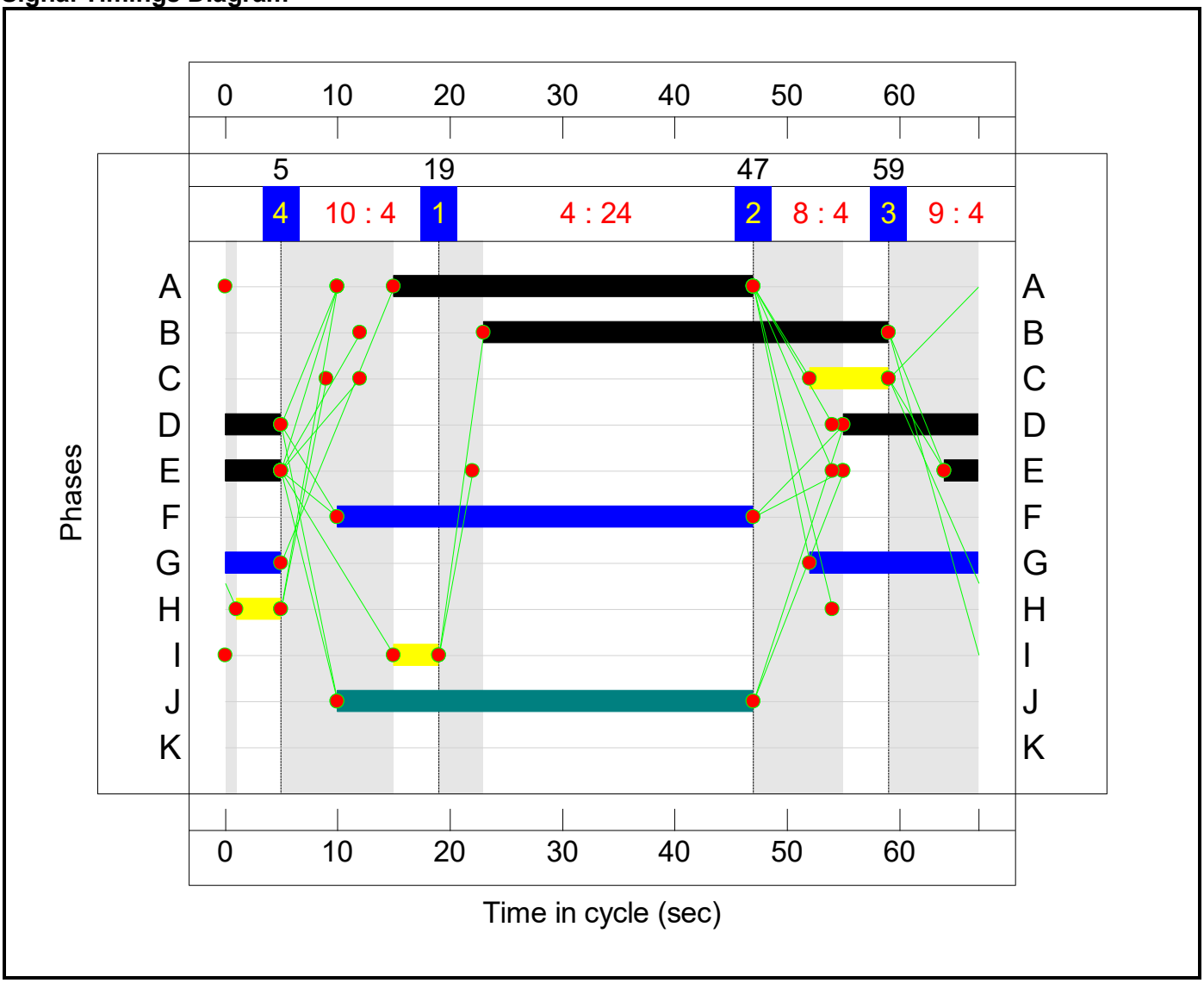


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	19	47	59	5

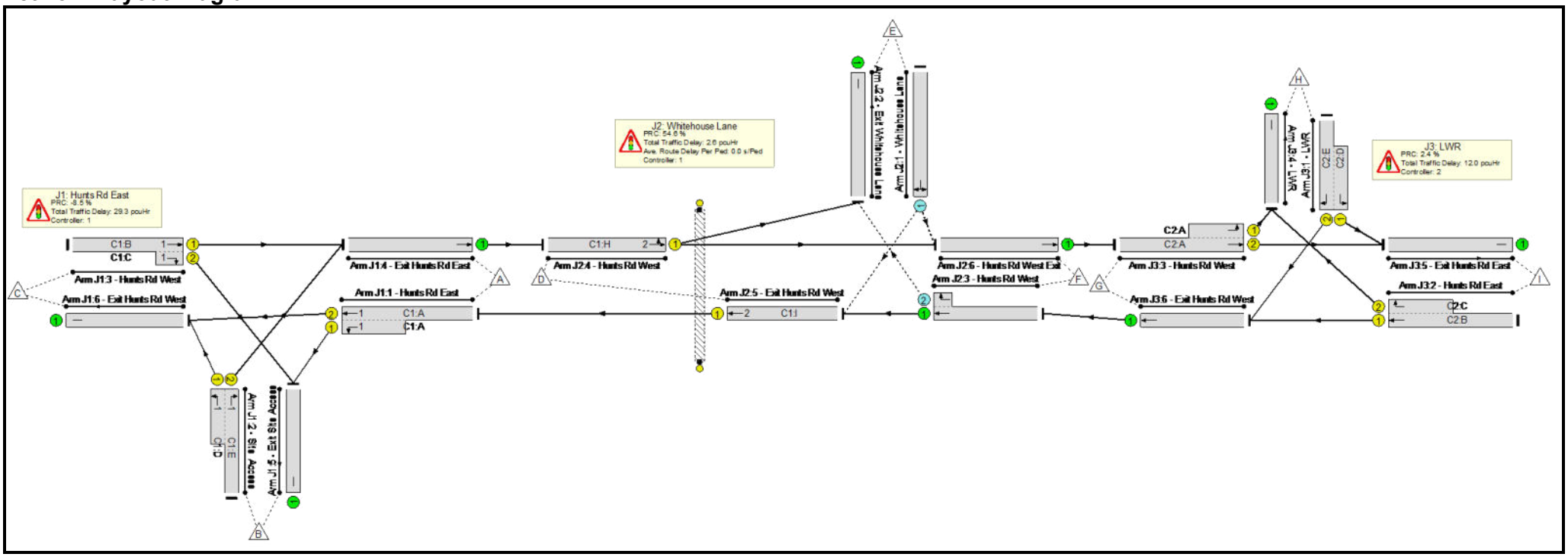
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.6%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.6%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	19	-	740	2080:1764	539+240	95.0 : 95.0%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:33	-	372	1891:1764	226+223	82.8 : 82.8%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:21	-	1005	1915:1912	740+290	97.6 : 97.6%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**58.2%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	516	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	747	2095:1804	2085+8	35.7 : 35.7%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	904	1963	1553	58.2%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	744	1965	1554	47.9%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.9%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	285	1868:1665	251+288	54.6 : 51.5%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	632	1915:1868	1040+34	58.9 : 58.9%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	898	2055:1665	904+117	87.9 : 87.9%
4/1	LWR	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**17.6**	**26.3**	**0.0**	**43.9**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**9.1**	**20.1**	**0.0**	**29.3**	**-**	**-**	**-**	**-**
1/2+1/1	740	740	-	-	-	4.4	7.0	-	11.4	55.4	10.0	7.0	17.0
2/2+2/1	372	372	-	-	-	2.0	2.3	-	4.2	41.0	3.4	2.3	5.7
3/1+3/2	1005	1005	-	-	-	2.8	10.9	-	13.6	48.8	10.8	10.9	21.7
4/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.2**	**1.4**	**0.0**	**2.6**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	747	747	2	1	0	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
4/1	904	904	-	-	-	0.7	0.7	-	1.4	5.5	6.3	0.7	7.0
5/1	744	744	-	-	-	0.5	0.5	-	0.9	4.6	4.5	0.5	5.0
6/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**7.3**	**4.7**	**0.0**	**12.0**	**-**	**-**	**-**	**-**
1/2+1/1	285	285	-	-	-	1.8	0.6	-	2.4	30.3	2.4	0.6	2.9
2/1+2/2	632	632	-	-	-	1.8	0.7	-	2.5	14.5	7.5	0.7	8.2
3/2+3/1	898	898	-	-	-	3.6	3.4	-	7.1	28.4	13.9	3.4	17.4
4/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-8.5	Total Delay for Signalled Lanes (pcuHr):	29.26	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	54.6	Total Delay for Signalled Lanes (pcuHr):	2.32	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	12.02	Cycle Time (s):	67
		PRC Over All Lanes (%):	-8.5	Total Delay Over All Lanes(pcuHr):	43.88		

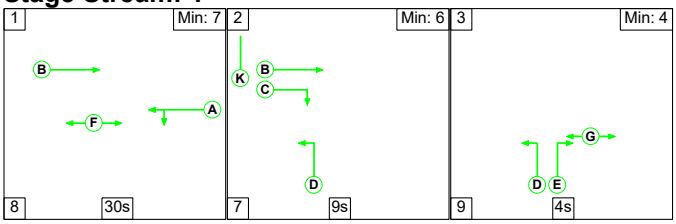
Full Input Data And Results

Scenario 5: '2027 Baseline PM' (FG4: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

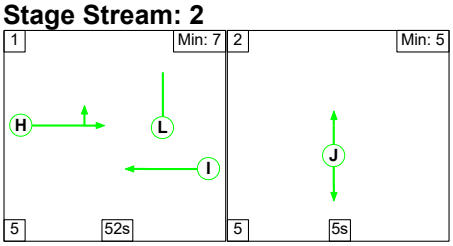
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

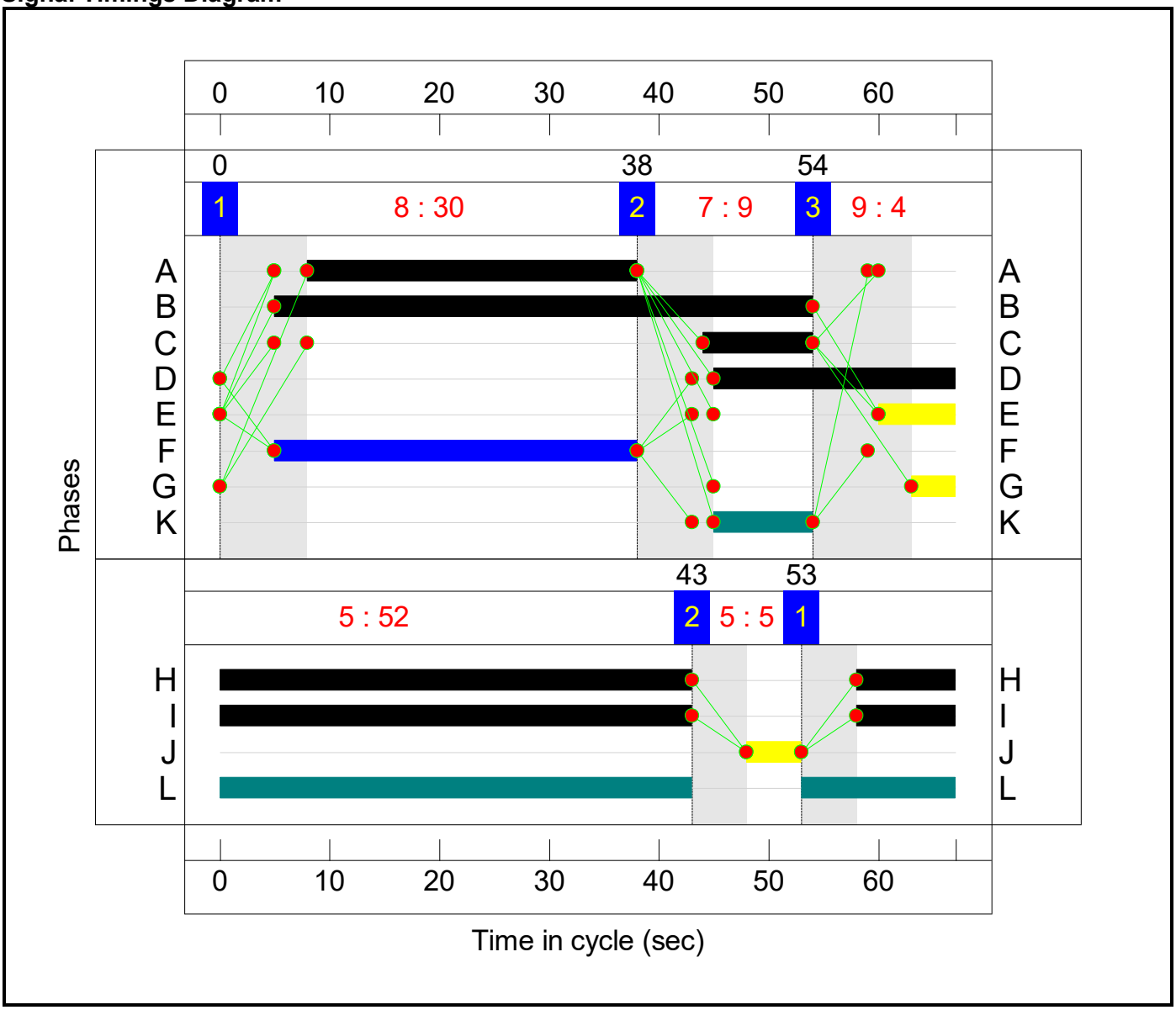
Stage	1	2	3
Duration	30	9	4
Change Point	0	38	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	53	43

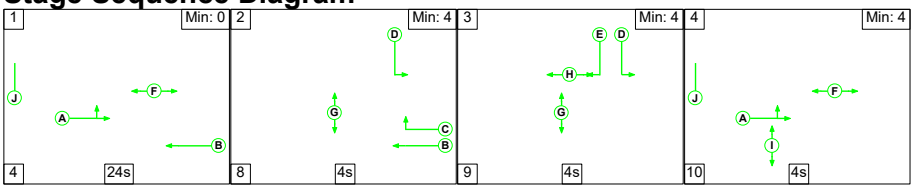
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

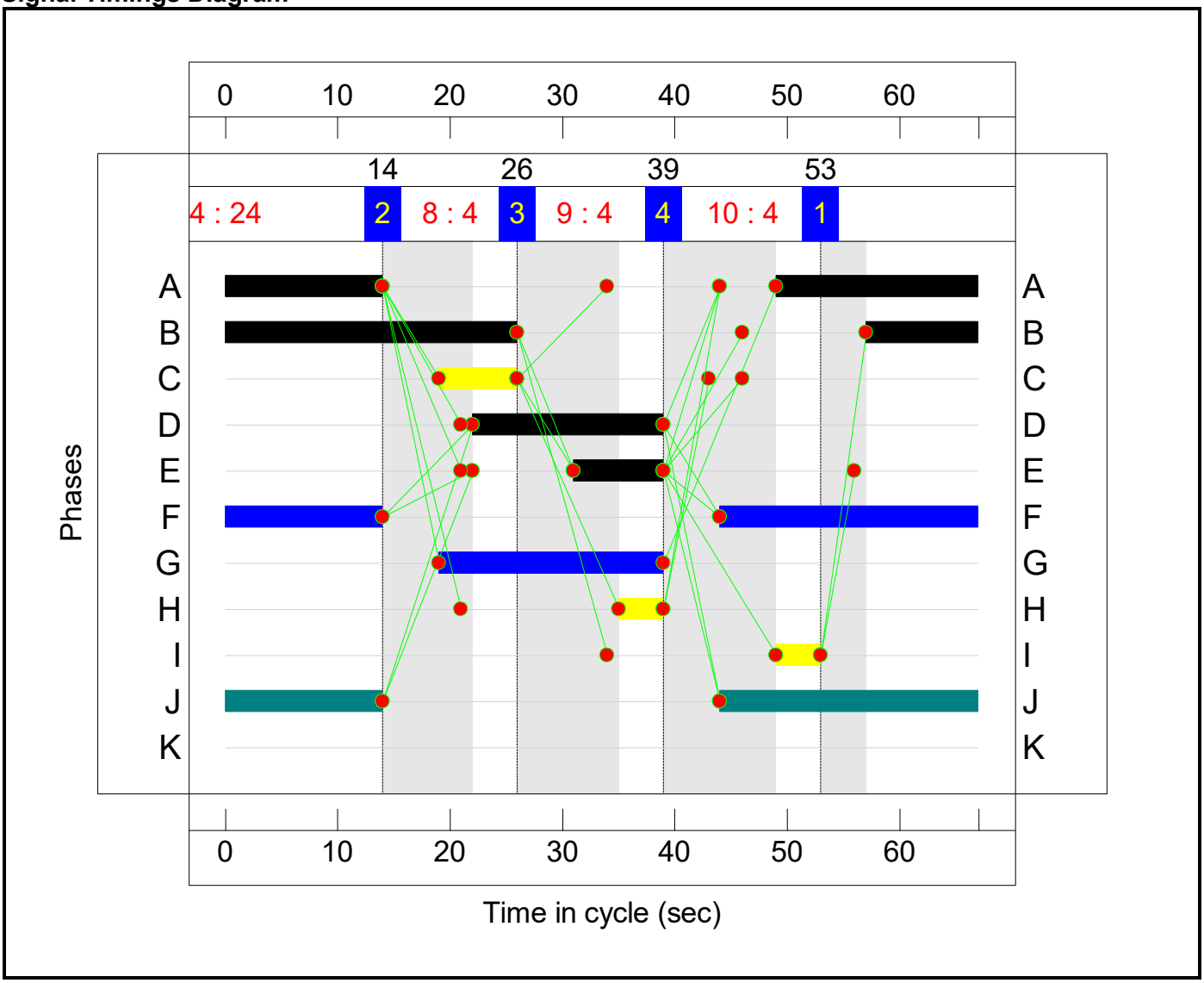


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	53	14	26	39

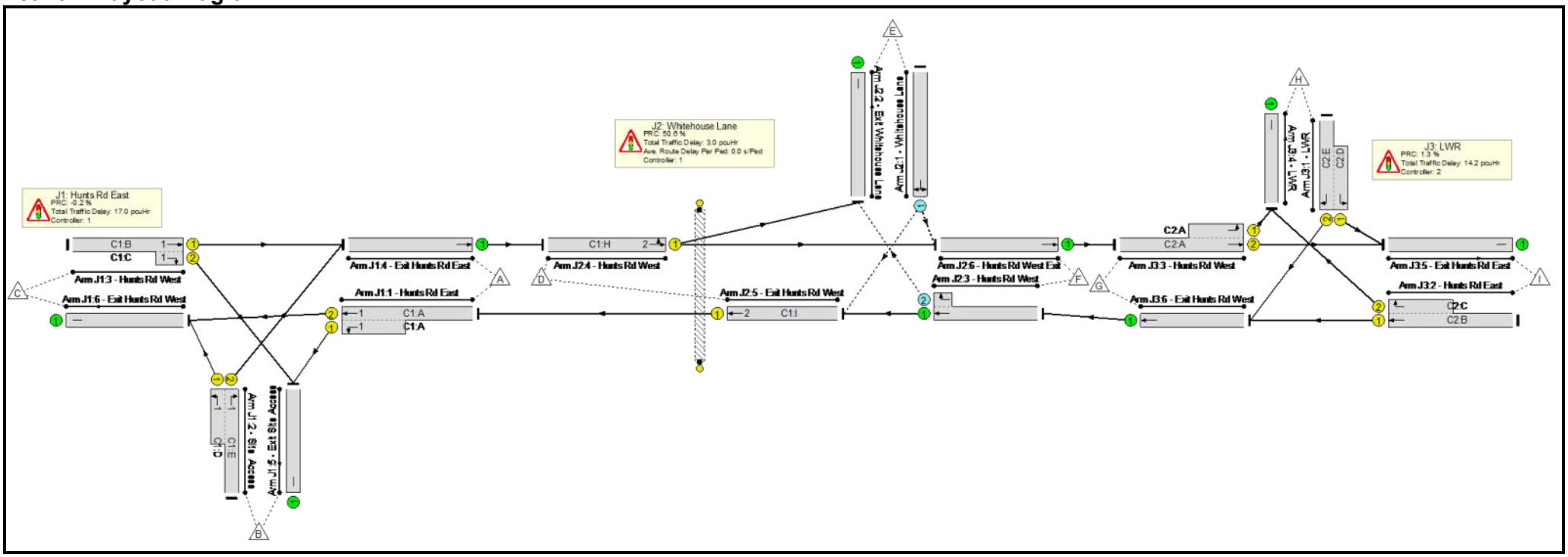
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	30	-	916	2080:1764	867+149	90.2 : 90.2%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:22	-	411	1891:1764	226+362	70.0 : 70.0%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:10	-	831	1915:1912	755+190	87.9 : 87.9%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	301	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.8%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	6	1786	243	2.5%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	925	2095:1804	2090+5	44.2 : 44.2%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	831	1965	1554	53.5%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	929	1965	1554	59.8%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.8%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	143	1868:1665	251+119	38.7 : 38.7%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	1017	1915:1868	932+213	88.8 : 88.8%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	840	2055:1665	814+246	79.3 : 79.3%
4/1	LWR	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**8**	**0**	**0**	**17.7**	**16.5**	**0.0**	**34.3**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**8.2**	**8.8**	**0.0**	**17.0**	**-**	**-**	**-**	**-**
1/2+1/1	916	916	-	-	-	4.0	4.2	-	8.2	32.2	14.3	4.2	18.6
2/2+2/1	411	411	-	-	-	2.4	1.2	-	3.6	31.4	3.6	1.2	4.7
3/1+3/2	831	831	-	-	-	1.8	3.4	-	5.3	22.8	5.7	3.4	9.1
4/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**8**	**0**	**0**	**1.3**	**1.7**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1	6	6	6	0	0	0.0	0.0	-	0.0	8.4	0.0	0.0	0.0
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	925	925	2	0	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
4/1	831	831	-	-	-	0.6	0.6	-	1.2	5.0	5.5	0.6	6.1
5/1	929	929	-	-	-	0.7	0.7	-	1.5	5.6	6.7	0.7	7.5
6/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.2**	**6.0**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/2+1/1	143	143	-	-	-	1.0	0.3	-	1.3	31.8	1.6	0.3	2.0
2/1+2/2	1017	1017	-	-	-	4.3	3.8	-	8.1	28.6	14.5	3.8	18.3
3/2+3/1	840	840	-	-	-	2.9	1.9	-	4.8	20.7	10.6	1.9	12.4
4/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-0.2	Total Delay for Signalled Lanes (pcuHr):	17.05	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	50.6	Total Delay for Signalled Lanes (pcuHr):	2.62	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	14.18	Cycle Time (s):	67
		PRC Over All Lanes (%):	-0.2	Total Delay Over All Lanes(pcuHr):	34.26		

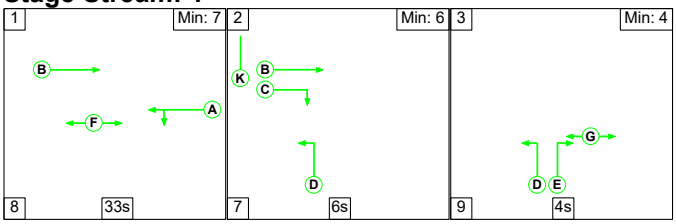
Full Input Data And Results

Scenario 6: '2027 + Comm + NWC PM' (FG10: '2027 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

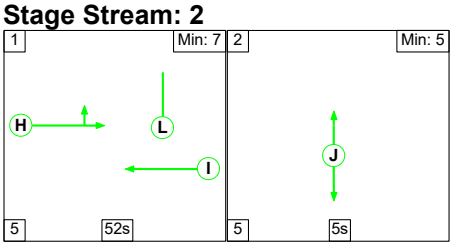
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

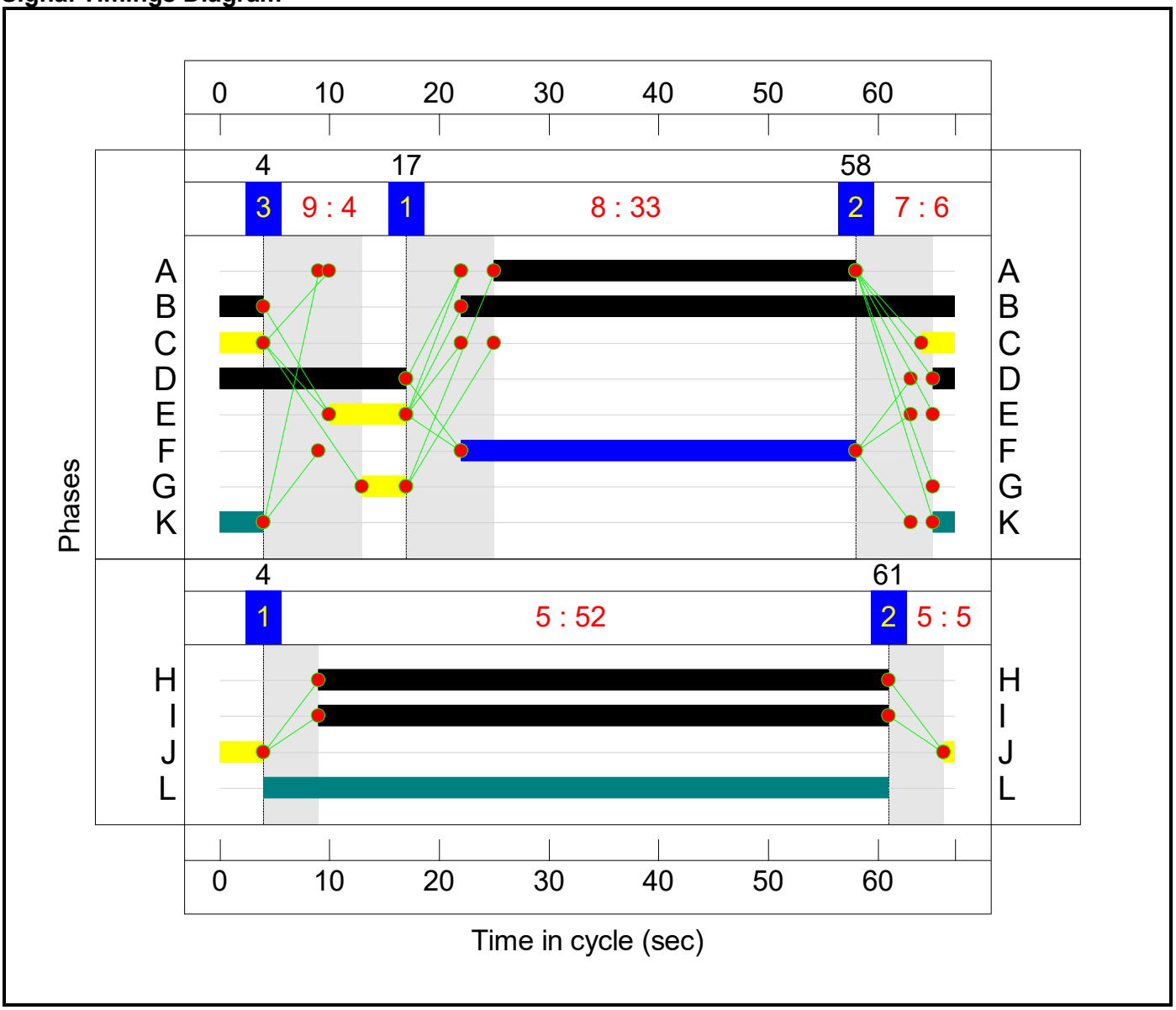
Stage	1	2	3
Duration	33	6	4
Change Point	17	58	4

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	4	61

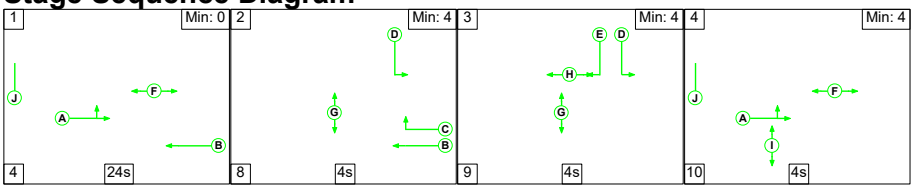
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

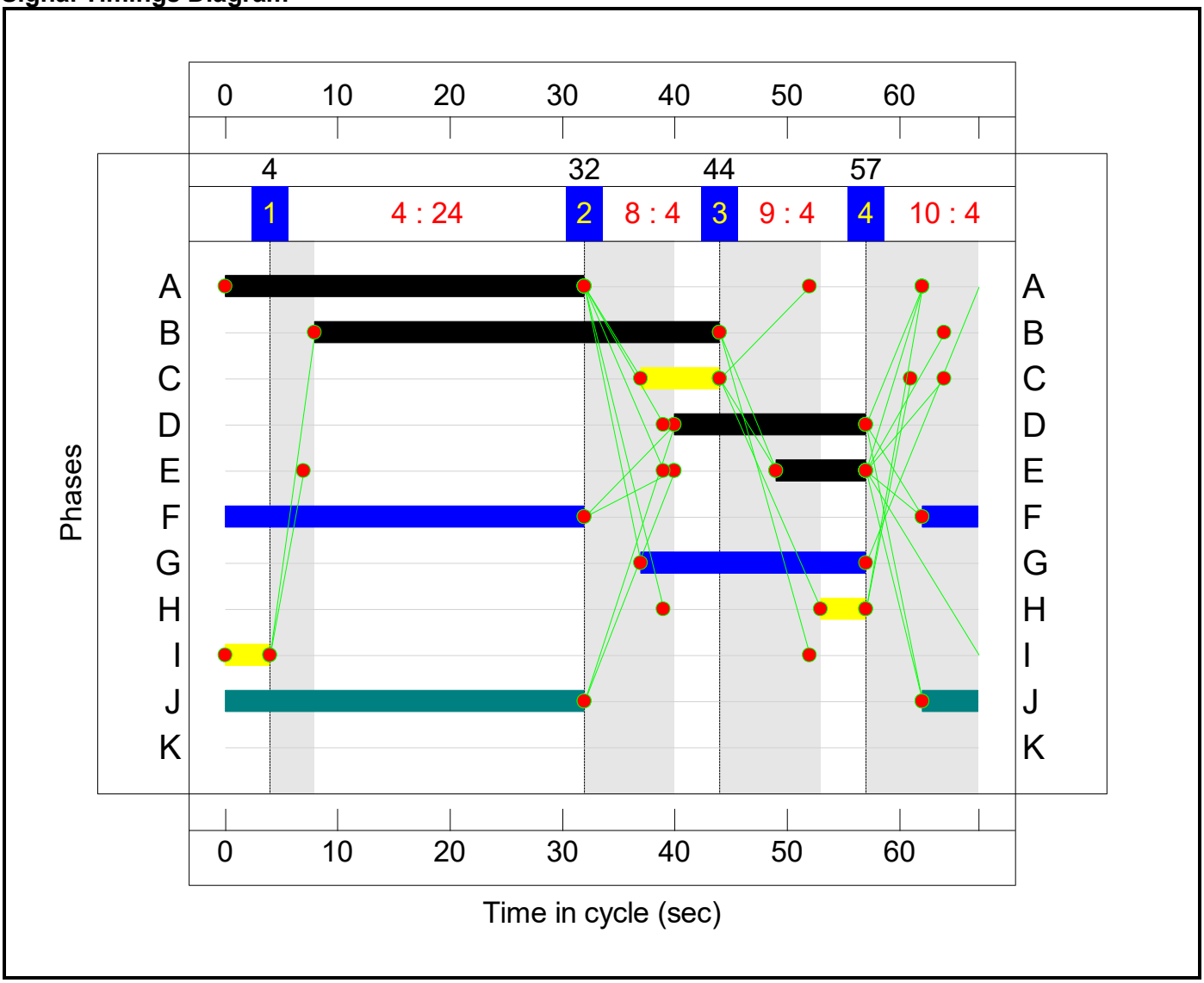


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	4	32	44	57

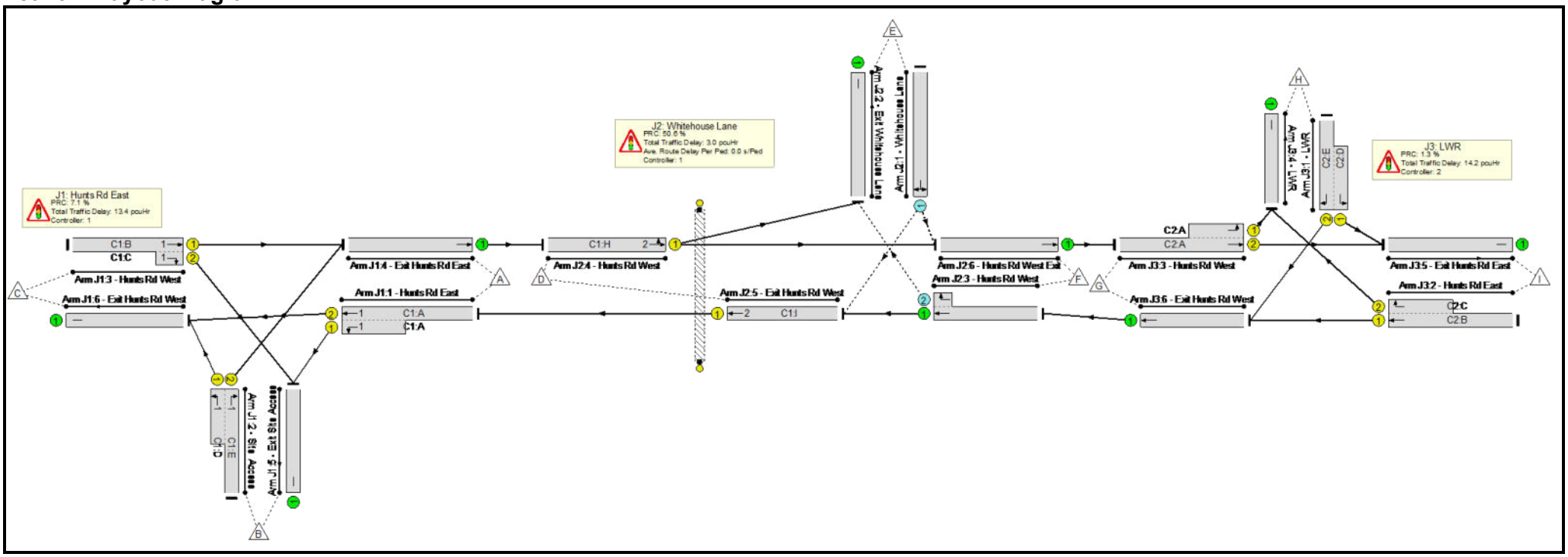
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.8%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.0%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	33	-	916	2080:1764	944+162	82.8 : 82.8%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:19	-	387	1891:1764	226+360	70.0 : 63.6%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:7	-	808	1915:1912	790+171	84.0 : 84.0%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.8%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	6	1786	243	2.5%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	925	2095:1804	2090+5	44.2 : 44.2%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	831	1965	1554	53.5%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	929	1965	1554	59.8%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.8%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	143	1868:1665	251+119	38.7 : 38.7%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	1017	1915:1868	932+213	88.8 : 88.8%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	840	2055:1665	814+246	79.3 : 79.3%
4/1	LWR	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**8**	**0**	**0**	**17.0**	**13.5**	**0.0**	**30.6**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**7.5**	**5.9**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	916	916	-	-	-	3.3	2.4	-	5.6	22.2	12.8	2.4	15.1
2/2+2/1	387	387	-	-	-	2.5	1.0	-	3.4	31.8	3.4	1.0	4.4
3/1+3/2	808	808	-	-	-	1.8	2.5	-	4.3	19.2	5.4	2.5	8.0
4/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**8**	**0**	**0**	**1.3**	**1.7**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1	6	6	6	0	0	0.0	0.0	-	0.0	8.4	0.0	0.0	0.0
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	925	925	2	0	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
4/1	831	831	-	-	-	0.6	0.6	-	1.2	5.0	5.5	0.6	6.1
5/1	929	929	-	-	-	0.7	0.7	-	1.5	5.6	6.7	0.7	7.5
6/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.2**	**6.0**	**0.0**	**14.2**	**-**	**-**	**-**	**-**
1/2+1/1	143	143	-	-	-	1.0	0.3	-	1.3	31.8	1.6	0.3	2.0
2/1+2/2	1017	1017	-	-	-	4.3	3.8	-	8.1	28.6	14.5	3.8	18.3
3/2+3/1	840	840	-	-	-	2.9	1.9	-	4.8	20.7	10.6	1.9	12.4
4/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

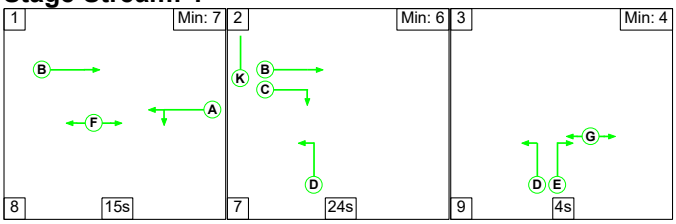
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	13.36	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	50.6	Total Delay for Signalled Lanes (pcuHr):	2.62	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	1.3	Total Delay for Signalled Lanes (pcuHr):	14.18	Cycle Time (s):	67
		PRC Over All Lanes (%):	1.3	Total Delay Over All Lanes(pcuHr):	30.57		

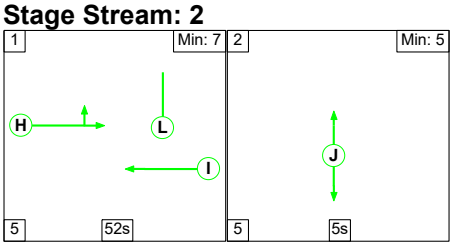
Full Input Data And Results
Scenario 7: '2033 Baseline AM' (FG5: '2033 Baseline AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

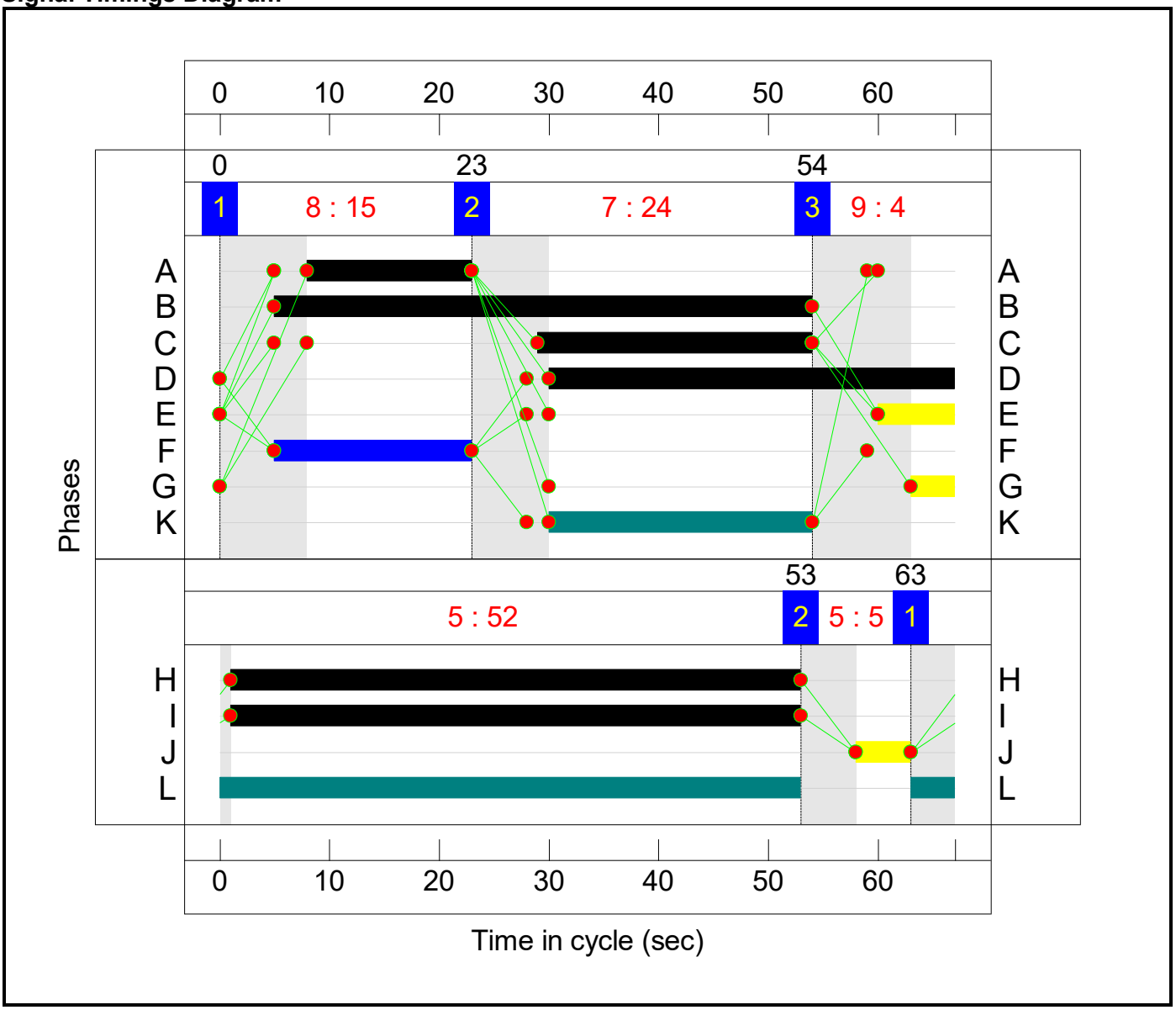
Stage	1	2	3
Duration	15	24	4
Change Point	0	23	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	63	53

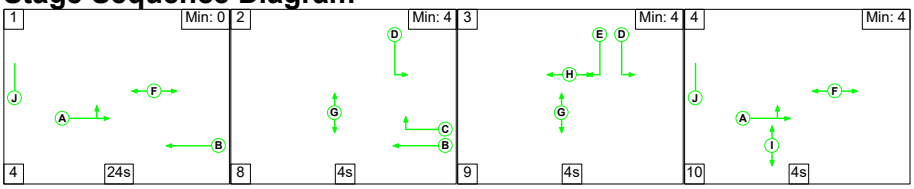
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

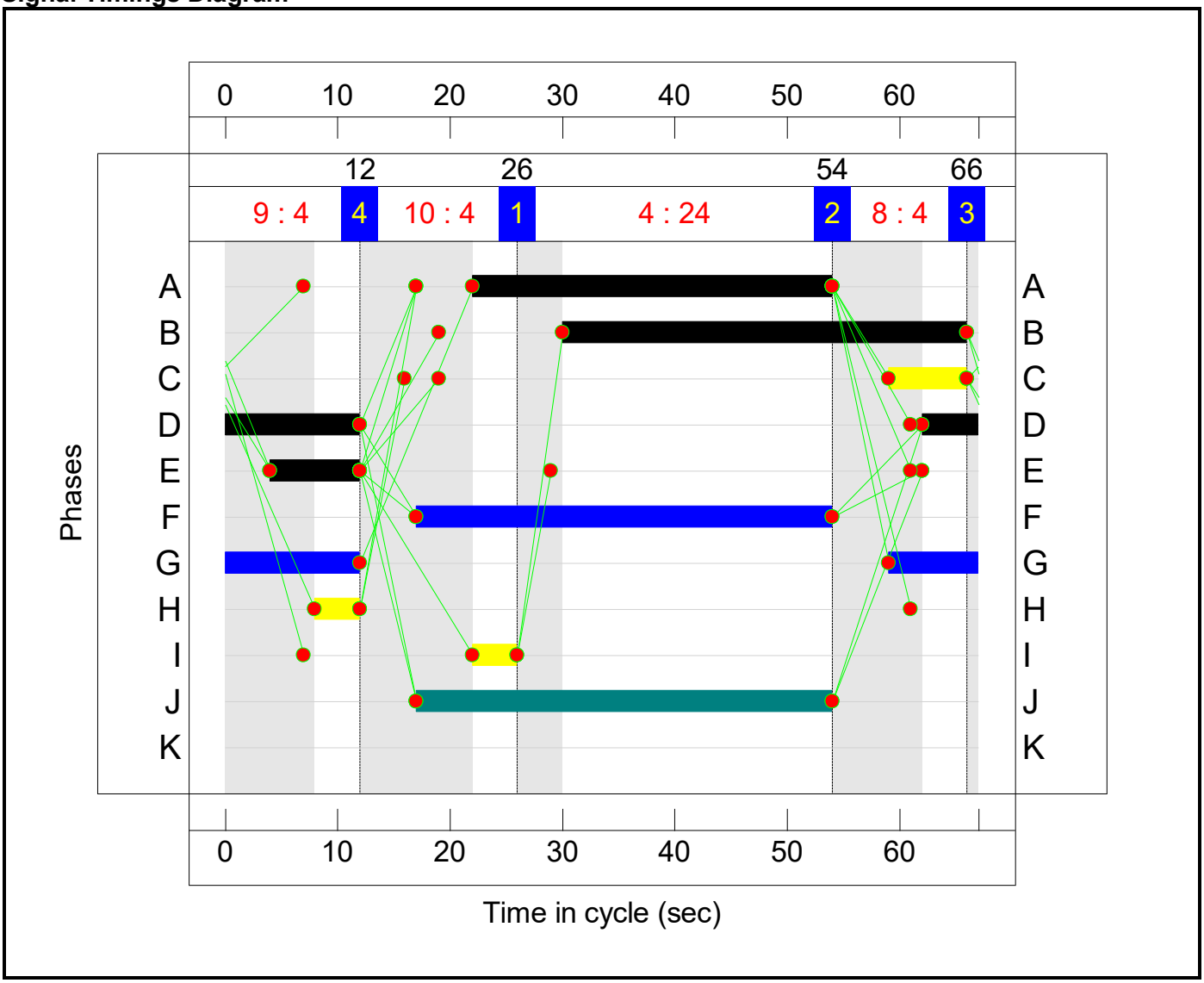


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	26	54	66	12

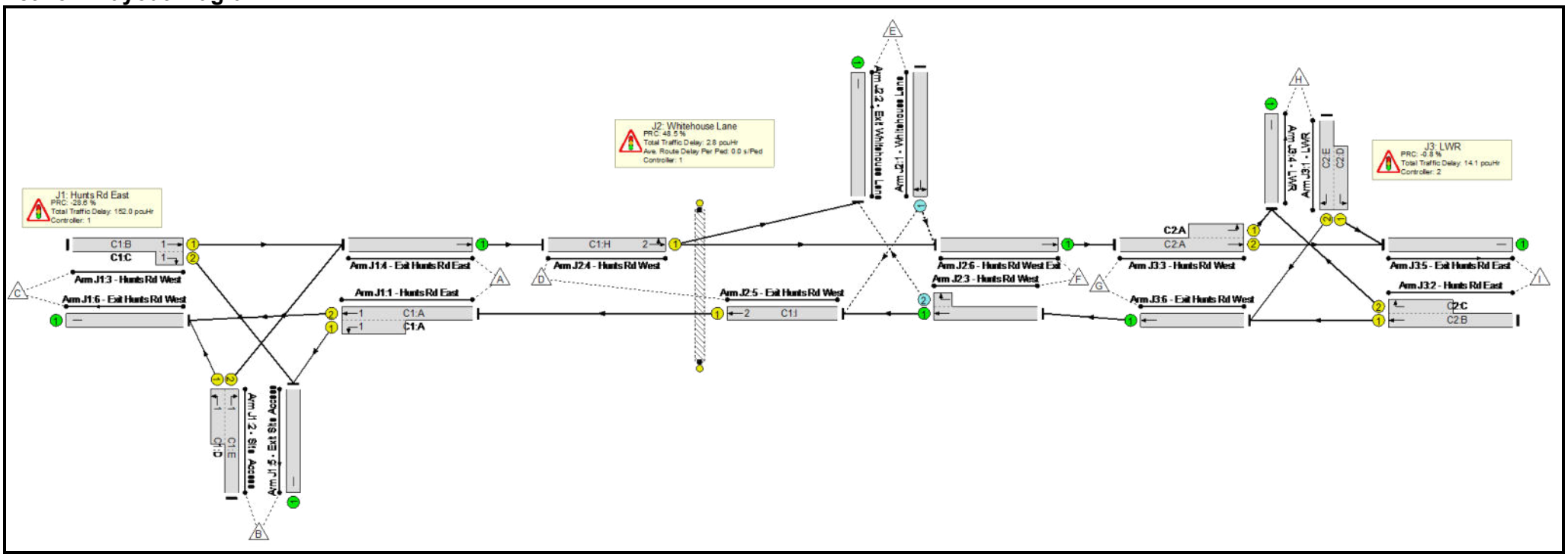
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.7%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.7%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	15	-	769	2080:1764	457+207	115.7 : 115.7%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:37	-	445	1891:1764	226+289	86.4 : 86.4%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:25	-	1166	1915:1912	660+365	113.8 : 113.8%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	655	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	779	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**60.6%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	508	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	776	2095:1804	2086+8	37.1 : 37.1%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	941	1963	1553	60.6%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	773	1965	1554	49.7%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.7%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	359	1868:1665	251+339	66.2 : 57.0%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	653	1915:1868	1018+68	60.1 : 60.1%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	935	2055:1665	877+154	90.7 : 90.7%
4/1	LWR	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**28.0**	**141.0**	**0.0**	**169.0**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**18.6**	**133.5**	**0.0**	**152.0**	**-**	**-**	**-**	**-**
1/2+1/1	769	664	-	-	-	8.8	55.8	-	64.5	302.2	14.2	55.8	69.9
2/2+2/1	445	445	-	-	-	2.1	2.9	-	5.0	40.5	3.5	2.9	6.4
3/1+3/2	1166	1024	-	-	-	7.7	74.8	-	82.5	254.7	23.7	74.8	98.4
4/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	707	707	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.3**	**1.6**	**0.0**	**2.8**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	776	776	2	1	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	941	941	-	-	-	0.7	0.8	-	1.5	5.7	6.8	0.8	7.6
5/1	773	773	-	-	-	0.5	0.5	-	1.0	4.7	4.9	0.5	5.4
6/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.2**	**6.0**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
1/2+1/1	359	359	-	-	-	2.4	0.8	-	3.1	31.4	2.9	0.8	3.7
2/1+2/2	653	653	-	-	-	2.0	0.8	-	2.7	15.1	7.5	0.8	8.2
3/2+3/1	935	935	-	-	-	3.8	4.5	-	8.3	31.8	14.5	4.5	19.0
4/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

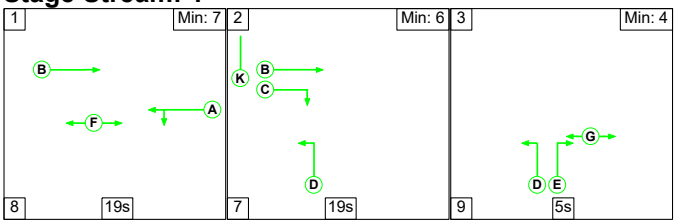
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-28.6	Total Delay for Signalled Lanes (pcuHr):	152.04	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	2.51	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	14.13	Cycle Time (s):	67
		PRC Over All Lanes (%):	-28.6	Total Delay Over All Lanes(pcuHr):	168.98		

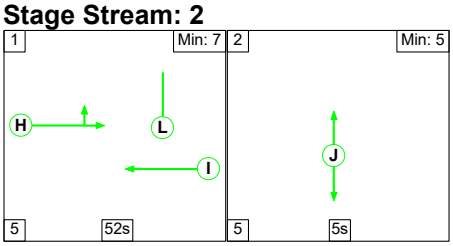
Full Input Data And Results
Scenario 8: '2033 + Comm + NWC AM' (FG11: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

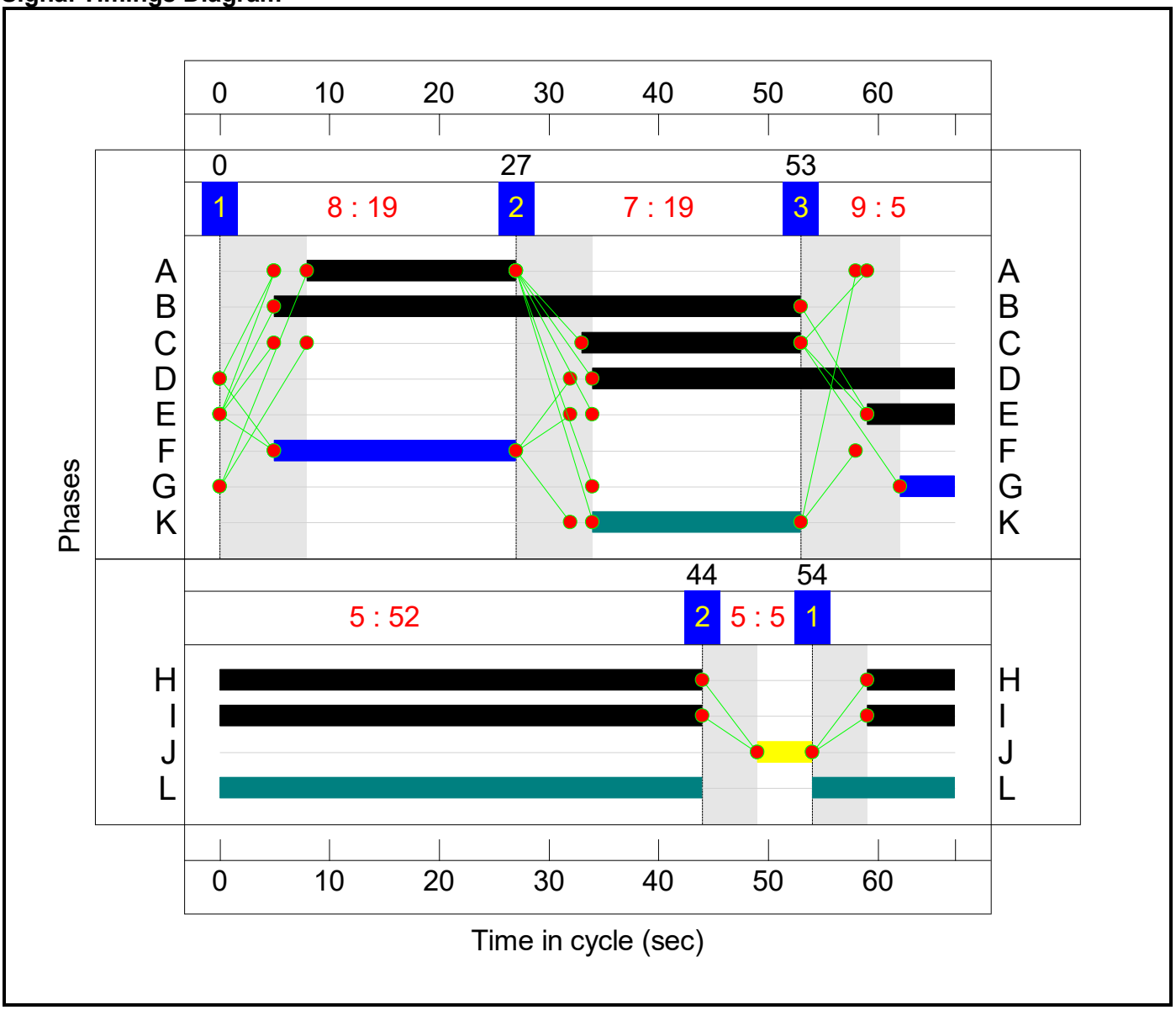
Stage	1	2	3
Duration	19	19	5
Change Point	0	27	53

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	54	44

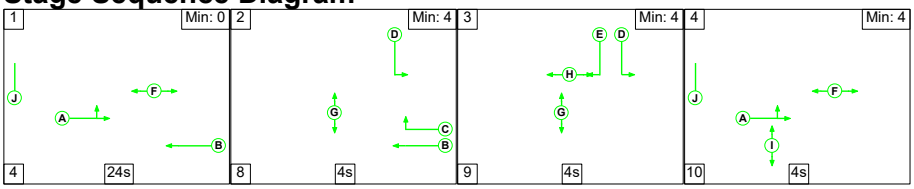
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

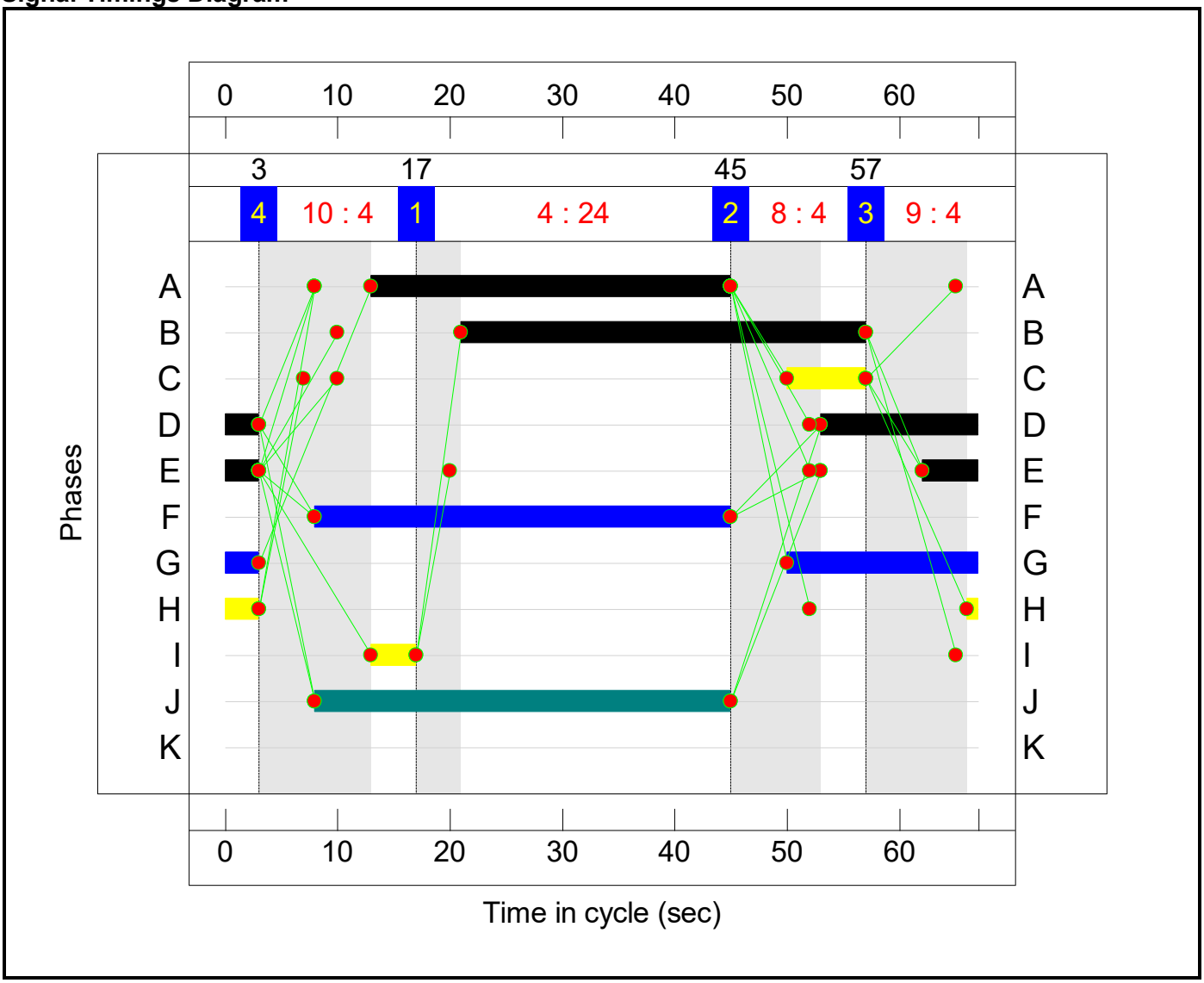


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	17	45	57	3

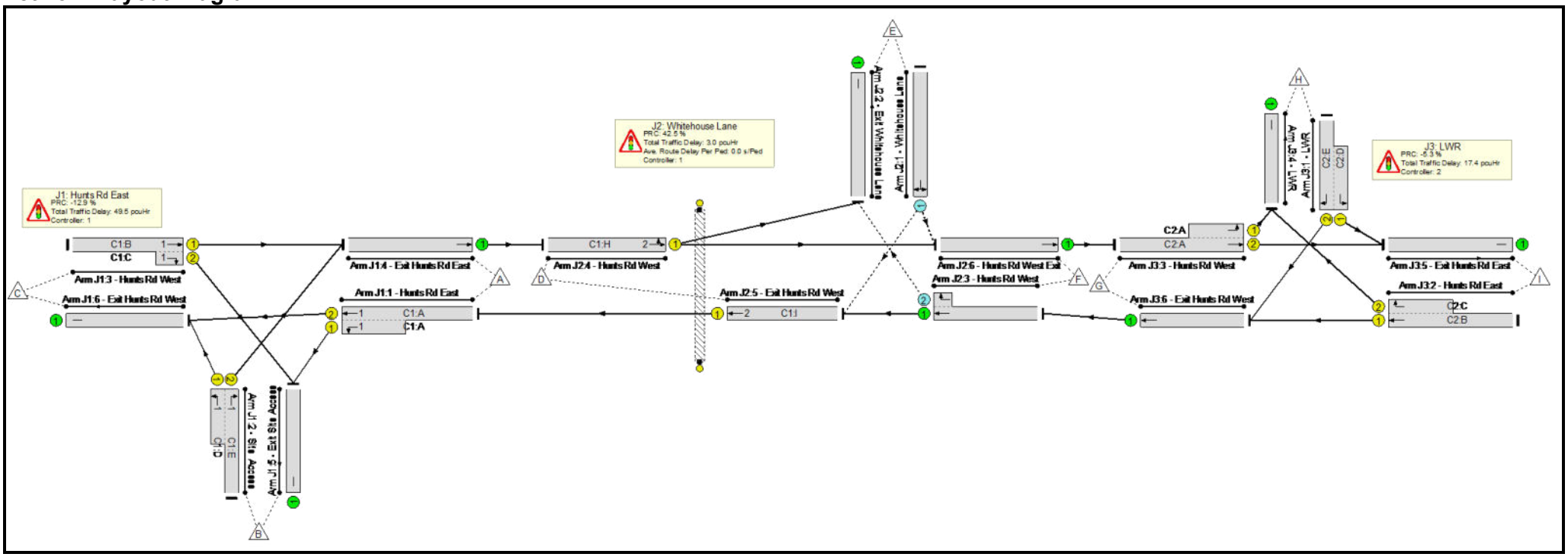
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.6%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.6%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	19	-	781	2080:1764	537+247	99.6 : 99.6%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	8:33	-	421	1891:1764	254+201	92.5 : 92.5%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	48:20	-	1034	1915:1912	739+278	101.6 : 101.6%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.2%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	499	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	788	2095:1804	2086+8	37.6 : 37.6%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	981	1963	1553	63.2%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	785	1965	1554	50.5%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.7%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	359	1868:1665	251+304	66.2 : 63.4%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	666	1915:1868	1019+67	61.3 : 61.3%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	975	2055:1665	881+148	94.7 : 94.7%
4/1	LWR	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**20.6**	**49.2**	**0.0**	**69.9**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**10.8**	**38.7**	**0.0**	**49.5**	**-**	**-**	**-**	**-**
1/2+1/1	781	781	-	-	-	4.9	13.2	-	18.1	83.5	11.1	13.2	24.3
2/2+2/1	421	421	-	-	-	2.3	4.8	-	7.2	61.2	4.3	4.8	9.1
3/1+3/2	1034	1018	-	-	-	3.5	20.7	-	24.2	84.4	19.0	20.7	39.7
4/1	974	974	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.3**	**1.7**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	788	788	2	1	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	981	981	-	-	-	0.8	0.9	-	1.7	6.1	7.4	0.9	8.2
5/1	785	785	-	-	-	0.5	0.5	-	1.0	4.8	5.0	0.5	5.5
6/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.5**	**8.8**	**0.0**	**17.4**	**-**	**-**	**-**	**-**
1/2+1/1	359	359	-	-	-	2.4	0.9	-	3.3	32.7	2.9	0.9	3.9
2/1+2/2	666	666	-	-	-	2.0	0.8	-	2.8	15.3	7.7	0.8	8.5
3/2+3/1	975	975	-	-	-	4.2	7.1	-	11.3	41.6	16.1	7.1	23.2
4/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

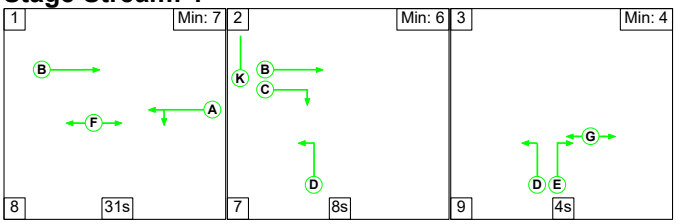
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-12.9	Total Delay for Signalled Lanes (pcuHr):	49.50	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	42.5	Total Delay for Signalled Lanes (pcuHr):	2.69	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	17.36	Cycle Time (s):	67
		PRC Over All Lanes (%):	-12.9	Total Delay Over All Lanes(pcuHr):	69.87		

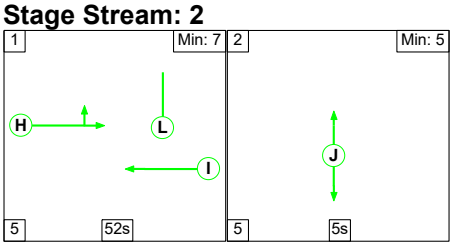
Full Input Data And Results
Scenario 9: '2033 Baseline PM' (FG6: '2033 Baseline PM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

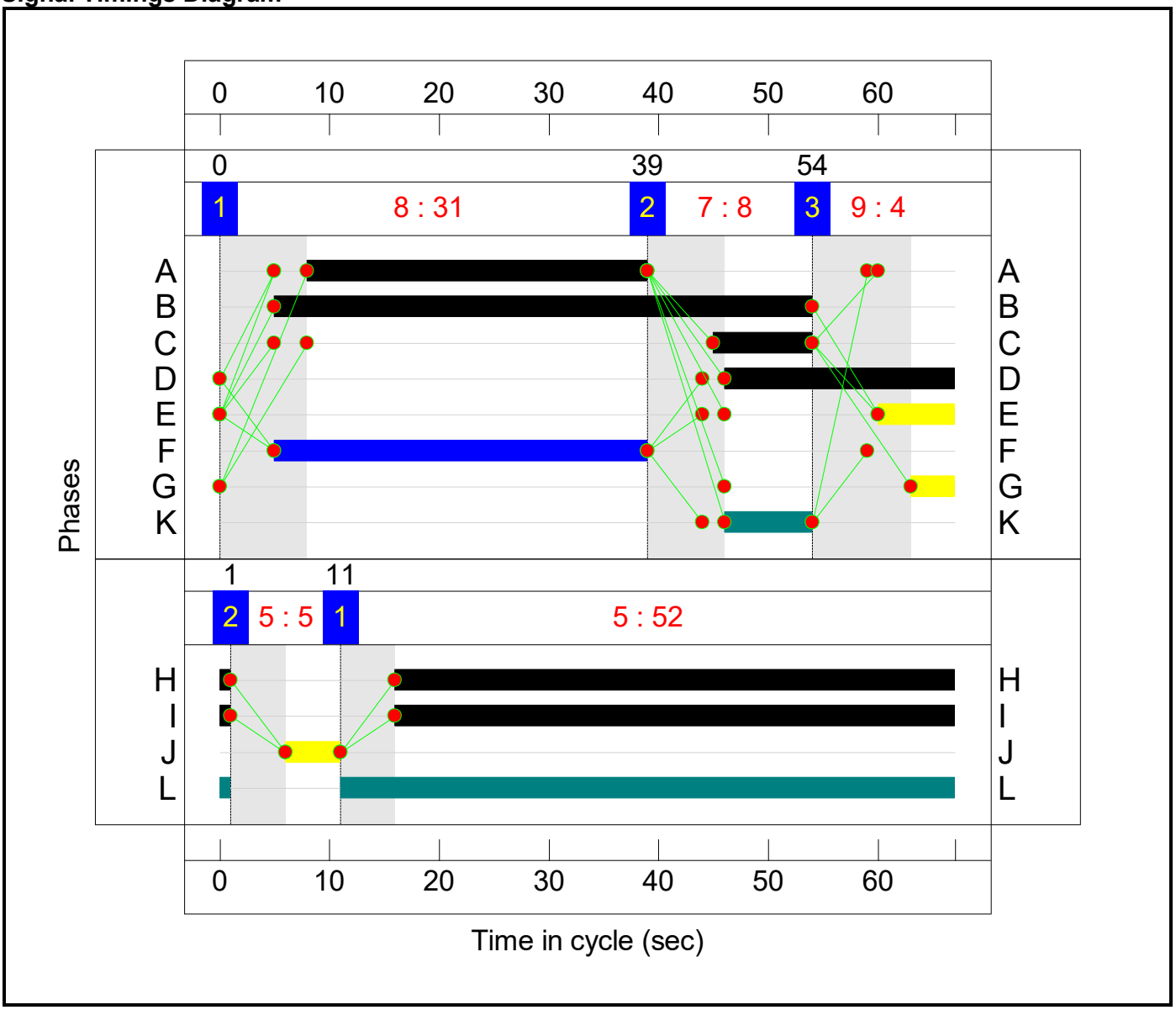
Stage	1	2	3
Duration	31	8	4
Change Point	0	39	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	11	1

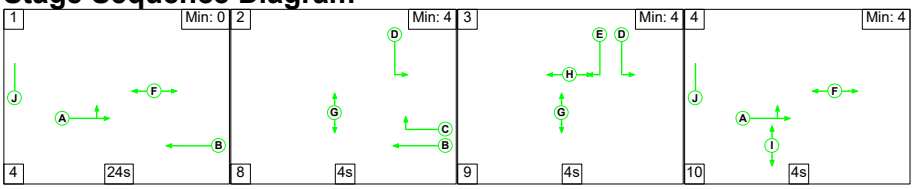
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

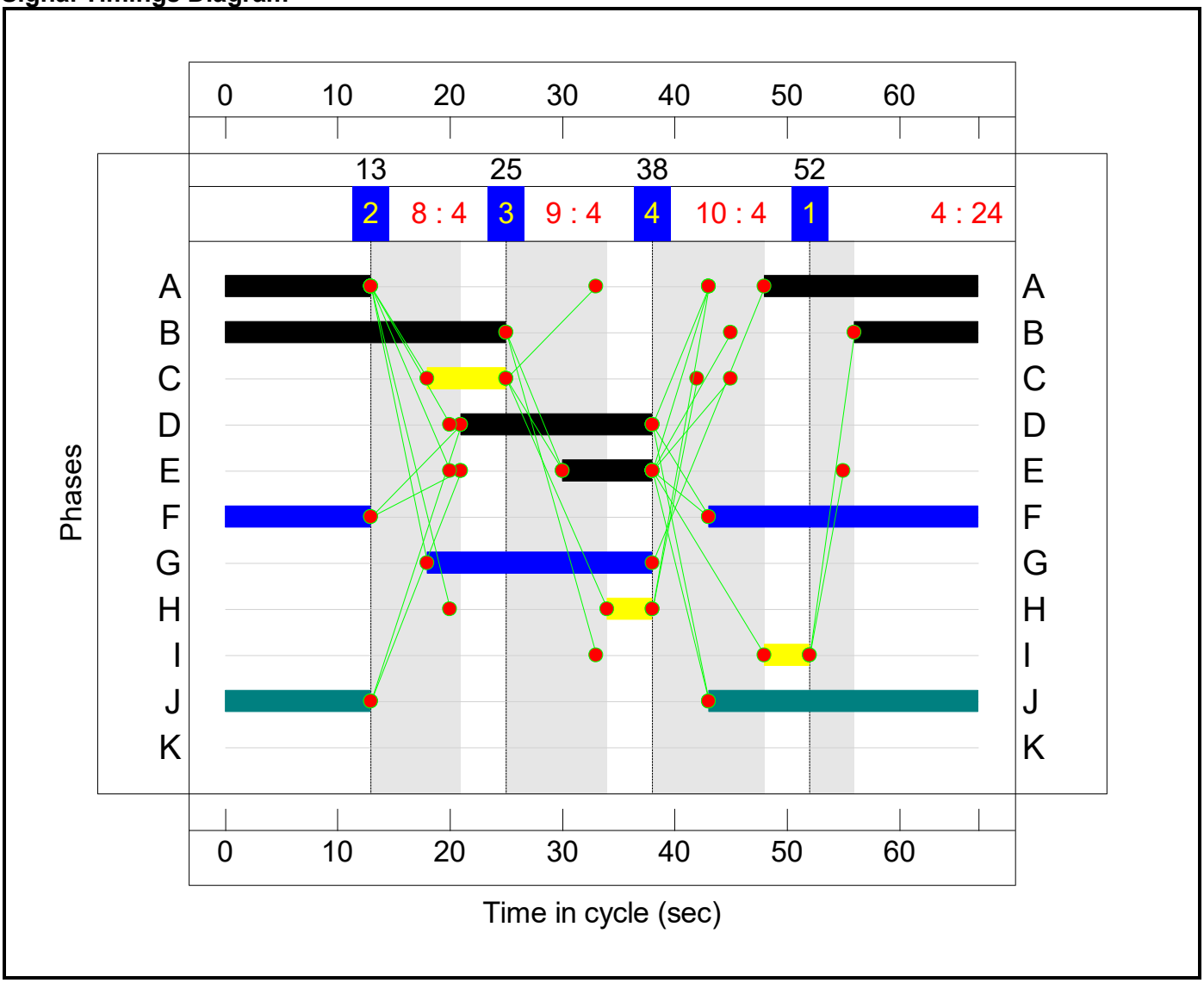


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	52	13	25	38

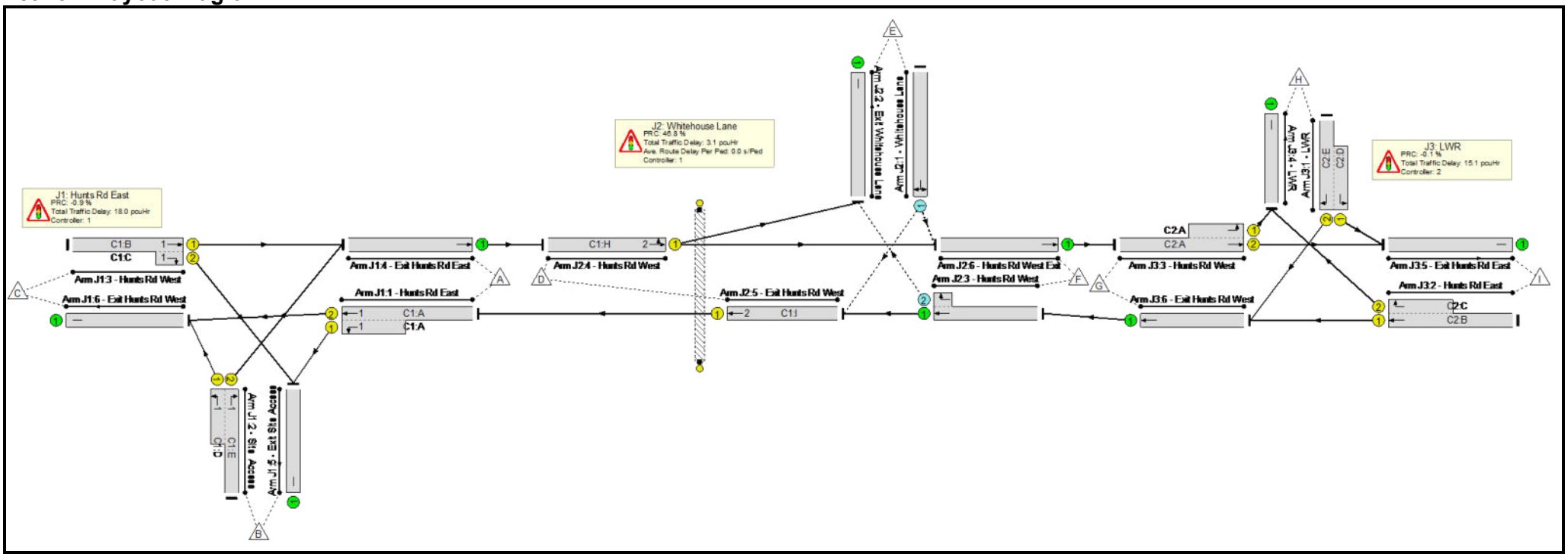
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.8%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.8%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	31	-	941	2080:1764	892+153	90.0 : 90.0%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:21	-	390	1891:1764	226+321	71.3 : 71.3%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:9	-	839	1915:1912	740+184	90.8 : 90.8%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1032	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.3%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	320	3.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	949	2095:1804	2090+4	45.3 : 45.3%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	831	1965	1554	53.5%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	953	1965	1554	61.3%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	186	1868:1665	251+135	48.2 : 48.2%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	1029	1915:1868	925+223	89.5 : 90.1%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	850	2055:1665	807+257	79.9 : 79.9%
4/1	LWR	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	949	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**12**	**2**	**0**	**18.2**	**18.1**	**0.0**	**36.3**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**8.2**	**9.8**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
1/2+1/1	941	941	-	-	-	3.9	4.2	-	8.1	30.9	14.5	4.2	18.6
2/2+2/1	390	390	-	-	-	2.4	1.2	-	3.6	33.2	3.2	1.2	4.5
3/1+3/2	839	839	-	-	-	1.9	4.5	-	6.3	27.2	5.8	4.5	10.2
4/1	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1032	1032	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**12**	**2**	**0**	**1.3**	**1.8**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	6.7	0.0	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	949	949	2	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/1	831	831	-	-	-	0.6	0.6	-	1.2	5.0	5.5	0.6	6.1
5/1	953	953	-	-	-	0.8	0.8	-	1.5	5.8	7.1	0.8	7.9
6/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.7**	**6.5**	**0.0**	**15.1**	**-**	**-**	**-**	**-**
1/2+1/1	186	186	-	-	-	1.2	0.5	-	1.7	33.0	2.1	0.5	2.5
2/1+2/2	1029	1029	-	-	-	4.4	4.0	-	8.5	29.7	14.6	4.0	18.6
3/2+3/1	850	850	-	-	-	3.0	2.0	-	4.9	20.9	10.6	2.0	12.6
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	949	949	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	18.02	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	46.8	Total Delay for Signalled Lanes (pcuHr):	2.70	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	15.13	Cycle Time (s):	67
		PRC Over All Lanes (%):	-0.9	Total Delay Over All Lanes(pcuHr):	36.28		

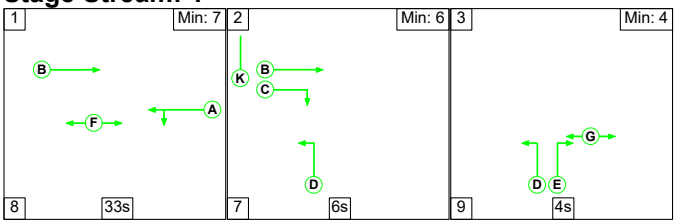
Full Input Data And Results

Scenario 10: '2033 + Comm + NWC PM' (FG12: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

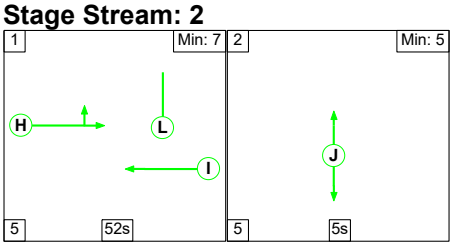
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

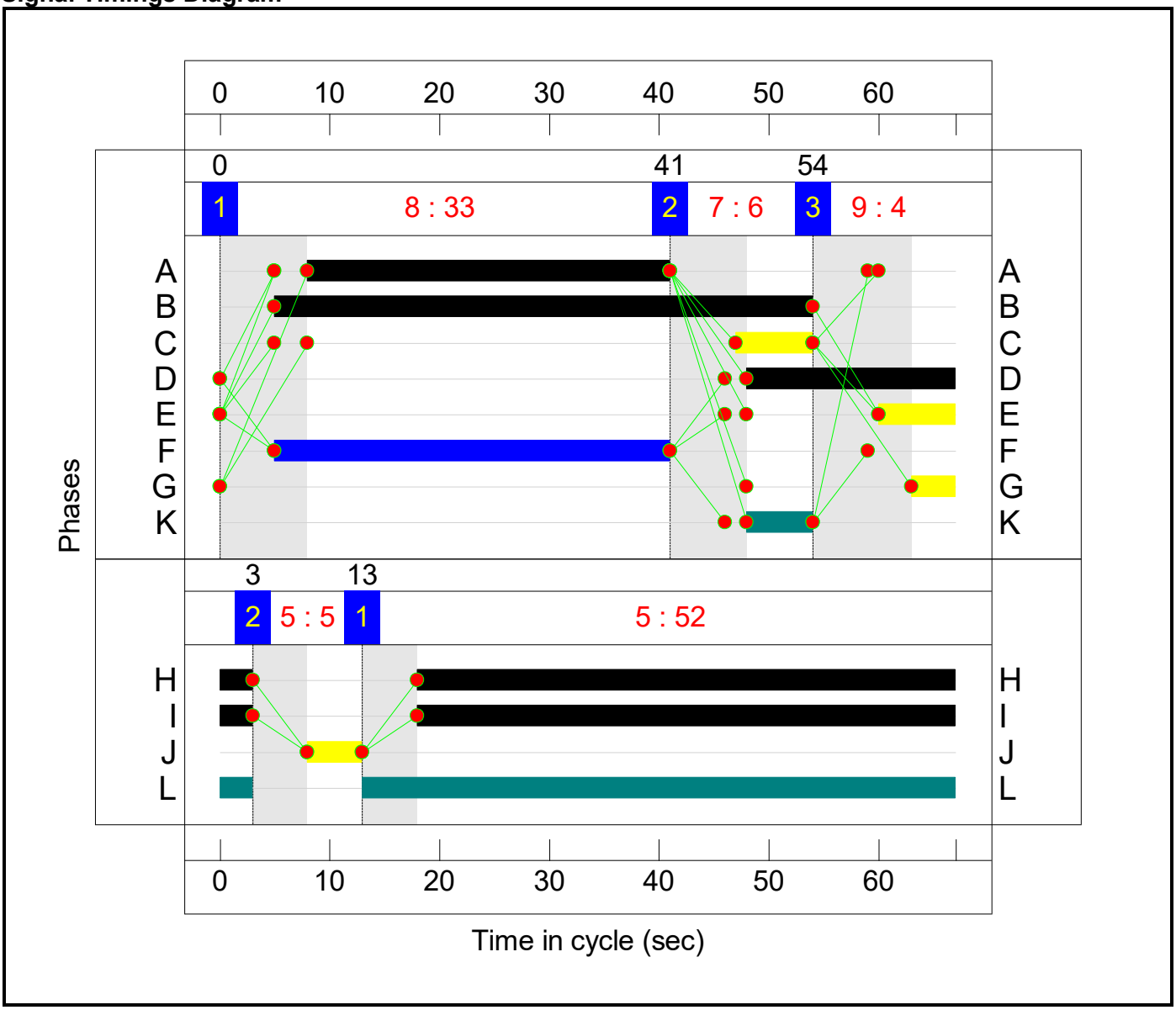
Stage	1	2	3
Duration	33	6	4
Change Point	0	41	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	13	3

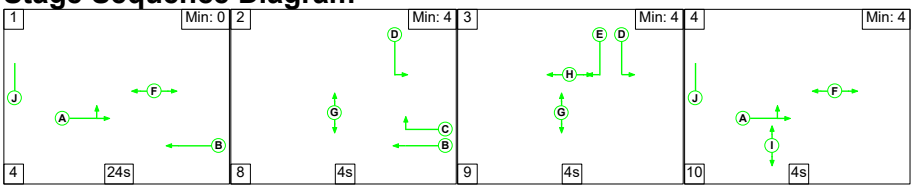
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

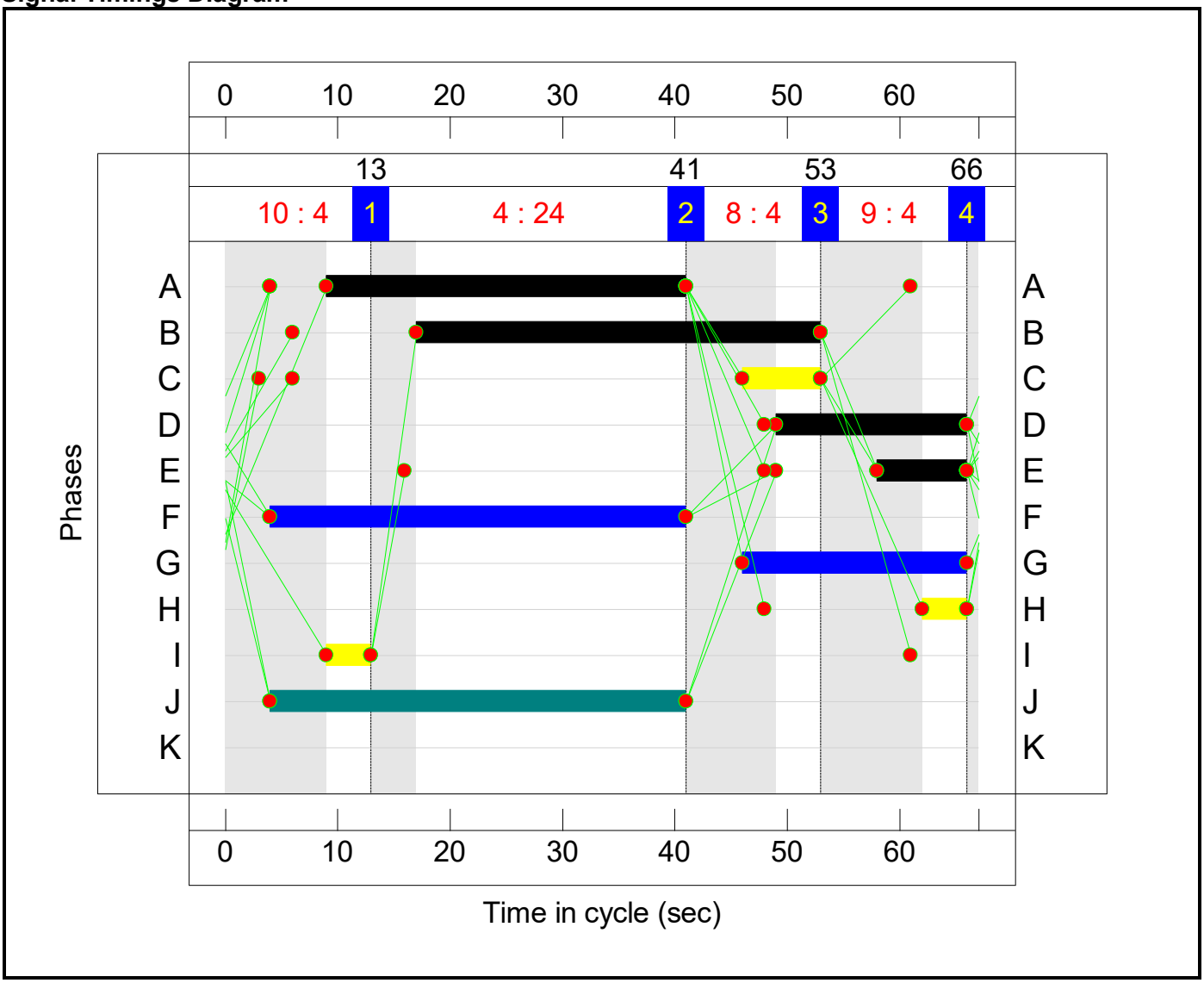


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	13	41	53	66

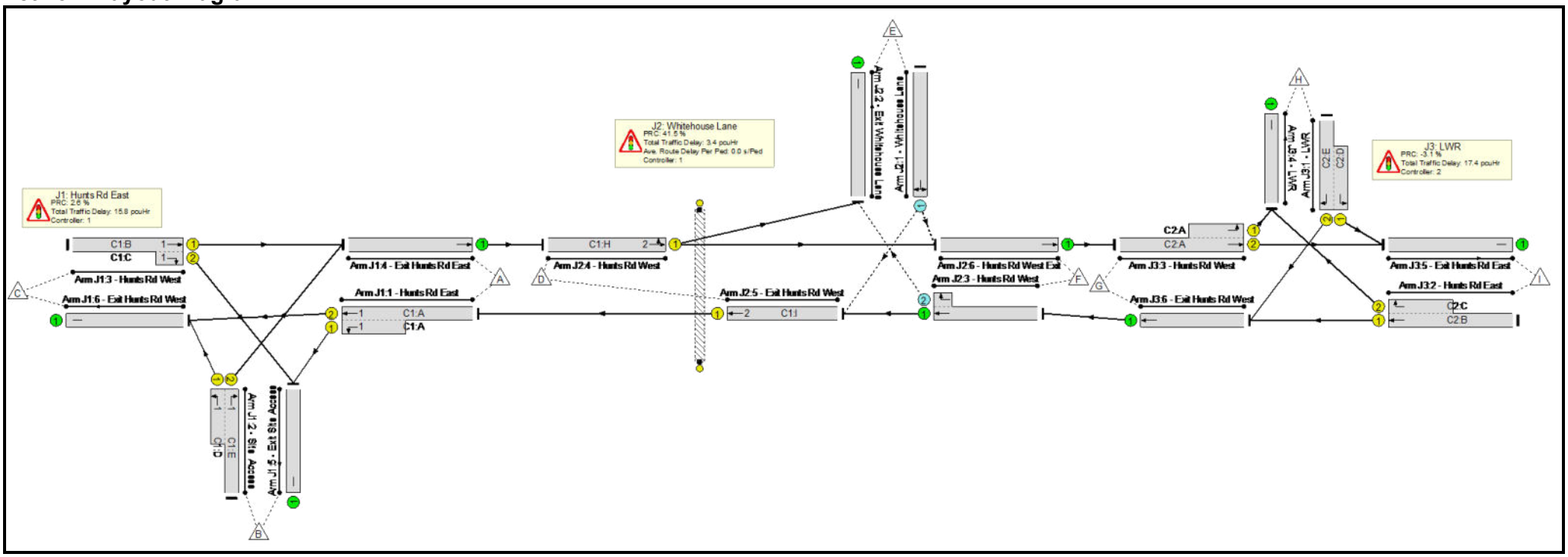
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.7%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	33	-	975	2080:1764	935+177	87.7 : 87.7%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:19	-	406	1891:1764	226+292	78.4 : 78.4%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:7	-	816	1915:1912	799+171	84.1 : 84.1%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.6%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	307	3.9%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	985	2095:1804	2090+4	47.0 : 47.0%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	858	1965	1554	55.2%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	989	1965	1554	63.6%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.8%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	186	1868:1665	251+135	48.2 : 48.2%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	1064	1915:1868	930+217	92.8 : 92.8%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	867	2055:1665	811+251	81.7 : 81.7%
4/1	LWR	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**12**	**2**	**0**	**18.5**	**18.0**	**0.0**	**36.5**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**8.0**	**7.7**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
1/2+1/1	975	975	-	-	-	3.7	3.4	-	7.1	26.1	14.4	3.4	17.8
2/2+2/1	406	406	-	-	-	2.6	1.8	-	4.4	38.8	3.4	1.8	5.2
3/1+3/2	816	816	-	-	-	1.8	2.6	-	4.3	19.1	5.7	2.6	8.3
4/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**12**	**2**	**0**	**1.4**	**2.0**	**0.0**	**3.4**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	7.0	0.0	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	985	985	2	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/1	858	858	-	-	-	0.6	0.6	-	1.2	5.2	5.7	0.6	6.3
5/1	989	989	-	-	-	0.8	0.9	-	1.7	6.1	7.7	0.9	8.6
6/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**9.0**	**8.3**	**0.0**	**17.4**	**-**	**-**	**-**	**-**
1/2+1/1	186	186	-	-	-	1.2	0.5	-	1.7	33.0	2.1	0.5	2.5
2/1+2/2	1064	1064	-	-	-	4.7	5.7	-	10.4	35.1	16.1	5.7	21.8
3/2+3/1	867	867	-	-	-	3.1	2.2	-	5.3	21.9	11.1	2.2	13.3
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	15.76	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	41.5	Total Delay for Signalled Lanes (pcuHr):	2.92	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-3.1	Total Delay for Signalled Lanes (pcuHr):	17.35	Cycle Time (s):	67
		PRC Over All Lanes (%):	-3.1	Total Delay Over All Lanes(pcuHr):	36.49		

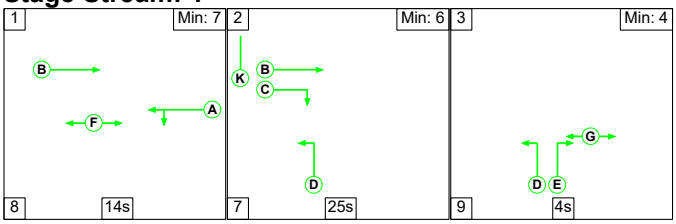
Full Input Data And Results

Scenario 11: '2038 Baseline AM' (FG7: '2038 Baseline AM', Plan 1: 'Network Control Plan 1')

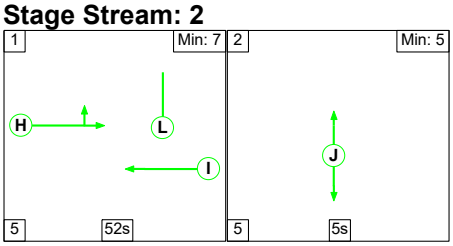
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

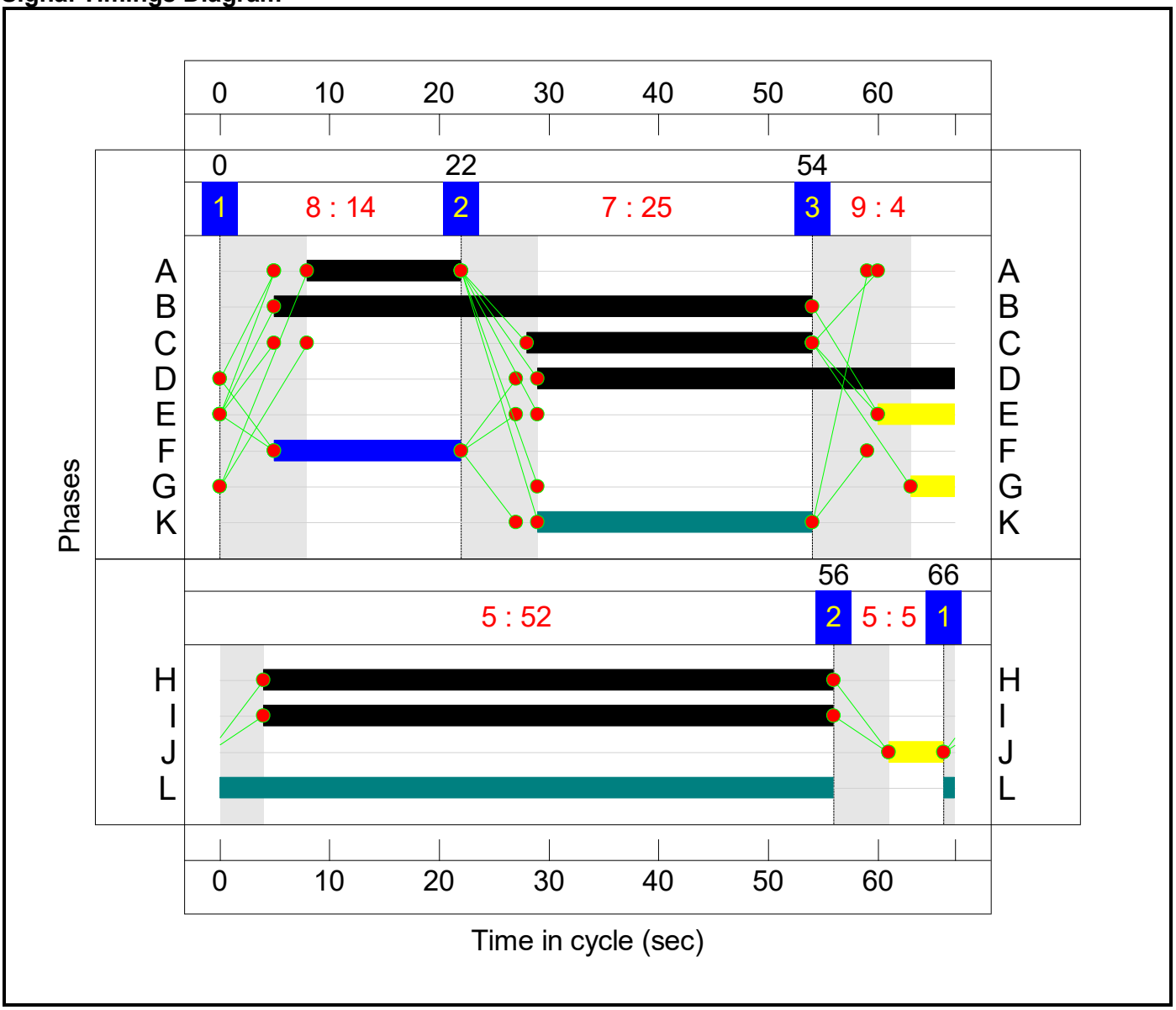
Stage	1	2	3
Duration	14	25	4
Change Point	0	22	54

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	66	56

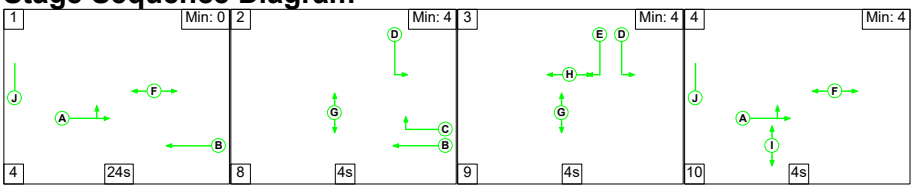
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

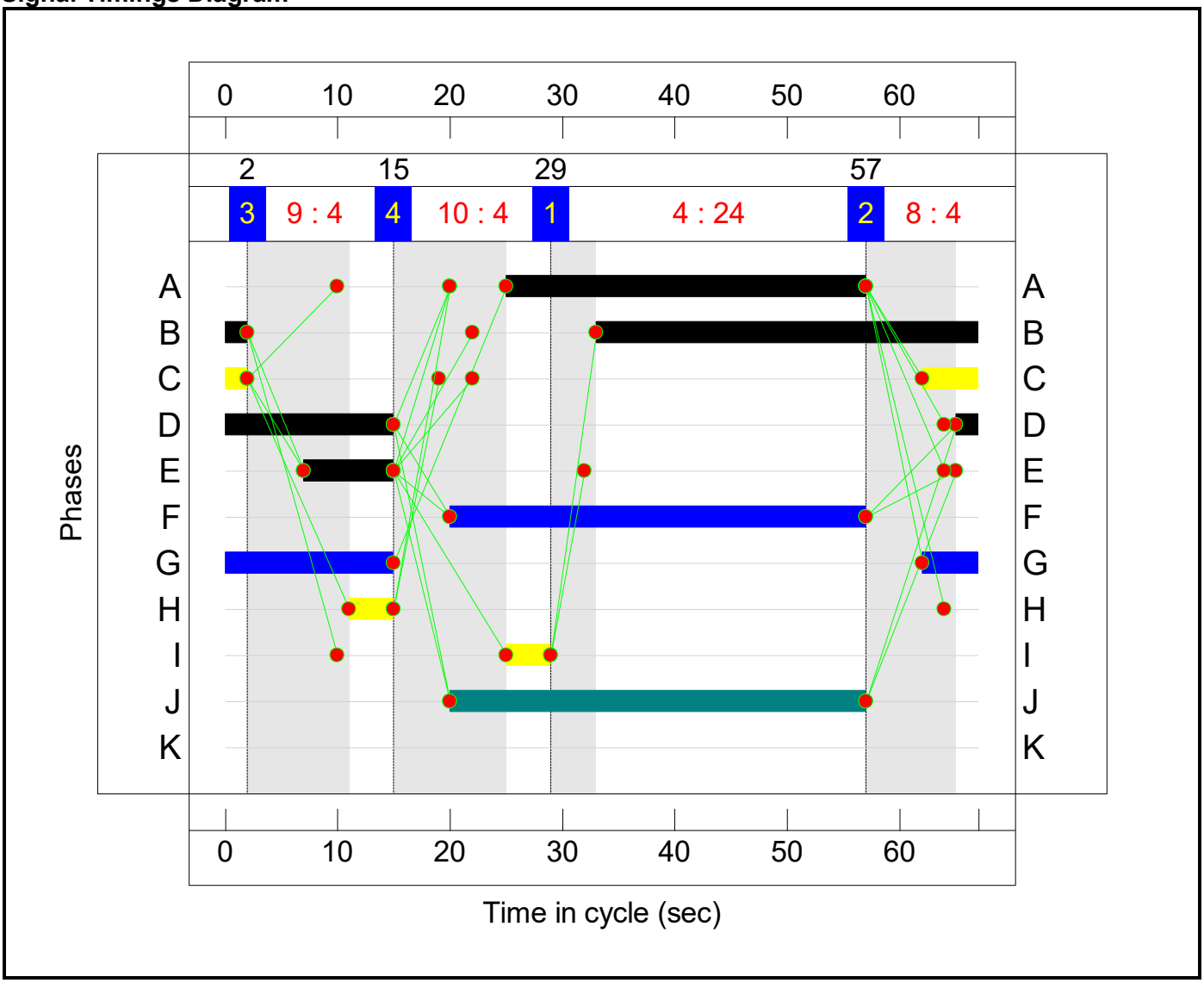


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	29	57	2	15

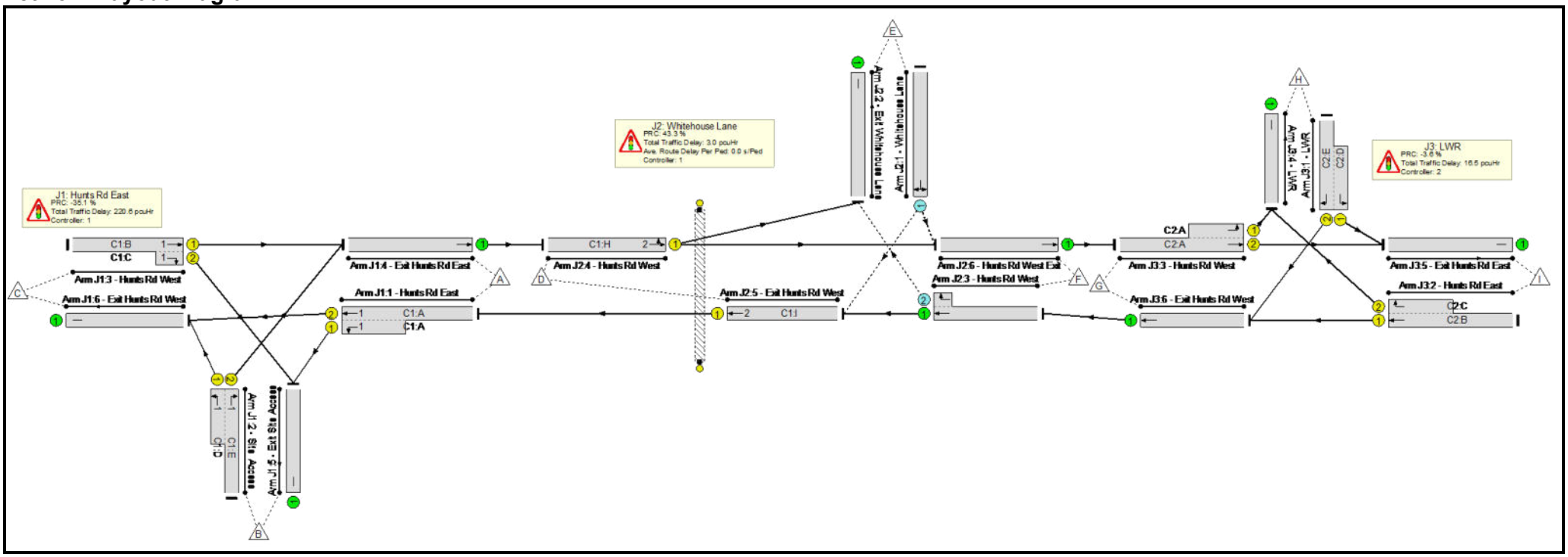
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.6%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**121.6%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	14	-	790	2080:1764	435+215	121.6 : 121.6%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:38	-	508	1891:1764	226+275	101.4 : 101.4%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:26	-	1231	1915:1912	618+395	121.5 : 121.5%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	980	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	741	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	808	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**62.8%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	500	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	797	2095:1804	2086+8	38.1 : 38.1%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	975	1963	1553	62.8%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	794	1965	1554	51.1%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	971	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.2%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	380	1868:1665	251+263	74.5 : 73.3%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	653	1915:1868	1018+68	60.1 : 60.1%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	970	2055:1665	853+188	93.2 : 93.2%
4/1	LWR	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	988	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	799	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**32.7**	**207.4**	**0.0**	**240.1**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**22.9**	**197.7**	**0.0**	**220.6**	**-**	**-**	**-**	**-**
1/2+1/1	790	650	-	-	-	10.2	72.9	-	83.1	378.9	15.0	72.9	87.9
2/2+2/1	508	505	-	-	-	2.5	13.2	-	15.7	111.0	4.3	13.2	17.5
3/1+3/2	1231	1013	-	-	-	10.2	111.6	-	121.8	356.2	26.1	111.6	137.7
4/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.3**	**1.7**	**0.0**	**3.0**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	797	797	2	1	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	975	975	-	-	-	0.8	0.8	-	1.6	6.0	7.3	0.8	8.2
5/1	794	794	-	-	-	0.5	0.5	-	1.1	4.8	5.1	0.5	5.6
6/1	971	971	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.5**	**8.0**	**0.0**	**16.5**	**-**	**-**	**-**	**-**
1/2+1/1	380	380	-	-	-	2.5	1.4	-	3.9	37.2	3.3	1.4	4.7
2/1+2/2	653	653	-	-	-	2.0	0.8	-	2.7	15.1	7.5	0.8	8.2
3/2+3/1	970	970	-	-	-	4.0	5.9	-	9.9	36.7	15.4	5.9	21.3
4/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	988	988	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-35.1	Total Delay for Signalled Lanes (pcuHr):	220.60	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	43.3	Total Delay for Signalled Lanes (pcuHr):	2.69	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	16.54	Cycle Time (s):	67
		PRC Over All Lanes (%):	-35.1	Total Delay Over All Lanes(pcuHr):	240.14		

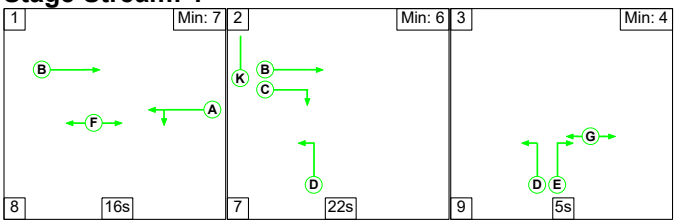
Full Input Data And Results

Scenario 12: '2038 + Comm + NWC AM' (FG13: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

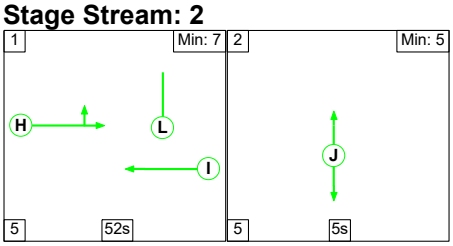
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

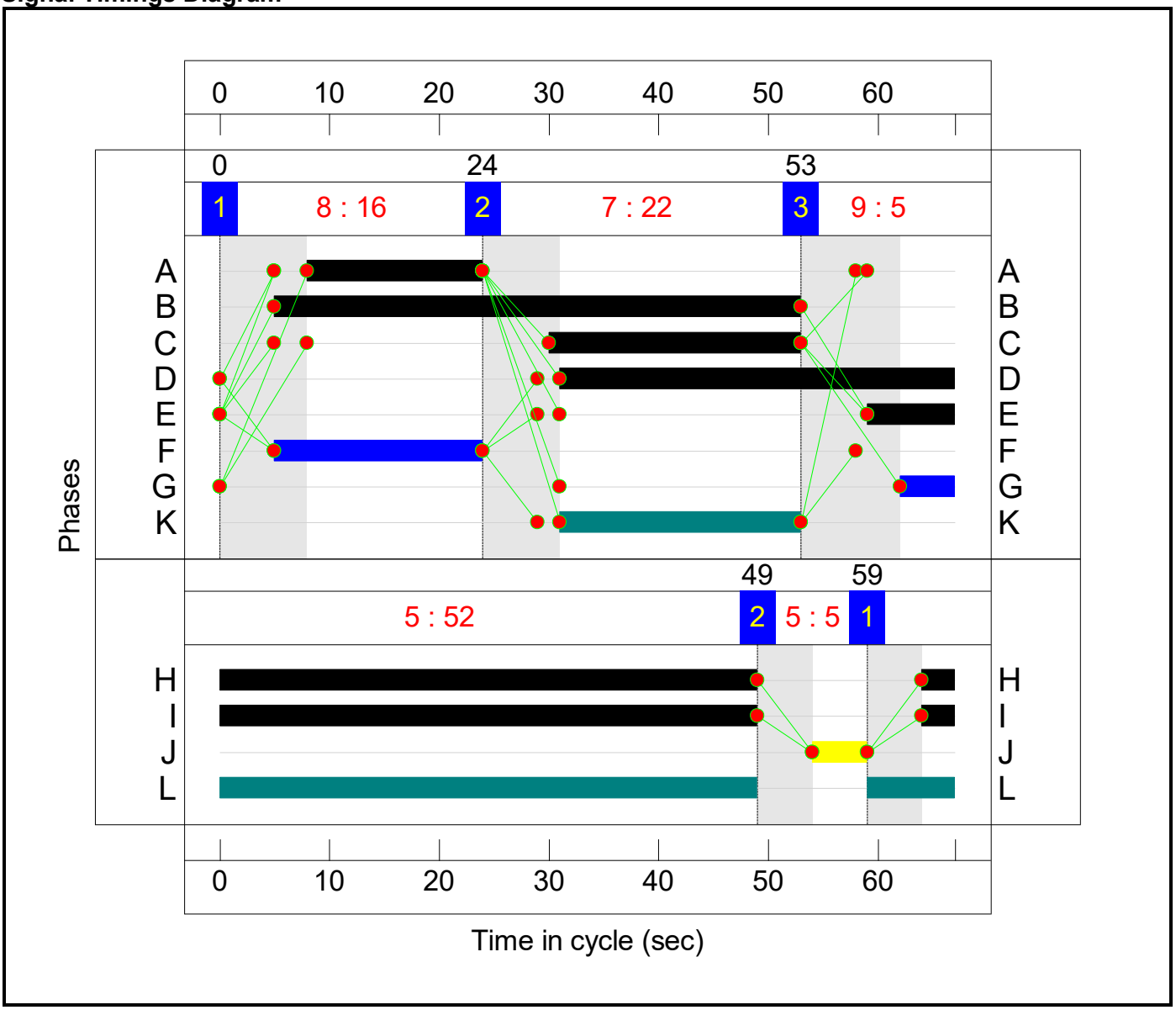
Stage	1	2	3
Duration	16	22	5
Change Point	0	24	53

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	59	49

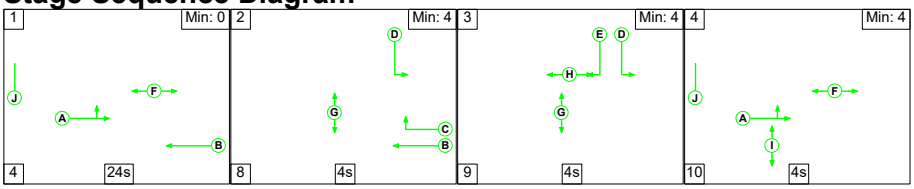
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

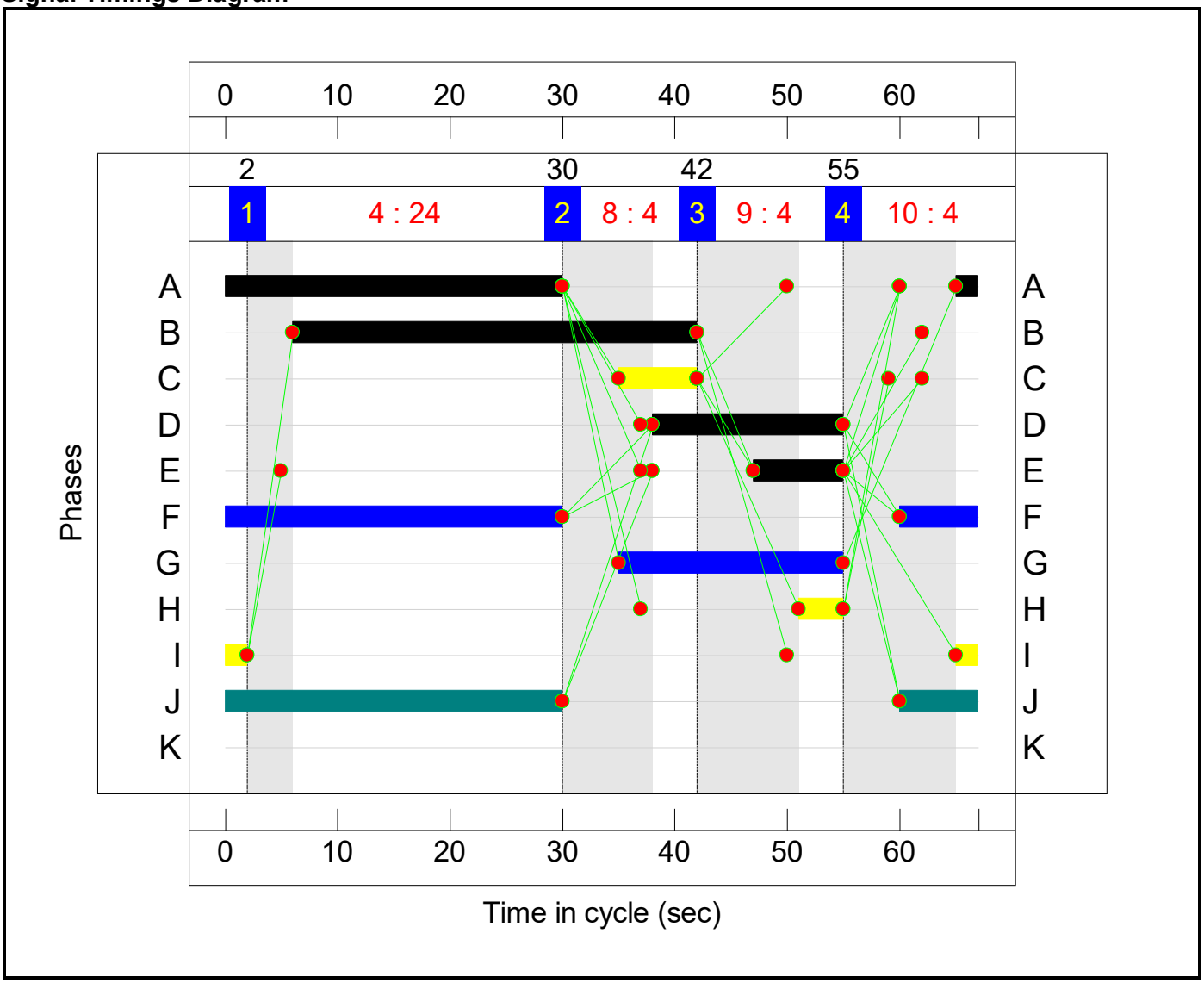


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	2	30	42	55

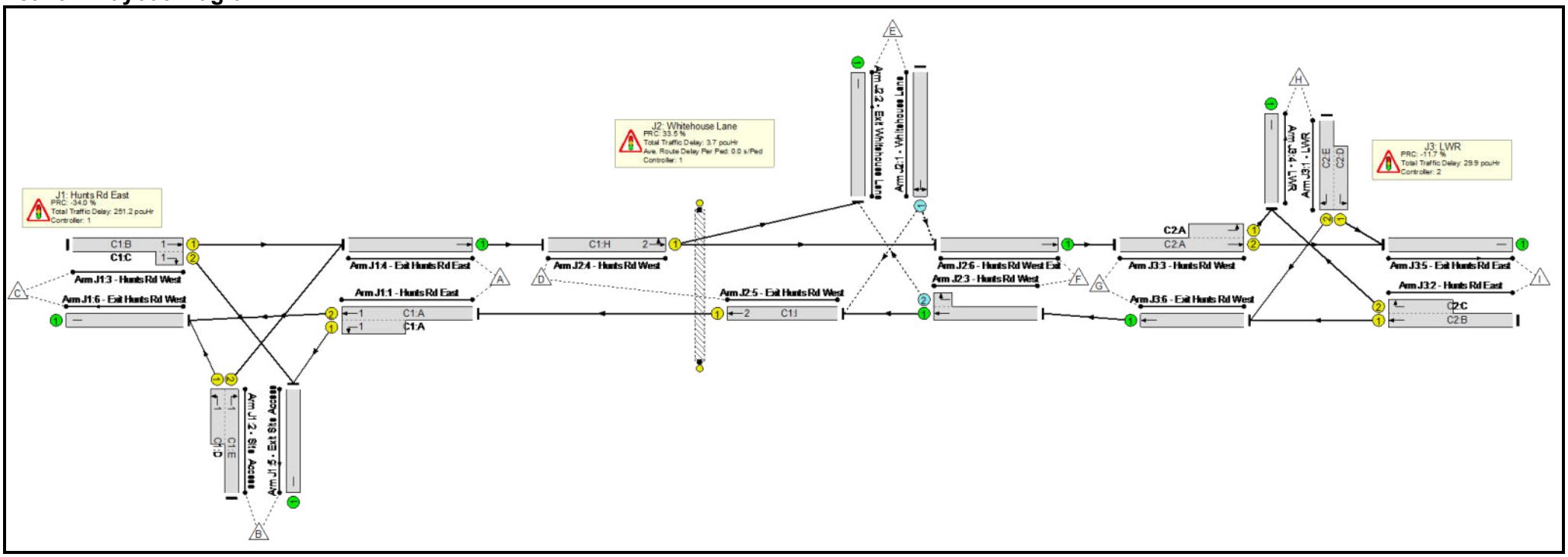
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**120.6%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**120.6%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	16	-	894	2080:1764	468+274	120.5 : 120.5%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	8:36	-	517	1891:1764	254+179	119.3 : 119.3%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	48:23	-	1166	1915:1912	623+344	120.6 : 120.6%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**67.4%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	485	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	901	2095:1804	2087+7	43.0 : 43.0%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	1047	1963	1553	67.4%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	898	1965	1554	57.8%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.5%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	380	1868:1665	251+259	74.5 : 74.5%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	757	1915:1868	1024+59	69.9 : 69.9%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	1042	2055:1665	863+174	100.5 : 100.5%
4/1	LWR	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**6**	**1**	**0**	**36.7**	**248.1**	**0.0**	**284.8**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**25.2**	**225.9**	**0.0**	**251.2**	**-**	**-**	**-**	**-**
1/2+1/1	894	742	-	-	-	11.0	78.9	-	90.0	362.3	16.6	78.9	95.6
2/2+2/1	517	433	-	-	-	4.8	44.7	-	49.4	344.2	7.9	44.7	52.6
3/1+3/2	1166	967	-	-	-	9.5	102.3	-	111.8	345.1	24.7	102.3	127.0
4/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.6**	**2.1**	**0.0**	**3.7**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	901	901	2	1	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
4/1	1047	1047	-	-	-	0.9	1.0	-	1.9	6.7	8.7	1.0	9.8
5/1	898	898	-	-	-	0.7	0.7	-	1.4	5.4	6.2	0.7	6.9
6/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**9.8**	**20.1**	**0.0**	**29.9**	**-**	**-**	**-**	**-**
1/2+1/1	380	380	-	-	-	2.5	1.4	-	4.0	37.6	3.3	1.4	4.8
2/1+2/2	757	757	-	-	-	2.4	1.2	-	3.6	17.1	9.7	1.2	10.8
3/2+3/1	1042	1037	-	-	-	4.9	17.5	-	22.4	77.3	18.3	17.5	35.8
4/1	215	215	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-34.0	Total Delay for Signalled Lanes (pcuHr):	251.17	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	3.30	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-11.7	Total Delay for Signalled Lanes (pcuHr):	29.95	Cycle Time (s):	67
		PRC Over All Lanes (%):	-34.0	Total Delay Over All Lanes(pcuHr):	284.80		

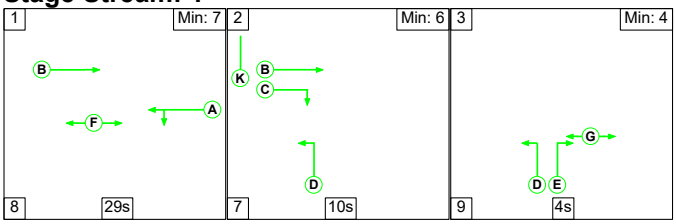
Full Input Data And Results

Scenario 13: '2038 Baseline PM' (FG8: '2038 Baseline PM', Plan 1: 'Network Control Plan 1')

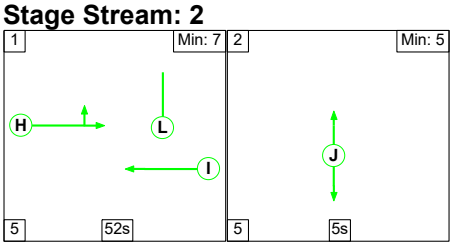
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

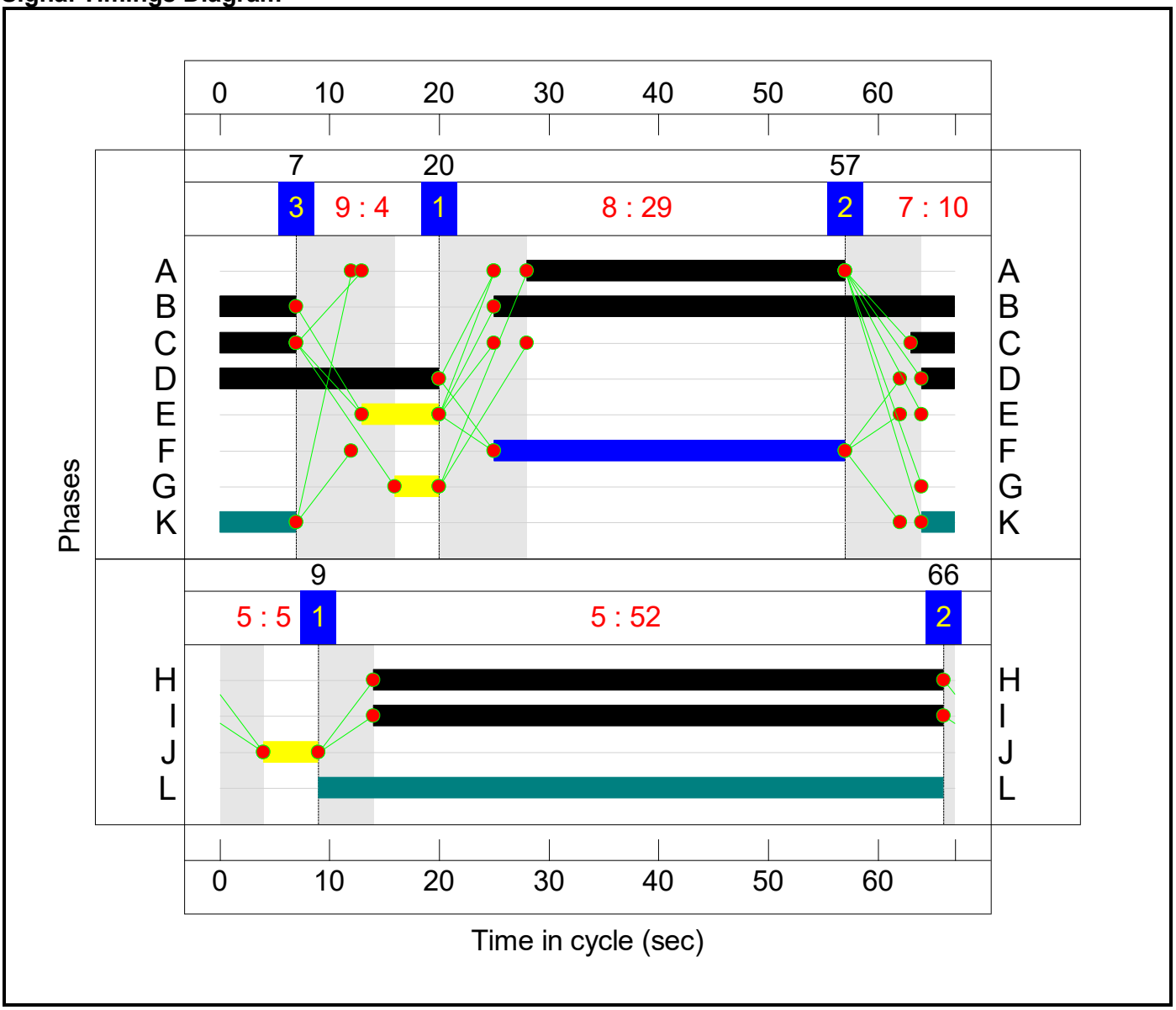
Stage	1	2	3
Duration	29	10	4
Change Point	20	57	7

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	9	66

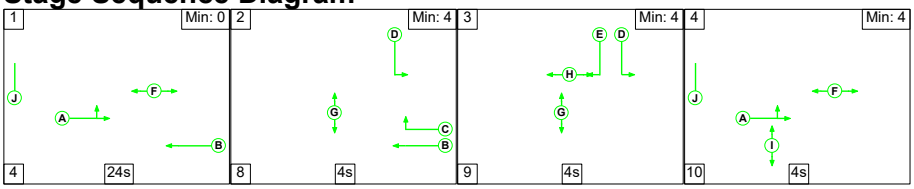
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

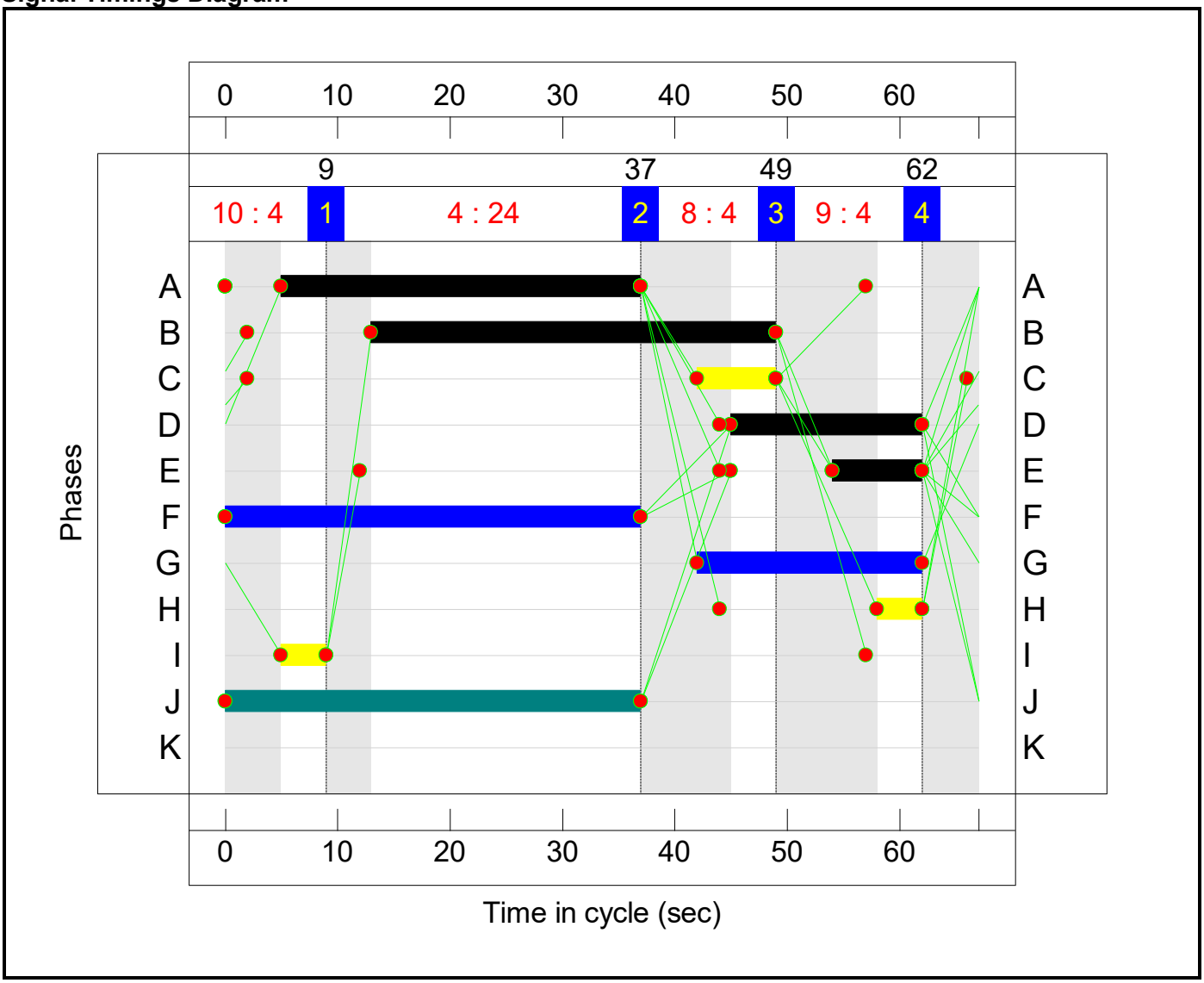


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	9	37	49	62

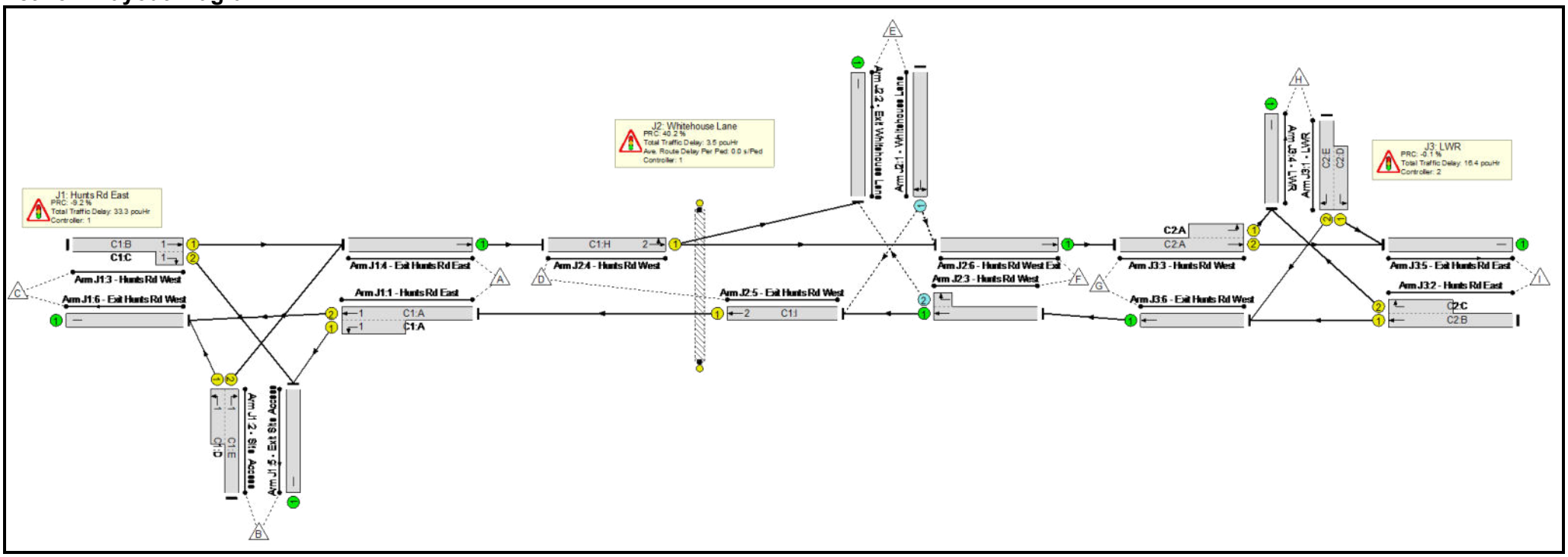
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.3%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.3%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	29	-	985	2080:1764	817+185	98.3 : 98.3%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	7:23	-	501	1891:1764	226+373	85.5 : 82.5%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	49:11	-	865	1915:1912	694+199	96.8 : 96.8%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	865	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.2%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	302	4.0%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	994	2095:1804	2090+4	47.5 : 47.5%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	873	1965	1554	56.2%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	998	1965	1554	64.2%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	877	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.1%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	231	1868:1665	251+98	66.2 : 66.2%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	1029	1915:1868	925+223	89.5 : 90.1%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	882	2055:1665	787+289	82.0 : 82.0%
4/1	LWR	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	710	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	994	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**12**	**2**	**0**	**20.4**	**32.8**	**0.0**	**53.2**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**9.7**	**23.5**	**0.0**	**33.3**	**-**	**-**	**-**	**-**
1/2+1/1	985	985	-	-	-	4.7	12.0	-	16.6	60.8	16.2	12.0	28.2
2/2+2/1	501	501	-	-	-	3.0	2.4	-	5.4	38.9	4.4	2.4	6.9
3/1+3/2	865	865	-	-	-	2.1	9.2	-	11.2	46.8	5.9	9.2	15.0
4/1	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**12**	**2**	**0**	**1.5**	**2.0**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	7.2	0.0	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	994	994	2	0	0	0.0	0.5	-	0.5	1.6	0.0	0.5	0.5
4/1	873	873	-	-	-	0.6	0.6	-	1.3	5.3	6.1	0.6	6.7
5/1	998	998	-	-	-	0.8	0.9	-	1.7	6.2	7.8	0.9	8.7
6/1	877	877	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**9.2**	**7.2**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/2+1/1	231	231	-	-	-	1.6	1.0	-	2.6	40.0	2.9	1.0	3.9
2/1+2/2	1029	1029	-	-	-	4.4	4.0	-	8.5	29.7	14.6	4.0	18.6
3/2+3/1	882	882	-	-	-	3.1	2.2	-	5.3	21.8	11.0	2.2	13.3
4/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	710	710	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-9.2	Total Delay for Signalled Lanes (pcuHr):	33.29	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	40.2	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	16.40	Cycle Time (s):	67
		PRC Over All Lanes (%):	-9.2	Total Delay Over All Lanes(pcuHr):	53.16		

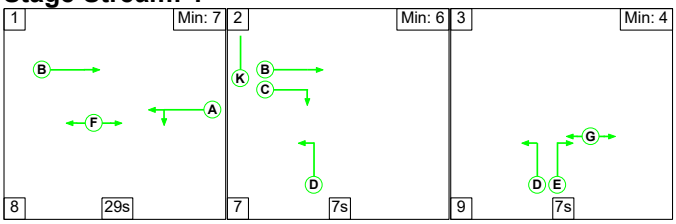
Full Input Data And Results

Scenario 14: '2038 + Comm + NWC PM' (FG14: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

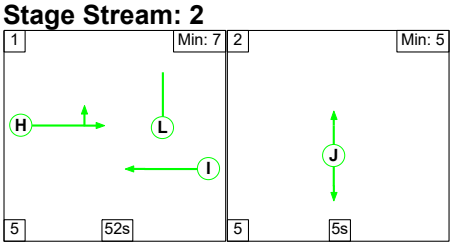
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

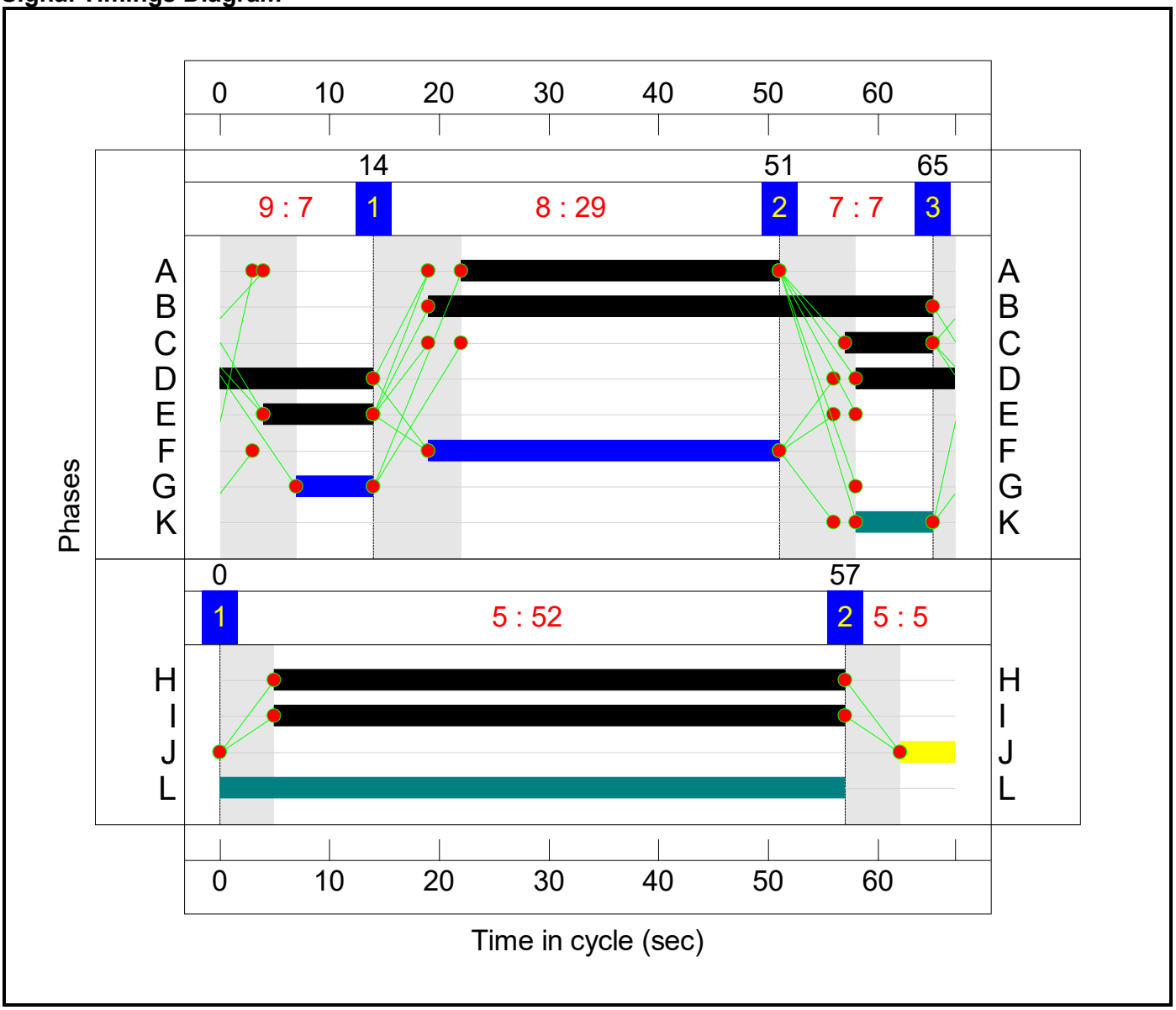
Stage	1	2	3
Duration	29	7	7
Change Point	14	51	65

Stage Stream: 2

Stage	1	2
Duration	52	5
Change Point	0	57

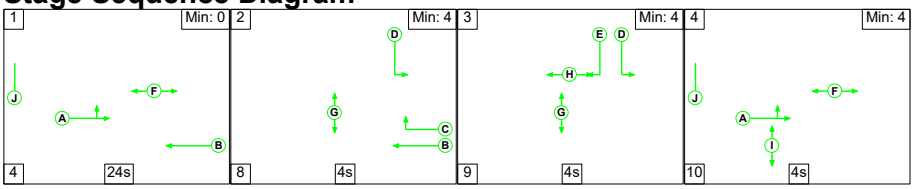
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

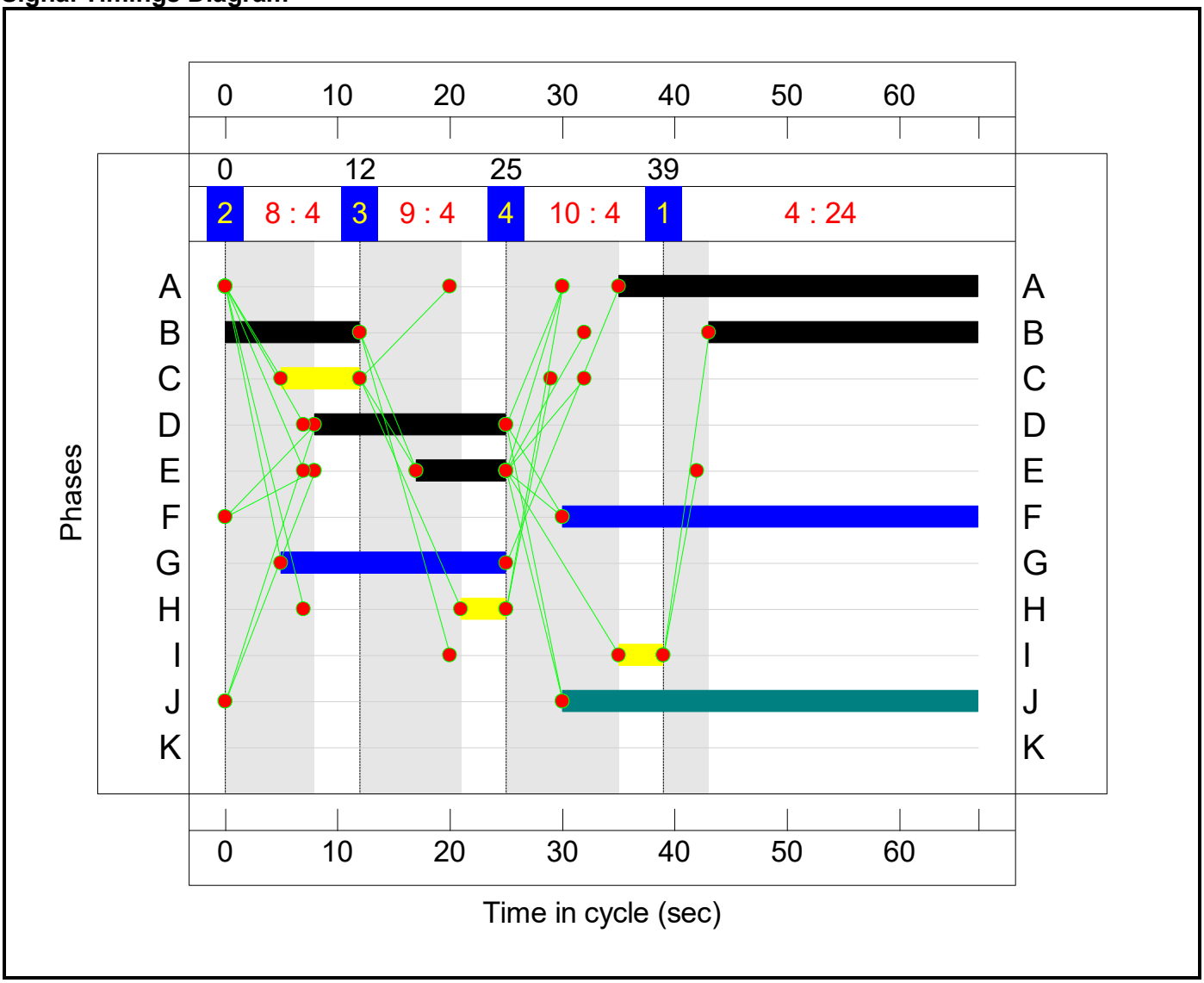


Stage Timings

Stage	1	2	3	4
Duration	24	4	4	4
Change Point	39	0	12	25

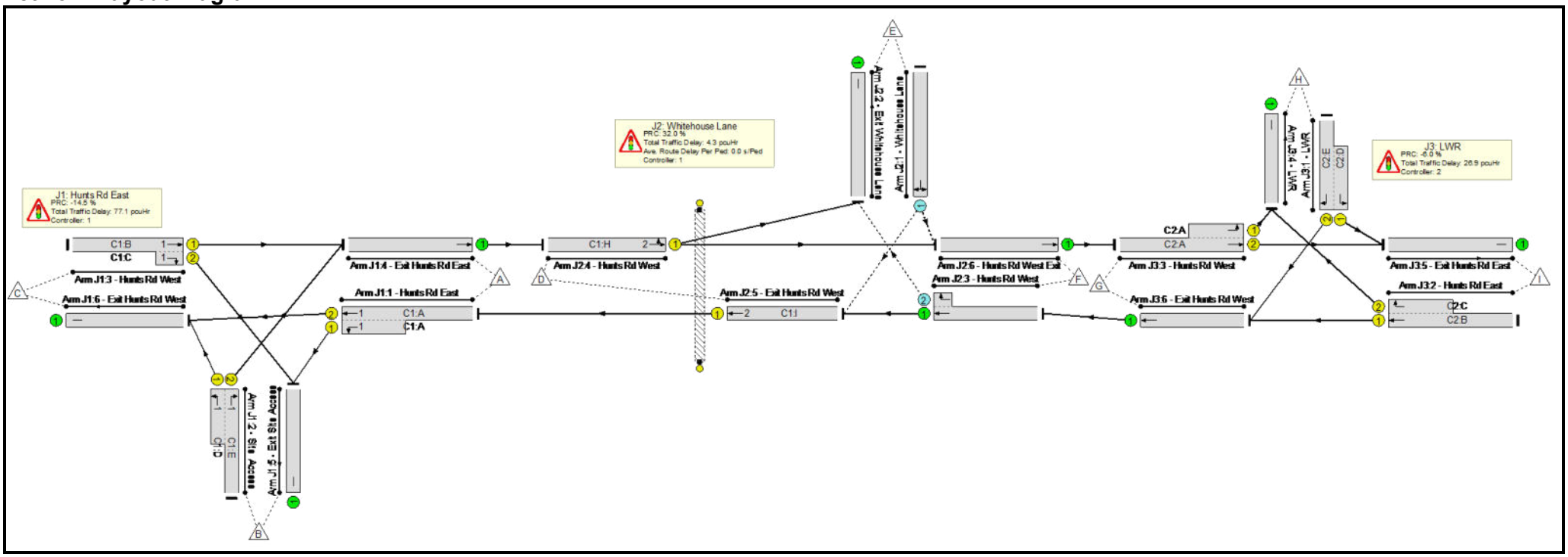
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.1%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.1%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	29	-	1047	2080:1764	800+215	103.1 : 103.1%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	10:23	-	712	1891:1764	310+387	102.1 : 102.1%
3/1+3/2	Hunts Rd West Ahead Right	U	1:1	N/A	C1:B C1:C		1	46:8	-	856	1915:1912	656+180	102.4 : 102.4%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1220	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.2%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	259	4.6%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	1056	2095:1804	2090+4	50.4 : 50.4%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	52	-	998	1965	1554	64.2%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	52	-	1060	1965	1554	68.2%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.4%**

Full Input Data And Results

1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	231	1868:1665	251+98	66.2 : 66.2%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	36:7	-	1091	1915:1868	933+211	95.4 : 95.4%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	32	-	1007	2055:1665	811+250	94.9 : 94.9%
4/1	LWR	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd	**-**	**-**	**12**	**2**	**0**	**25.6**	**82.6**	**0.0**	**108.2**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**0**	**0**	**0**	**13.2**	**63.9**	**0.0**	**77.1**	**-**	**-**	**-**	**-**
1/2+1/1	1047	1016	-	-	-	5.9	25.8	-	31.7	109.0	19.3	25.8	45.1
2/2+2/1	712	705	-	-	-	4.6	17.5	-	22.1	112.0	6.2	17.5	23.7
3/1+3/2	856	836	-	-	-	2.7	20.6	-	23.3	97.9	7.9	20.6	28.5
4/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1195	1195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**12**	**2**	**0**	**1.8**	**2.5**	**0.0**	**4.3**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	8.9	0.1	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	1056	1056	2	0	0	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
4/1	998	998	-	-	-	0.8	0.9	-	1.7	6.2	7.8	0.9	8.7
5/1	1060	1060	-	-	-	0.9	1.1	-	2.0	6.8	8.8	1.1	9.9
6/1	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**10.6**	**16.2**	**0.0**	**26.9**	**-**	**-**	**-**	**-**
1/2+1/1	231	231	-	-	-	1.6	1.0	-	2.6	40.0	2.9	1.0	3.9
2/1+2/2	1091	1091	-	-	-	4.9	7.9	-	12.8	42.4	17.2	7.9	25.1
3/2+3/1	1007	1007	-	-	-	4.1	7.3	-	11.4	40.9	15.8	7.3	23.1
4/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

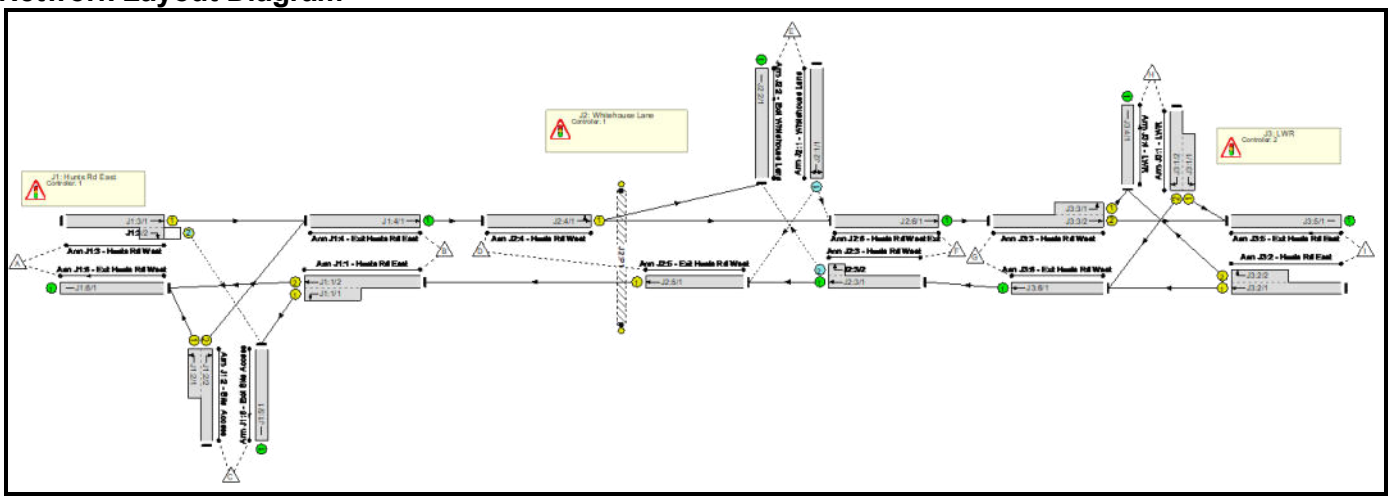
C1	Stream: 1	PRC for Signalled Lanes (%):	-14.5	Total Delay for Signalled Lanes (pcuHr):	77.11	Cycle Time (s):	67
C1	Stream: 2	PRC for Signalled Lanes (%):	32.0	Total Delay for Signalled Lanes (pcuHr):	3.72	Cycle Time (s):	67
C2		PRC for Signalled Lanes (%):	-6.0	Total Delay for Signalled Lanes (pcuHr):	26.85	Cycle Time (s):	67
		PRC Over All Lanes (%):	-14.5	Total Delay Over All Lanes(pcuHr):	108.22		

Full Input Data And Results

User and Project Details

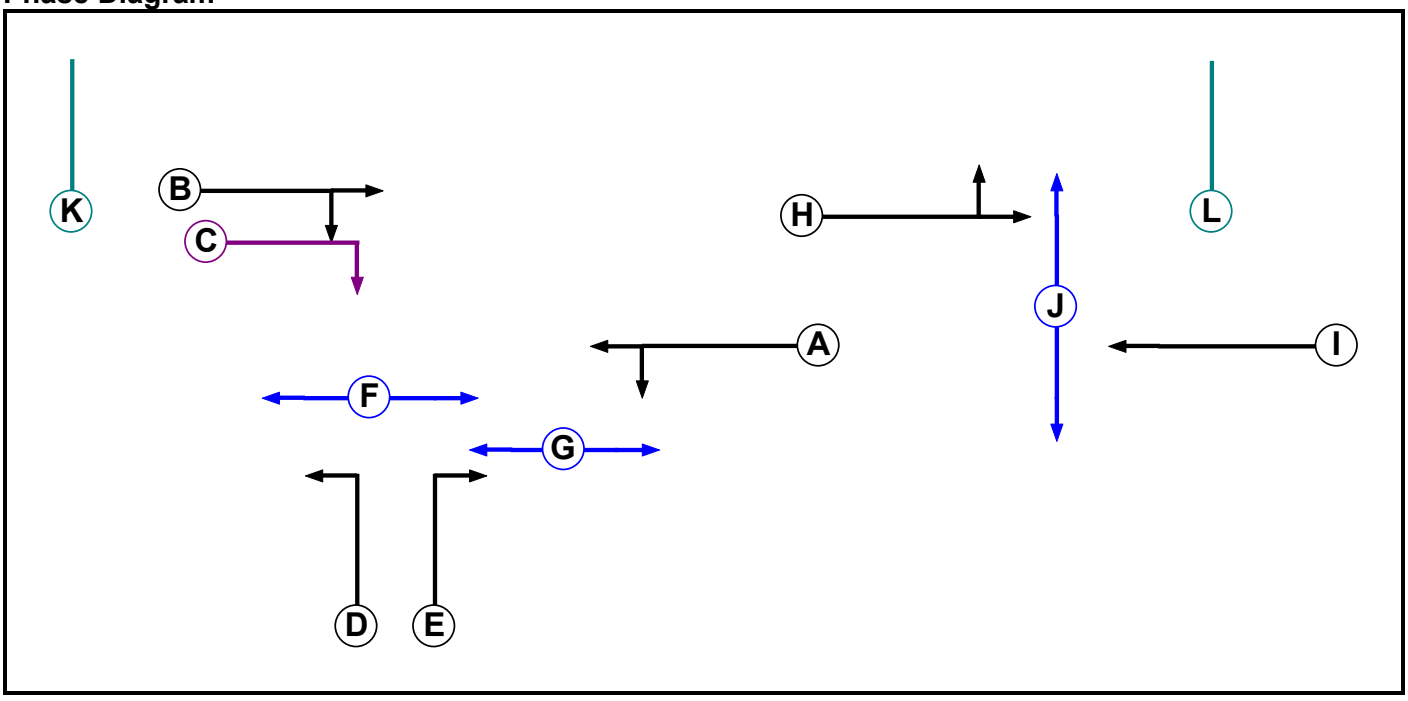
Project:	**North West Cambridge**
Title:	**Eddington Ave / Hunts Rd - with mitigation (RT Giveway)**
Client:	UoC
File name:	Hunts Rd - Eddington Ave_mitigation RT Giveway.lsg3x
Author:	KMC
Company:	KMC
Address:	Cambridge

Network Layout Diagram



C1

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Ind. Arrow	1	B	4	4
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Pedestrian	1		5	5
G	Pedestrian	1		4	4
H	Traffic	2		7	7
I	Traffic	2		7	7
J	Pedestrian	2		5	5
K	Dummy	1		5	5
L	Dummy	2		7	7

Phase Intergreens Matrix

		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	-	7	7	-	7	-	-	-	7	-
	B	-		-	-	6	-	-	-	-	-	-	-
	C	-	-		-	6	-	9	-	-	-	-	-
	D	5	-	-		-	5	-	-	-	-	-	-
	E	5	5	5	-		5	-	-	-	-	-	-
	F	-	-	-	5	5		-	-	-	-	5	-
	G	8	-	8	-	-	-		-	-	-	-	-
	H	-	-	-	-	-	-	-		-	5	-	-
	I	-	-	-	-	-	-	-	-		5	-	-
	J	-	-	-	-	-	-	-	5	5		-	-
	K	5	-	-	-	-	5	-	-	-	-		-
	L	-	-	-	-	-	-	-	-	-	-	-	

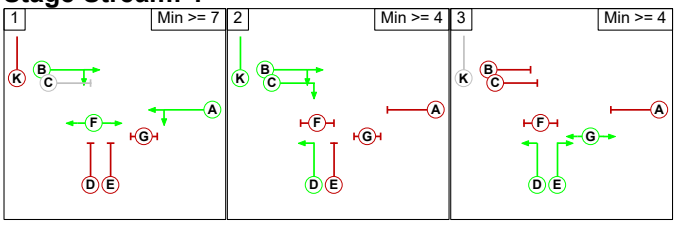
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B F
1	2	B C D K
1	3	D E G
2	1	H I L
2	2	J

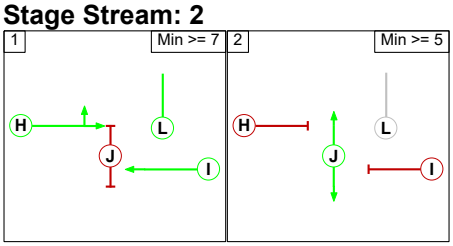
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

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

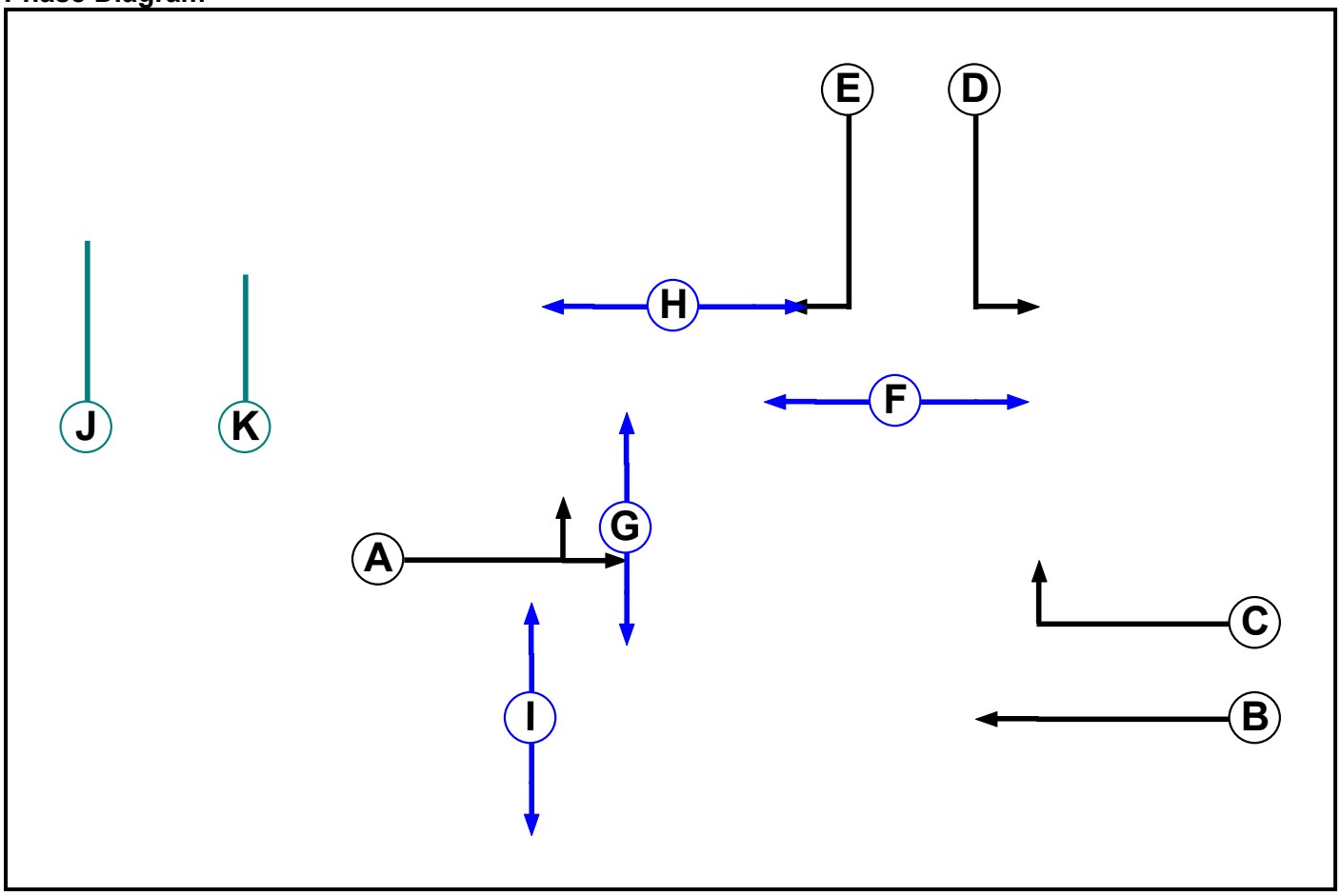
Stage Stream: 2

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

C2

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	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		4	4
G	Pedestrian		5	5
H	Pedestrian		4	4
I	Pedestrian		4	4
J	Dummy		4	4
K	Dummy		4	4

Full Input Data And Results

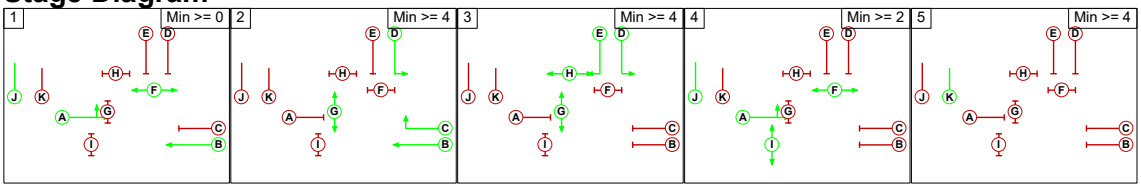
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K
A		-	5	7	7	-	5	7	-	-	3
B	-		-	-	5	-	-	-	8	-	3
C	8	-		-	5	-	-	9	-	-	3
D	5	-	-		-	5	-	-	-	5	3
E	5	7	7	-		5	-	-	10	5	3
F	-	-	-	8	8		-	-	-	-	3
G	10	-	-	-	-	-		-	-	-	3
H	5	-	4	-	-	-	-		-	-	3
I	-	4	-	-	3	-	-	-		-	3
J	-	-	-	8	8	-	-	-	-		3
K	2	2	2	2	2	2	2	2	2	2	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		8	8	8	3
2	10		9	10	3
3	10	7		10	3
4	4	8	8		3
5	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: Hunts Rd East

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:3/2 (Hunts Rd West)	J1:5/1 (Right)	1439	0	J1:1/1	1.09	All	2.00	-	0.50	2	2.00
				J1:1/2	1.09	All					

Junction: J2: Whitehouse Lane

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/1 (Whitehouse Lane)	J2:5/1 (Right)	600	0	J2:3/1	0.19	All	-	-	-	-	-
				J2:3/2	0.19	All					
				J2:4/1	0.22	To J2:6/1 (Ahead)					
	J2:6/1 (Left)	715	0	J2:4/1	0.22	All					
J2:3/2 (Hunts Rd West)	J2:2/1 (Right)	850	0	J2:4/1	0.35	All	-	-	-	-	-

Junction: J3: LWR

There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: Hunts Rd East												
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)**
J1:1/1 (Hunts Rd East)	U	A	2	3	7.0	Geom	-	3.25	0.00	Y	Arm J1:5 Left	15.00
J1:1/2 (Hunts Rd East)	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:6 Ahead	Inf
J1:2/1 (Site Access)	U	D	2	3	6.0	Geom	-	3.25	0.00	Y	Arm J1:6 Left	15.00
J1:2/2 (Site Access)	U	E	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:4 Right	15.00
J1:3/1 (Hunts Rd West)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (Hunts Rd West)	O	B C	2	3	3.0	Geom	-	3.00	0.00	N	Arm J1:5 Right	20.00
J1:4/1 (Exit Hunts Rd East)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Exit Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1 (Exit Hunts Rd West)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Whitehouse Lane												
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)**
J2:1/1 (Whitehouse Lane)	O		2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:5 Right	15.00
											Arm J2:6 Left	20.00
J2:2/1 (Exit Whitehouse Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:3/1 (Hunts Rd West)	U		2	3	60.0	Geom	-	3.40	0.00	N	Arm J2:5 Ahead	Inf
J2:3/2 (Hunts Rd West)	O		2	3	2.0	Geom	-	3.20	0.00	N	Arm J2:2 Right	10.00
J2:4/1 (Hunts Rd West)	U	H	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:2 Left	15.00
											Arm J2:6 Ahead	Inf
J2:5/1 (Exit Hunts Rd West)	U	I	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:1 Ahead	Inf
J2:6/1 (Hunts Rd West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J3: LWR												
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)**
J3:1/1 (LWR)	U	D	2	3	7.0	Geom	-	3.00	0.00	Y	Arm J3:5 Left	10.00
J3:1/2 (LWR)	U	E	2	3	60.0	Geom	-	3.00	0.00	N	Arm J3:6 Right	15.00
J3:2/1 (Hunts Rd East)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J3:6 Ahead	Inf
J3:2/2 (Hunts Rd East)	U	C	2	3	7.0	Geom	-	3.00	0.00	N	Arm J3:4 Right	15.00
J3:3/1 (Hunts Rd West)	U	A	2	3	6.0	Geom	-	3.00	0.00	Y	Arm J3:4 Left	10.00
J3:3/2 (Hunts Rd West)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm J3:5 Ahead	Inf
J3:4/1 (LWR)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:5/1 (Exit Hunts Rd East)	U		2	3	60.0	Inf	-	-	-	-	-	-
J3:6/1 (Exit Hunts Rd West)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2027 + Comm + NWC AM'	08:00	09:00	01:00	
2: '2027 + Comm + NWC PM'	17:00	18:00	01:00	
3: '2033 + Comm + NWC AM'	08:00	09:00	01:00	
4: '2033 + Comm + NWC PM'	17:00	18:00	01:00	
5: '2038 + Comm + NWC AM'	08:00	09:00	01:00	
6: '2038 + Comm + NWC PM'	17:00	18:00	01:00	

Scenario 1: '2027 + Comm + NWC AM' (FG1: '2027 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	228	512	0	0	0	0	0	0	740
	B	187	0	185	0	0	0	0	0	0	372
	C	722	283	0	0	0	0	0	0	0	1005
	D	0	0	0	0	8	896	0	0	0	904
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	744	3	0	0	0	0	747
	G	0	0	0	0	0	0	0	103	795	898
	H	0	0	0	0	0	0	137	0	148	285
	I	0	0	0	0	0	0	612	20	0	632
	Tot.	909	511	697	744	11	900	749	123	943	5587

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2027 + Comm + NWC AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	185
J1:1/2 (with short)	372(In) 187(Out)
J1:2/1 (short)	722
J1:2/2 (with short)	1005(In) 283(Out)
J1:3/1 (with short)	740(In) 228(Out)
J1:3/2 (short)	512
J1:4/1	511
J1:5/1	697
J1:6/1	909
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	747(In) 744(Out)
J2:3/2 (short)	3
J2:4/1	904
J2:5/1	744
J2:6/1	900
Junction: J3: LWR	
J3:1/1 (short)	148
J3:1/2 (with short)	285(In) 137(Out)
J3:2/1 (with short)	632(In) 612(Out)
J3:2/2 (short)	20
J3:3/1 (short)	103
J3:3/2 (with short)	898(In) 795(Out)
J3:4/1	123
J3:5/1	943
J3:6/1	749

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.9 %	1963	1963
				Arm J2:6 Ahead	Inf	99.1 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2027 + Comm + NWC PM' (FG2: '2027 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	134	782	0	0	0	0	0	0	916
	B	158	0	229	0	0	0	0	0	0	387
	C	664	144	0	0	0	0	0	0	0	808
	D	0	0	0	0	2	829	0	0	0	831
	E	0	0	0	6	0	0	0	0	0	6
	F	0	0	0	923	2	0	0	0	0	925
	G	0	0	0	0	0	0	0	195	645	840
	H	0	0	0	0	0	0	97	0	46	143
	I	0	0	0	0	0	0	828	189	0	1017
	Tot.	822	278	1011	929	4	829	925	384	691	5873

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2027 + Comm + NWC PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	229
J1:1/2 (with short)	387(In) 158(Out)
J1:2/1 (short)	664
J1:2/2 (with short)	808(In) 144(Out)
J1:3/1 (with short)	916(In) 134(Out)
J1:3/2 (short)	782
J1:4/1	278
J1:5/1	1011
J1:6/1	822
Junction: J2: Whitehouse Lane	
J2:1/1	6
J2:2/1	4
J2:3/1 (with short)	925(In) 923(Out)
J2:3/2 (short)	2
J2:4/1	831
J2:5/1	929
J2:6/1	829
Junction: J3: LWR	
J3:1/1 (short)	46
J3:1/2 (with short)	143(In) 97(Out)
J3:2/1 (with short)	1017(In) 828(Out)
J3:2/2 (short)	189
J3:3/1 (short)	195
J3:3/2 (with short)	840(In) 645(Out)
J3:4/1	384
J3:5/1	691
J3:6/1	925

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	100.0 %	1786	1786
				Arm J2:6 Left	20.00	0.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2033 + Comm + NWC AM' (FG3: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	246	535	0	0	0	0	0	0	781
	B	235	0	186	0	0	0	0	0	0	421
	C	751	283	0	0	0	0	0	0	0	1034
	D	0	0	0	0	8	973	0	0	0	981
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	785	3	0	0	0	0	788
	G	0	0	0	0	0	0	0	140	835	975
	H	0	0	0	0	0	0	166	0	193	359
	I	0	0	0	0	0	0	625	41	0	666
	Tot.	986	529	721	785	11	977	791	181	1028	6009

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2033 + Comm + NWC AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	186
J1:1/2 (with short)	421(In) 235(Out)
J1:2/1 (short)	751
J1:2/2 (with short)	1034(In) 283(Out)
J1:3/1 (with short)	781(In) 246(Out)
J1:3/2 (short)	535
J1:4/1	529
J1:5/1	721
J1:6/1	986
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	788(In) 785(Out)
J2:3/2 (short)	3
J2:4/1	981
J2:5/1	785
J2:6/1	977
Junction: J3: LWR	
J3:1/1 (short)	193
J3:1/2 (with short)	359(In) 166(Out)
J3:2/1 (with short)	666(In) 625(Out)
J3:2/2 (short)	41
J3:3/1 (short)	140
J3:3/2 (with short)	975(In) 835(Out)
J3:4/1	181
J3:5/1	1028
J3:6/1	791

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.8 %	1963	1963
				Arm J2:6 Ahead	Inf	99.2 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2033 + Comm + NWC PM' (FG4: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	155	820	0	0	0	0	0	0	975
	B	177	0	229	0	0	0	0	0	0	406
	C	672	144	0	0	0	0	0	0	0	816
	D	0	0	0	0	2	856	0	0	0	858
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	983	2	0	0	0	0	985
	G	0	0	0	0	0	0	0	205	662	867
	H	0	0	0	0	0	0	121	0	65	186
	I	0	0	0	0	0	0	863	201	0	1064
	Tot.	849	299	1049	989	4	862	984	406	727	6169

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2033 + Comm + NWC PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	229
J1:1/2 (with short)	406(In) 177(Out)
J1:2/1 (short)	672
J1:2/2 (with short)	816(In) 144(Out)
J1:3/1 (with short)	975(In) 155(Out)
J1:3/2 (short)	820
J1:4/1	299
J1:5/1	1049
J1:6/1	849
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	985(In) 983(Out)
J2:3/2 (short)	2
J2:4/1	858
J2:5/1	989
J2:6/1	862
Junction: J3: LWR	
J3:1/1 (short)	65
J3:1/2 (with short)	186(In) 121(Out)
J3:2/1 (with short)	1064(In) 863(Out)
J3:2/2 (short)	201
J3:3/1 (short)	205
J3:3/2 (with short)	867(In) 662(Out)
J3:4/1	406
J3:5/1	727
J3:6/1	984

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2038 + Comm + NWC AM' (FG5: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	330	564	0	0	0	0	0	0	894
	B	303	0	214	0	0	0	0	0	0	517
	C	751	415	0	0	0	0	0	0	0	1166
	D	0	0	0	0	8	1039	0	0	0	1047
	E	0	0	0	0	0	4	0	0	0	4
	F	0	0	0	898	3	0	0	0	0	901
	G	0	0	0	0	0	0	0	175	867	1042
	H	0	0	0	0	0	0	187	0	193	380
	I	0	0	0	0	0	0	716	41	0	757
	Tot.	1054	745	778	898	11	1043	903	216	1060	6708

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2038 + Comm + NWC AM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	214
J1:1/2 (with short)	517(In) 303(Out)
J1:2/1 (short)	751
J1:2/2 (with short)	1166(In) 415(Out)
J1:3/1 (with short)	894(In) 330(Out)
J1:3/2 (short)	564
J1:4/1	745
J1:5/1	778
J1:6/1	1054
Junction: J2: Whitehouse Lane	
J2:1/1	4
J2:2/1	11
J2:3/1 (with short)	901(In) 898(Out)
J2:3/2 (short)	3
J2:4/1	1047
J2:5/1	898
J2:6/1	1043
Junction: J3: LWR	
J3:1/1 (short)	193
J3:1/2 (with short)	380(In) 187(Out)
J3:2/1 (with short)	757(In) 716(Out)
J3:2/2 (short)	41
J3:3/1 (short)	175
J3:3/2 (with short)	1042(In) 867(Out)
J3:4/1	216
J3:5/1	1060
J3:6/1	903

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	0.0 %	1828	1828
				Arm J2:6 Left	20.00	100.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.8 %	1963	1963
				Arm J2:6 Ahead	Inf	99.2 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2038 + Comm + NWC PM' (FG6: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination									
		A	B	C	D	E	F	G	H	I	Tot.
Origin	A	0	222	825	0	0	0	0	0	0	1047
	B	317	0	395	0	0	0	0	0	0	712
	C	672	184	0	0	0	0	0	0	0	856
	D	0	0	0	0	2	996	0	0	0	998
	E	0	0	0	6	0	6	0	0	0	12
	F	0	0	0	1054	2	0	0	0	0	1056
	G	0	0	0	0	0	0	0	237	770	1007
	H	0	0	0	0	0	0	166	0	65	231
	I	0	0	0	0	0	0	890	201	0	1091
	Tot.	989	406	1220	1060	4	1002	1056	438	835	7010

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2038 + Comm + NWC PM
Junction: J1: Hunts Rd East	
J1:1/1 (short)	395
J1:1/2 (with short)	712(In) 317(Out)
J1:2/1 (short)	672
J1:2/2 (with short)	856(In) 184(Out)
J1:3/1 (with short)	1047(In) 222(Out)
J1:3/2 (short)	825
J1:4/1	406
J1:5/1	1220
J1:6/1	989
Junction: J2: Whitehouse Lane	
J2:1/1	12
J2:2/1	4
J2:3/1 (with short)	1056(In) 1054(Out)
J2:3/2 (short)	2
J2:4/1	998
J2:5/1	1060
J2:6/1	1002
Junction: J3: LWR	
J3:1/1 (short)	65
J3:1/2 (with short)	231(In) 166(Out)
J3:2/1 (with short)	1091(In) 890(Out)
J3:2/2 (short)	201
J3:3/1 (short)	237
J3:3/2 (with short)	1007(In) 770(Out)
J3:4/1	438
J3:5/1	835
J3:6/1	1056

Full Input Data And Results

Lane Saturation Flows

Junction: J1: Hunts Rd East								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Hunts Rd East)	3.25	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1764	1764
J1:1/2 (Hunts Rd East)	3.25	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2080	2080
J1:2/1 (Site Access)	3.25	0.00	Y	Arm J1:6 Left	15.00	100.0 %	1764	1764
J1:2/2 (Site Access)	3.25	0.00	N	Arm J1:4 Right	15.00	100.0 %	1891	1891
J1:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1915	1915
J1:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J1:5 Right	20.00	100.0 %	1912	1912
J1:4/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

Junction: J2: Whitehouse Lane								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Whitehouse Lane)	3.50	0.00	Y	Arm J2:5 Right	15.00	50.0 %	1807	1807
				Arm J2:6 Left	20.00	50.0 %		
J2:2/1 (Exit Whitehouse Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:3/1 (Hunts Rd West)	3.40	0.00	N	Arm J2:5 Ahead	Inf	100.0 %	2095	2095
J2:3/2 (Hunts Rd West)	3.20	0.00	N	Arm J2:2 Right	10.00	100.0 %	1804	1804
J2:4/1 (Hunts Rd West)	3.50	0.00	Y	Arm J2:2 Left	15.00	0.2 %	1965	1965
				Arm J2:6 Ahead	Inf	99.8 %		
J2:5/1 (Exit Hunts Rd West)	3.50	0.00	Y	Arm J1:1 Ahead	Inf	0.0 %	1965	1965
J2:6/1 (Hunts Rd West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

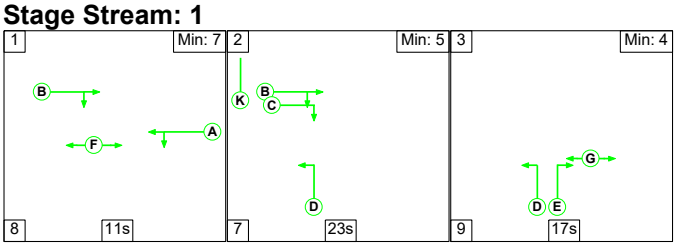
Full Input Data And Results

Junction: J3: LWR								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J3:1/1 (LWR)	3.00	0.00	Y	Arm J3:5 Left	10.00	100.0 %	1665	1665
J3:1/2 (LWR)	3.00	0.00	N	Arm J3:6 Right	15.00	100.0 %	1868	1868
J3:2/1 (Hunts Rd East)	3.00	0.00	Y	Arm J3:6 Ahead	Inf	100.0 %	1915	1915
J3:2/2 (Hunts Rd East)	3.00	0.00	N	Arm J3:4 Right	15.00	100.0 %	1868	1868
J3:3/1 (Hunts Rd West)	3.00	0.00	Y	Arm J3:4 Left	10.00	100.0 %	1665	1665
J3:3/2 (Hunts Rd West)	3.00	0.00	N	Arm J3:5 Ahead	Inf	100.0 %	2055	2055
J3:4/1 (LWR Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:5/1 (Exit Hunts Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J3:6/1 (Exit Hunts Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf

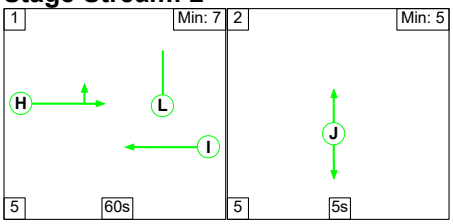
Scenario 1: '2027 + Comm + NWC AM' (FG1: '2027 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

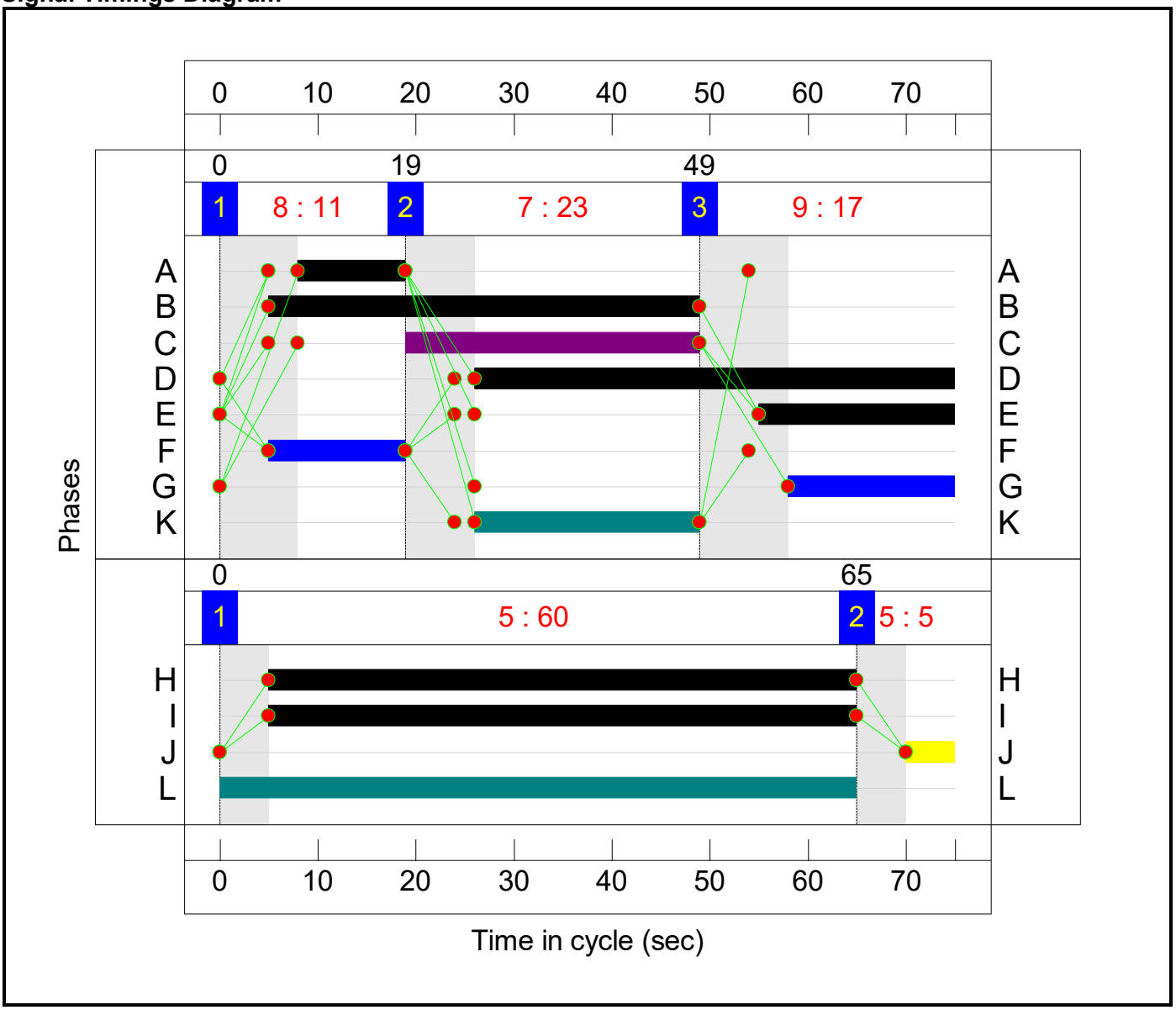
Stage	1	2	3
Duration	11	23	17
Change Point	0	19	49

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	0	65

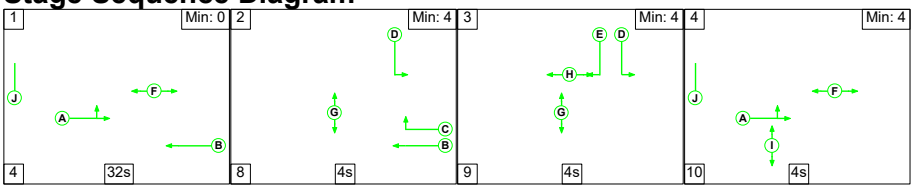
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

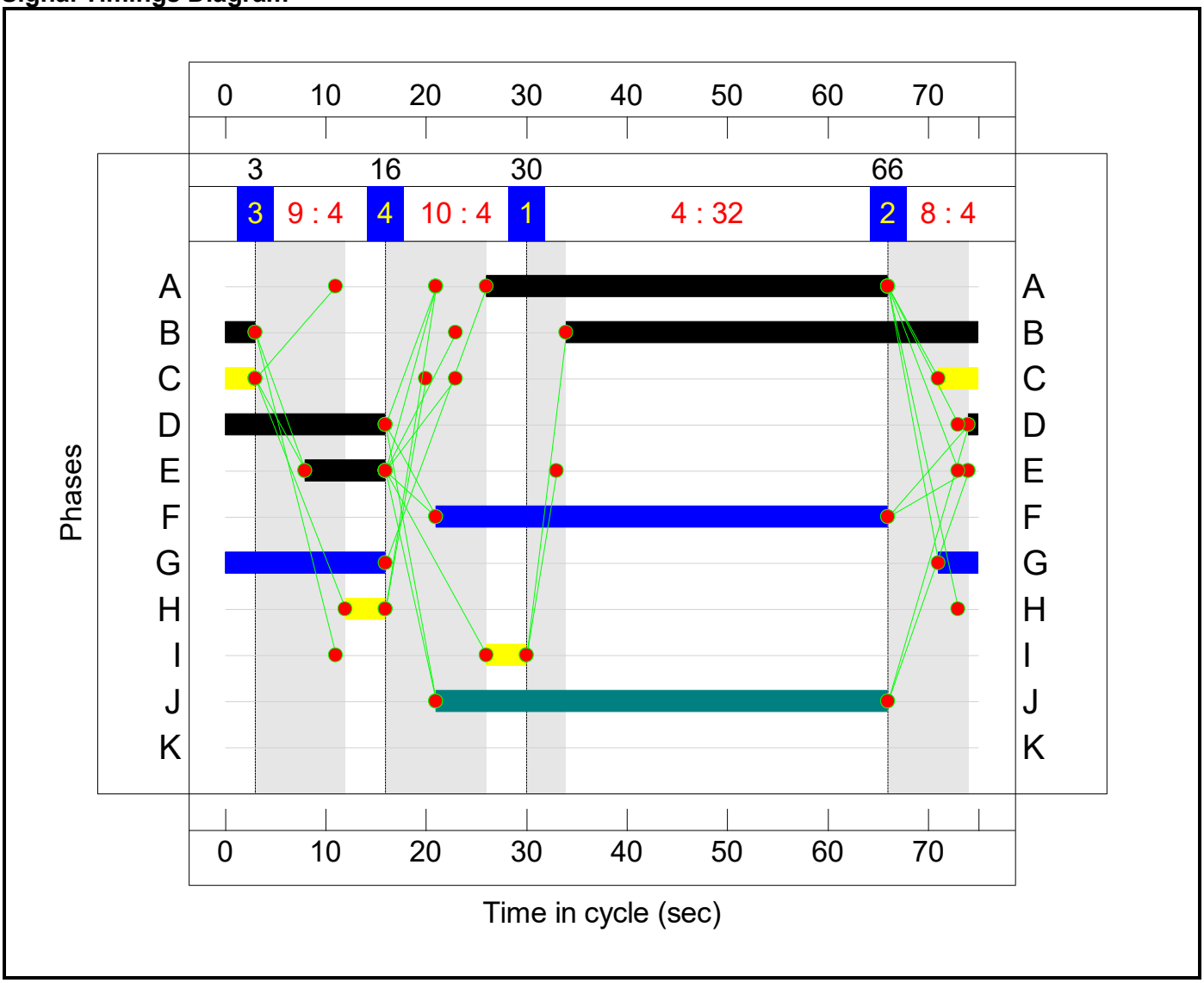


Stage Timings

Stage	1	2	3	4
Duration	32	4	4	4
Change Point	30	66	3	16

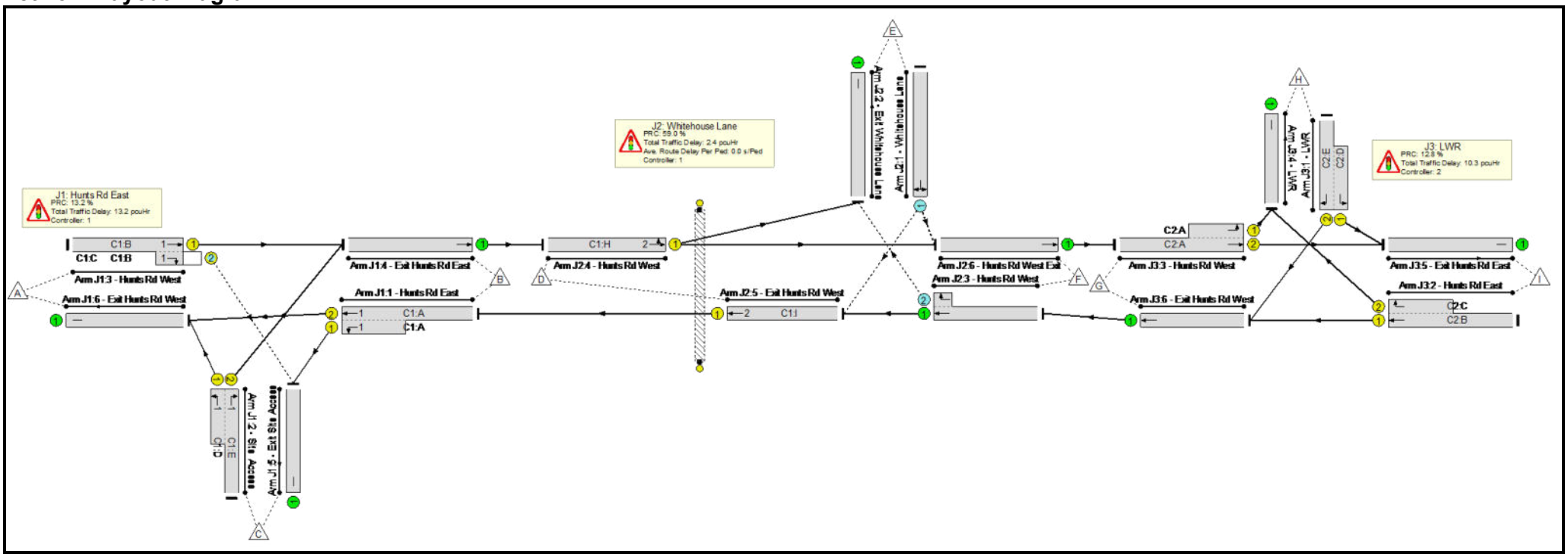
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.8%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.5%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	11	-	372	2080:1764	285+282	65.5 : 65.5%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	20:49	-	1005	1891:1764	356+908	79.5 : 79.5%
3/1+3/2	Hunts Rd West Ahead Right	U+O	1:1	N/A	C1:B	C1:C	1	44	30	740	1915:1912	315+707	72.5 : 72.5%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	697	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.6%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	516	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	747	2095:1804	2085+8	35.7 : 35.7%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	60	-	904	1963	1597	56.6%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	60	-	744	1965	1598	46.6%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.8%**
1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	285	1868:1665	224+257	61.1 : 57.6%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	44:7	-	632	1915:1868	1127+37	54.3 : 54.3%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	40	-	898	2055:1665	997+129	79.8 : 79.8%
4/1	LWR	U	N/A	N/A	-		-	-	-	123	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	943	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	**-**	**-**	**66**	**440**	**14**	**16.7**	**8.8**	**0.4**	**25.9**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**60**	**438**	**14**	**8.6**	**4.2**	**0.4**	**13.2**	**-**	**-**	**-**	**-**
1/2+1/1	372	372	-	-	-	3.0	0.9	-	4.0	38.4	3.6	0.9	4.5
2/2+2/1	1005	1005	-	-	-	3.2	1.9	-	5.2	18.5	10.2	1.9	12.1
3/1+3/2	740	740	60	438	14	2.3	1.3	0.4	4.0	19.7	10.4	1.3	11.7
4/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.0**	**1.4**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.5	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	747	747	2	1	0	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
4/1	904	904	-	-	-	0.6	0.7	-	1.3	5.0	6.3	0.7	6.9
5/1	744	744	-	-	-	0.4	0.4	-	0.9	4.2	4.5	0.4	5.0
6/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.3**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
1/2+1/1	285	285	-	-	-	2.2	0.7	-	2.9	36.5	2.7	0.7	3.4
2/1+2/2	632	632	-	-	-	1.7	0.6	-	2.3	12.9	7.5	0.6	8.1
3/2+3/1	898	898	-	-	-	3.2	1.9	-	5.2	20.8	13.9	1.9	15.9
4/1	123	123	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	943	943	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	13.18	Cycle Time (s):	75
C1	Stream: 2	PRC for Signalled Lanes (%):	59.0	Total Delay for Signalled Lanes (pcuHr):	2.13	Cycle Time (s):	75
C2		PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):	10.33	Cycle Time (s):	75
		PRC Over All Lanes (%):	12.8	Total Delay Over All Lanes(pcuHr):	25.92		

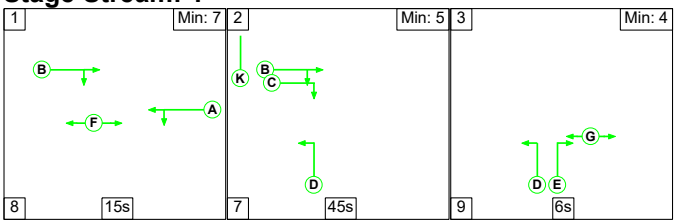
Full Input Data And Results

Scenario 2: '2027 + Comm + NWC PM' (FG2: '2027 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

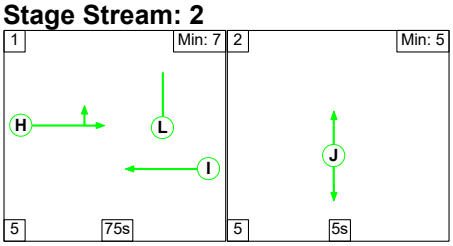
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

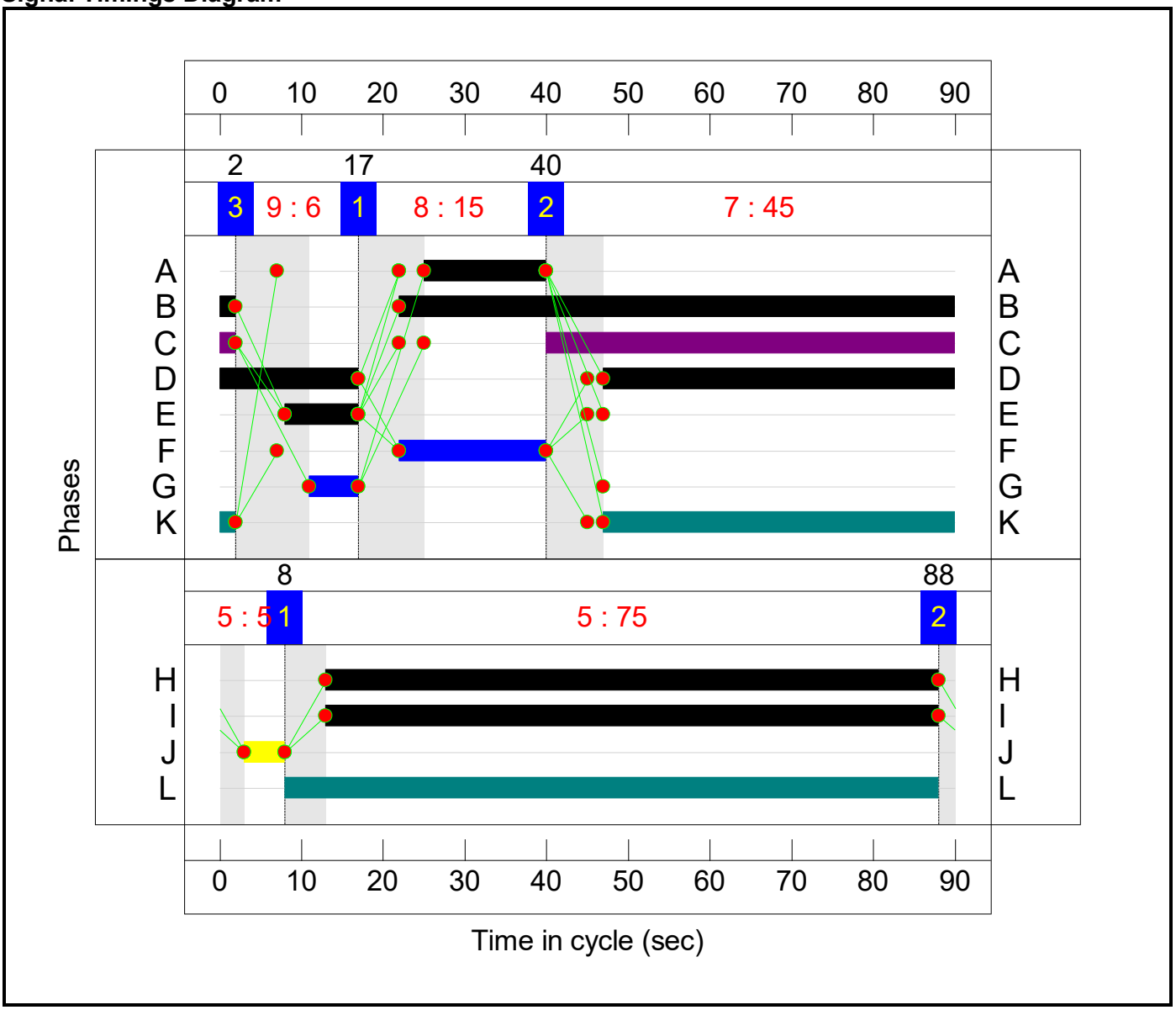
Stage	1	2	3
Duration	15	45	6
Change Point	17	40	2

Stage Stream: 2

Stage	1	2
Duration	75	5
Change Point	8	88

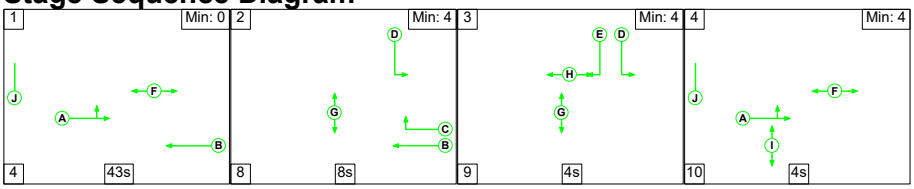
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

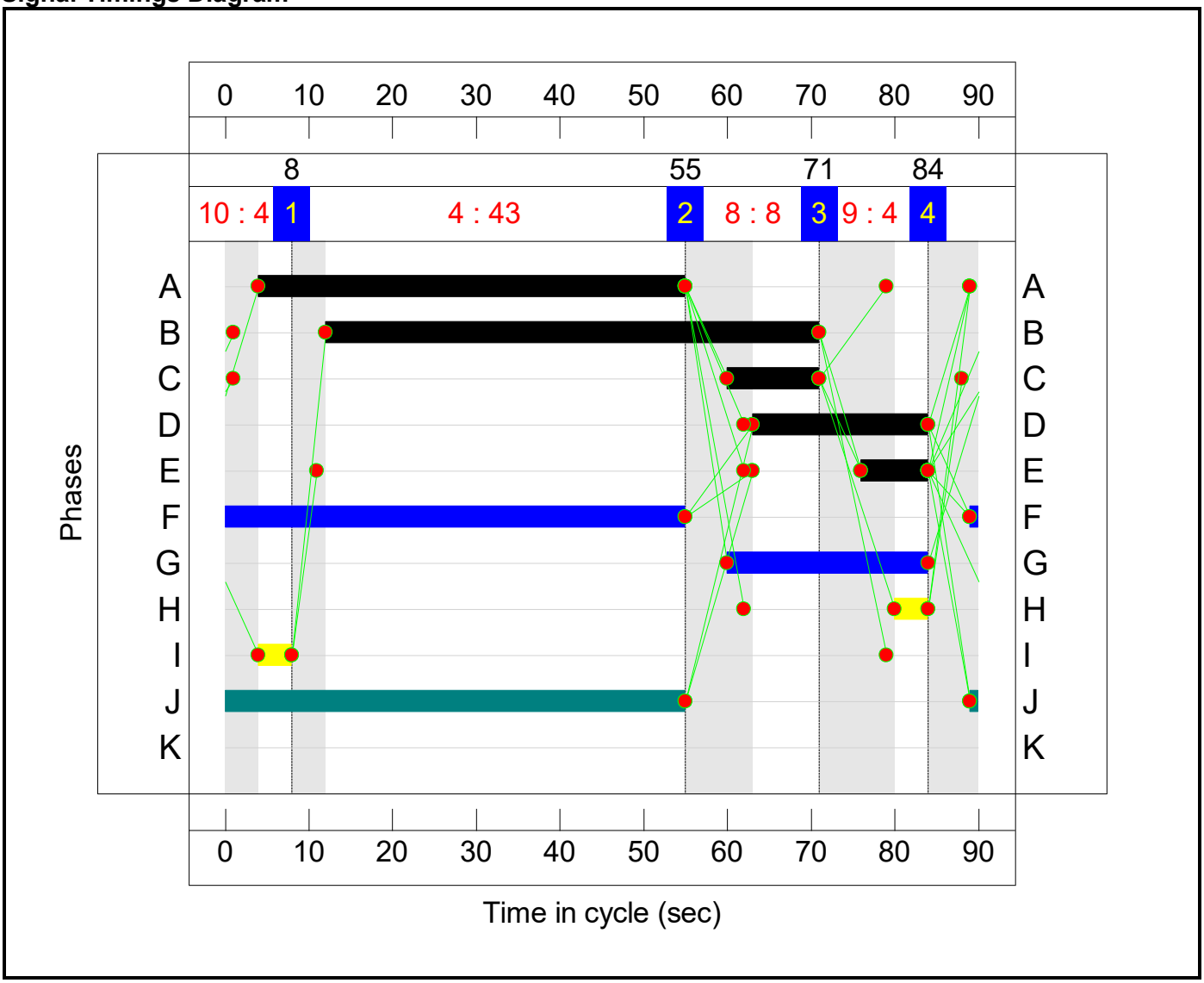


Stage Timings

Stage	1	2	3	4
Duration	43	8	4	4
Change Point	8	55	71	84

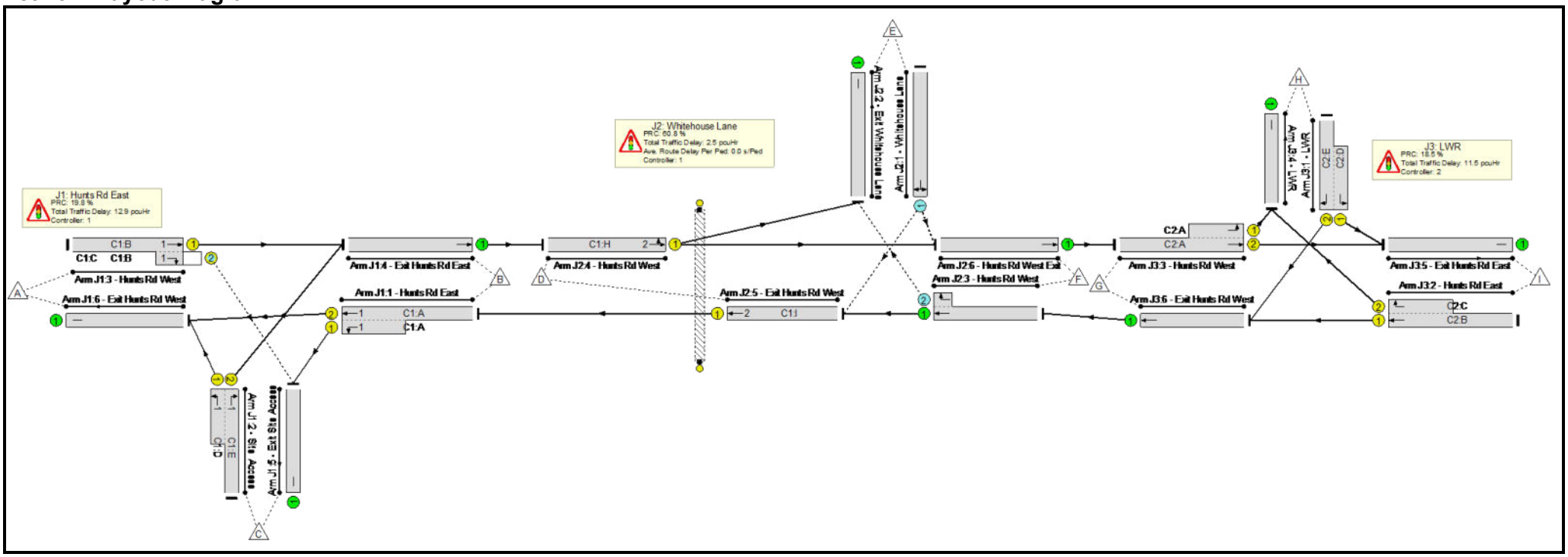
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.9%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.1%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	15	-	387	2080:1764	210+305	75.1 : 75.1%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	9:60	-	808	1891:1764	210+1031	68.5 : 64.4%
3/1+3/2	Hunts Rd West Ahead Right	U+O	1:1	N/A	C1:B	C1:C	1	70	52	916	1915:1912	184+1074	72.8 : 72.8%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	278	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	1011	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	822	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**56.0%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	6	1786	242	2.5%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	925	2095:1804	2090+5	44.2 : 44.2%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	75	-	831	1965	1659	50.1%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	75	-	929	1965	1659	56.0%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**75.9%**
1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:21	-	143	1868:1665	187+89	51.9 : 51.9%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	59:11	-	1017	1915:1868	1090+249	75.9 : 75.9%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	51	-	840	2055:1665	922+279	70.0 : 70.0%
4/1	LWR	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	691	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	925	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	**-**	**-**	**63**	**709**	**17**	**17.9**	**8.5**	**0.4**	**26.9**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**56**	**709**	**17**	**8.7**	**3.7**	**0.4**	**12.9**	**-**	**-**	**-**	**-**
1/2+1/1	387	387	-	-	-	3.7	1.5	-	5.1	47.9	5.4	1.5	6.9
2/2+2/1	808	808	-	-	-	2.9	0.9	-	3.9	17.2	9.5	0.9	10.4
3/1+3/2	916	916	56	709	17	2.1	1.3	0.4	3.9	15.2	14.5	1.3	15.8
4/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1011	1011	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**8**	**0**	**0**	**1.0**	**1.5**	**0.0**	**2.5**	**-**	**-**	**-**	**-**
1/1	6	6	6	0	0	0.0	0.0	-	0.0	8.2	0.0	0.0	0.0
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	925	925	2	0	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
4/1	831	831	-	-	-	0.4	0.5	-	0.9	4.1	5.5	0.5	6.0
5/1	929	929	-	-	-	0.5	0.6	-	1.2	4.5	6.7	0.6	7.3
6/1	829	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.2**	**3.3**	**0.0**	**11.5**	**-**	**-**	**-**	**-**
1/2+1/1	143	143	-	-	-	1.4	0.5	-	1.9	48.1	2.3	0.5	2.8
2/1+2/2	1017	1017	-	-	-	4.1	1.6	-	5.6	19.9	14.5	1.6	16.1
3/2+3/1	840	840	-	-	-	2.8	1.2	-	4.0	16.9	12.2	1.2	13.3
4/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	691	691	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	925	925	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

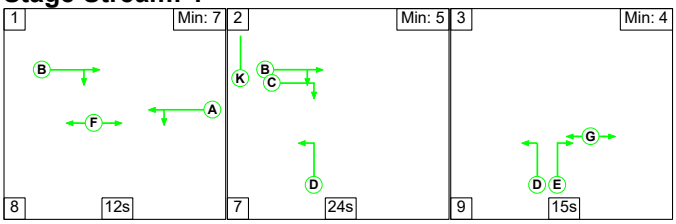
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	19.8	Total Delay for Signalled Lanes (pcuHr):	12.88	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	60.8	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s):	90
C2		PRC for Signalled Lanes (%):	18.5	Total Delay for Signalled Lanes (pcuHr):	11.49	Cycle Time (s):	90
		PRC Over All Lanes (%):	18.5	Total Delay Over All Lanes(pcuHr):	26.89		

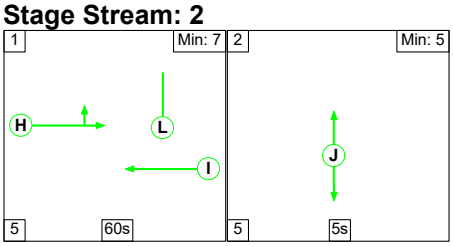
Full Input Data And Results
Scenario 3: '2033 + Comm + NWC AM' (FG3: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

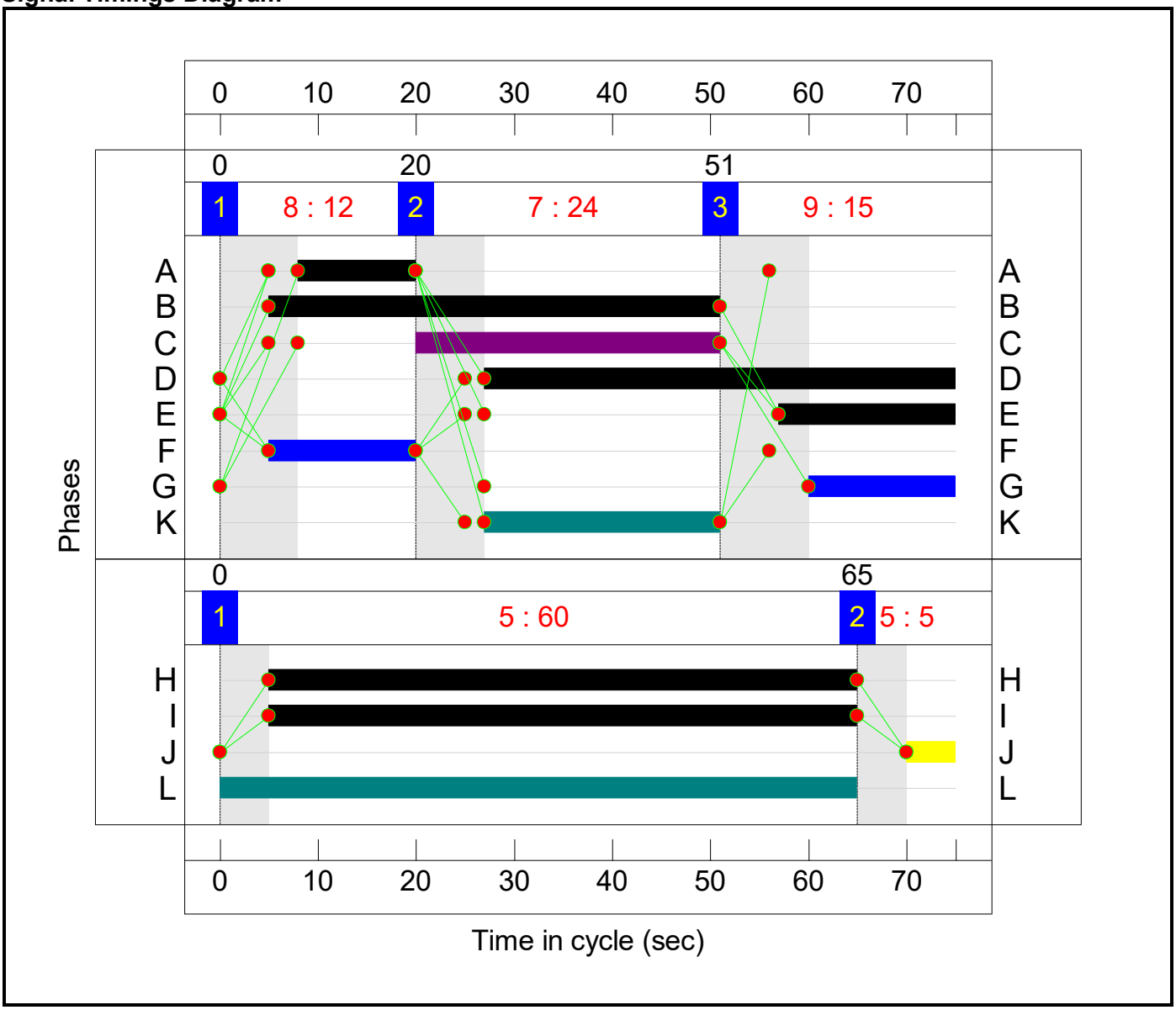
Stage	1	2	3
Duration	12	24	15
Change Point	0	20	51

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	0	65

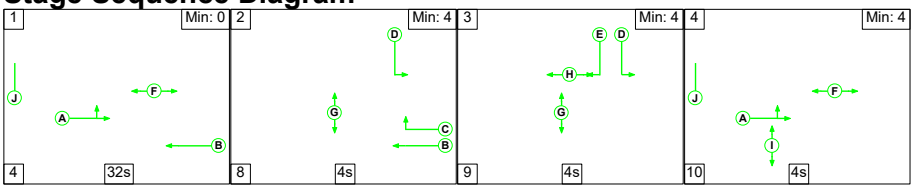
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

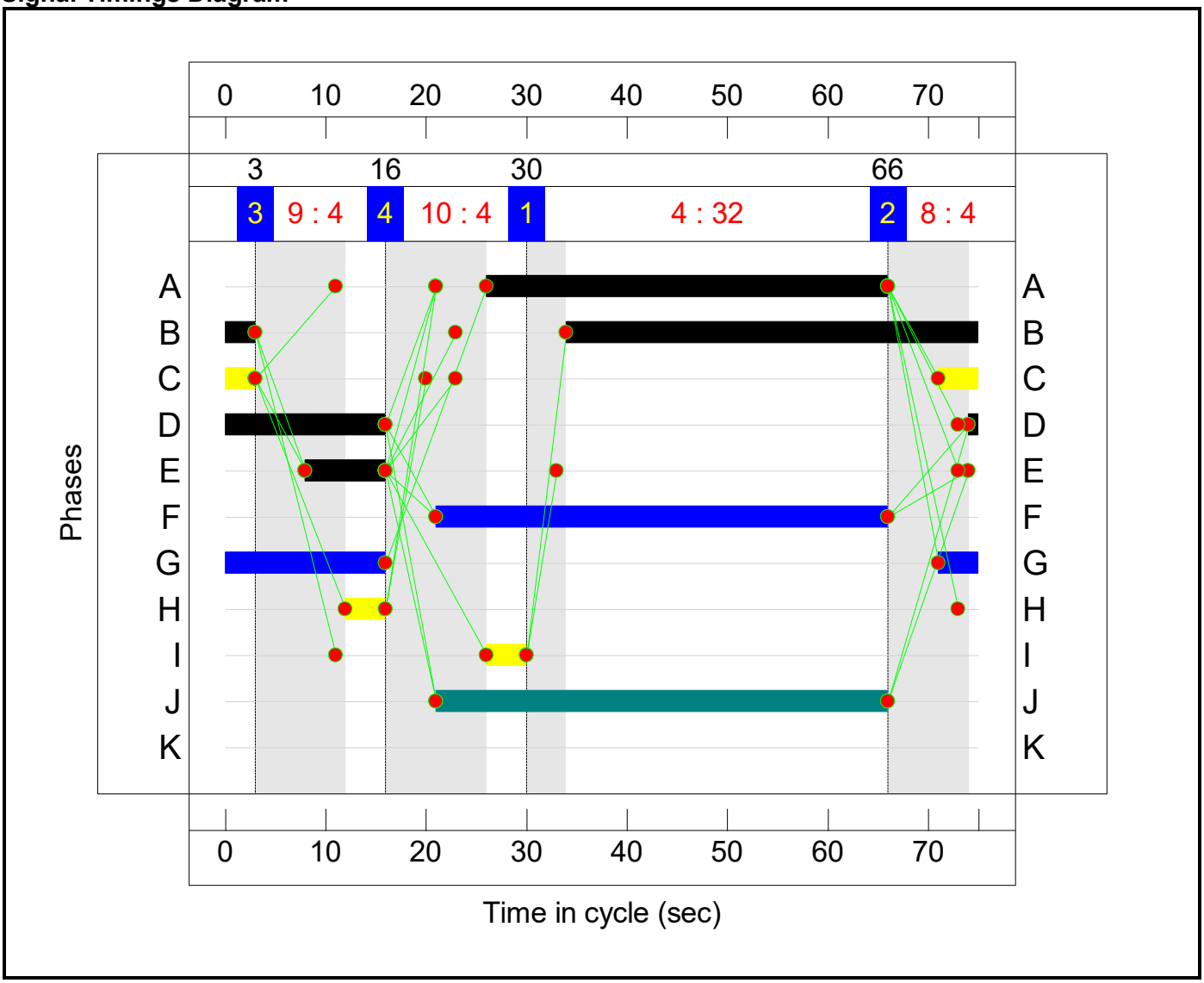


Stage Timings

Stage	1	2	3	4
Duration	32	4	4	4
Change Point	30	66	3	16

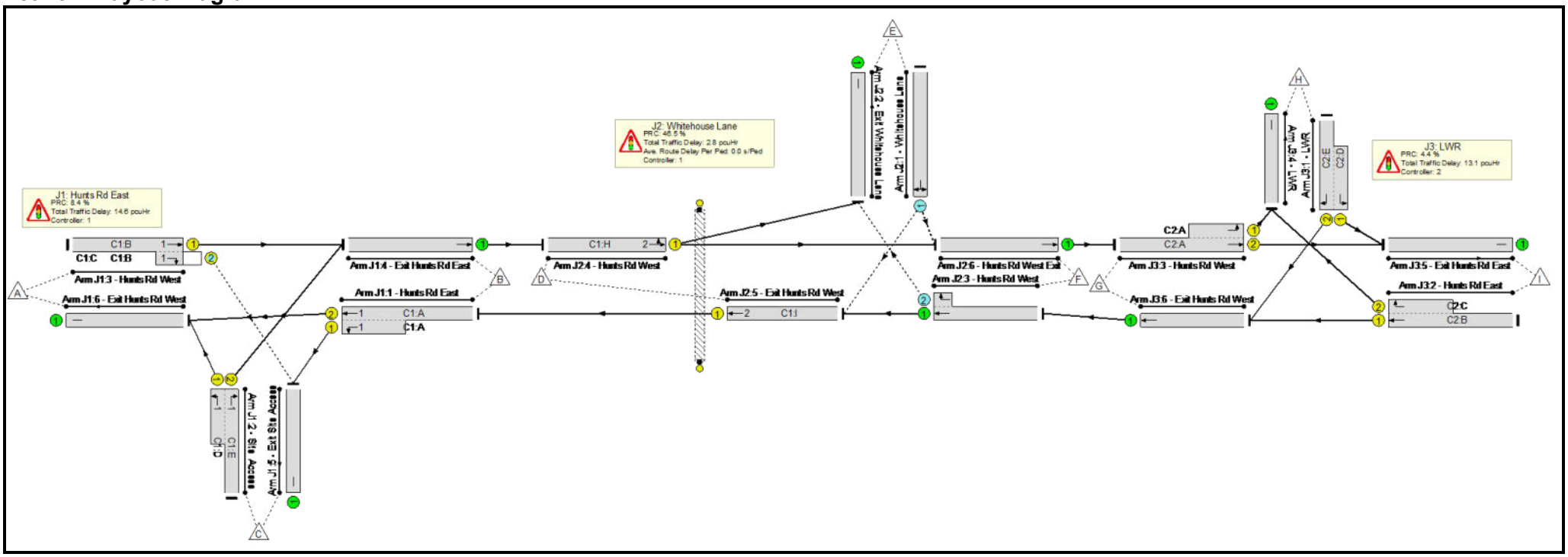
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.2%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.1%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	12	-	421	2080:1764	350+277	67.1 : 67.1%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	18:48	-	1034	1891:1764	341+904	83.1 : 83.1%
3/1+3/2	Hunts Rd West Ahead Right	U+O	1:1	N/A	C1:B	C1:C	1	46	31	781	1915:1912	331+720	74.3 : 74.3%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	529	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	721	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	986	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**61.4%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	499	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	788	2095:1804	2086+8	37.6 : 37.6%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	60	-	981	1963	1597	61.4%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	60	-	785	1965	1598	49.1%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	977	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.2%**
1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	359	1868:1665	224+303	74.1 : 63.8%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	44:7	-	666	1915:1868	1102+72	56.7 : 56.7%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	40	-	975	2055:1665	969+162	86.2 : 86.2%
4/1	LWR	U	N/A	N/A	-		-	-	-	181	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	1028	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	791	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	**-**	**-**	**71**	**457**	**14**	**18.9**	**11.1**	**0.4**	**30.4**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**65**	**455**	**14**	**9.3**	**4.8**	**0.4**	**14.6**	**-**	**-**	**-**	**-**
1/2+1/1	421	421	-	-	-	3.4	1.0	-	4.4	37.4	4.5	1.0	5.5
2/2+2/1	1034	1034	-	-	-	3.6	2.4	-	6.0	21.0	12.1	2.4	14.5
3/1+3/2	781	781	65	455	14	2.3	1.4	0.4	4.2	19.2	11.0	1.4	12.4
4/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	986	986	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.2**	**1.6**	**0.0**	**2.8**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.6	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	788	788	2	1	0	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
4/1	981	981	-	-	-	0.7	0.8	-	1.5	5.5	7.4	0.8	8.2
5/1	785	785	-	-	-	0.5	0.5	-	1.0	4.4	5.0	0.5	5.5
6/1	977	977	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**8.4**	**4.7**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
1/2+1/1	359	359	-	-	-	2.8	1.1	-	3.8	38.5	3.4	1.1	4.5
2/1+2/2	666	666	-	-	-	1.9	0.7	-	2.6	13.8	7.7	0.7	8.4
3/2+3/1	975	975	-	-	-	3.7	3.0	-	6.7	24.8	16.1	3.0	19.1
4/1	181	181	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	14.58	Cycle Time (s):	75
C1	Stream: 2	PRC for Signalled Lanes (%):	46.5	Total Delay for Signalled Lanes (pcuHr):	2.46	Cycle Time (s):	75
C2		PRC for Signalled Lanes (%):	4.4	Total Delay for Signalled Lanes (pcuHr):	13.10	Cycle Time (s):	75
		PRC Over All Lanes (%):	4.4	Total Delay Over All Lanes(pcuHr):	30.45		

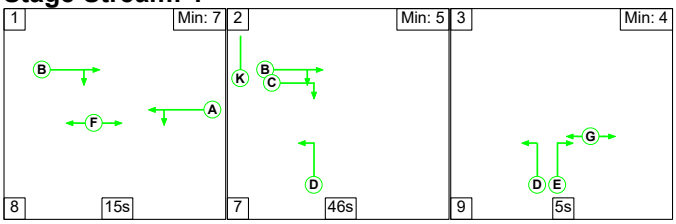
Full Input Data And Results

Scenario 4: '2033 + Comm + NWC PM' (FG4: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

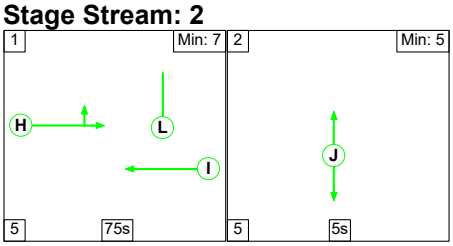
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

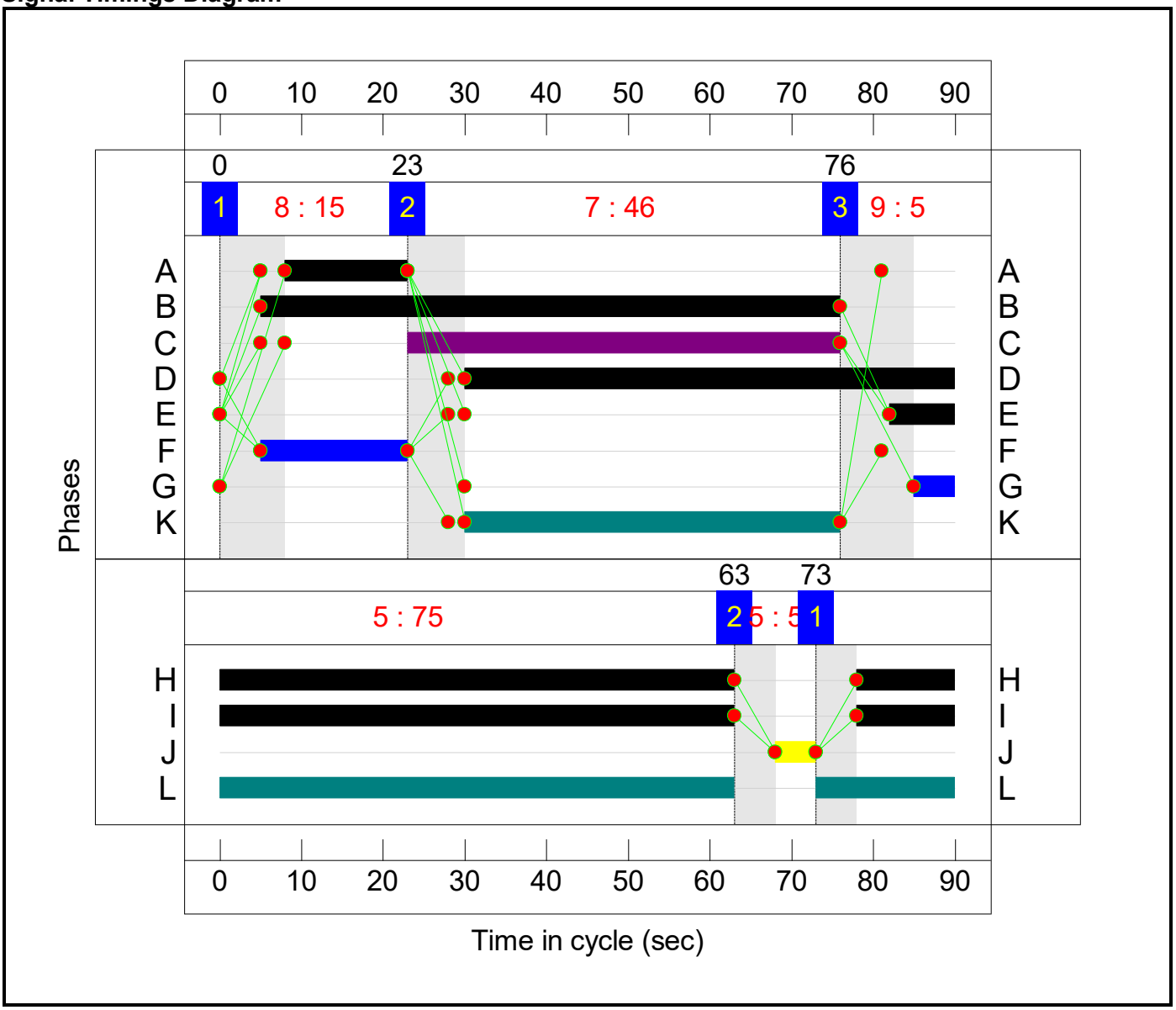
Stage	1	2	3
Duration	15	46	5
Change Point	0	23	76

Stage Stream: 2

Stage	1	2
Duration	75	5
Change Point	73	63

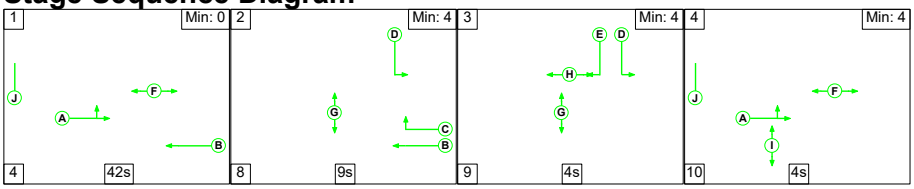
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

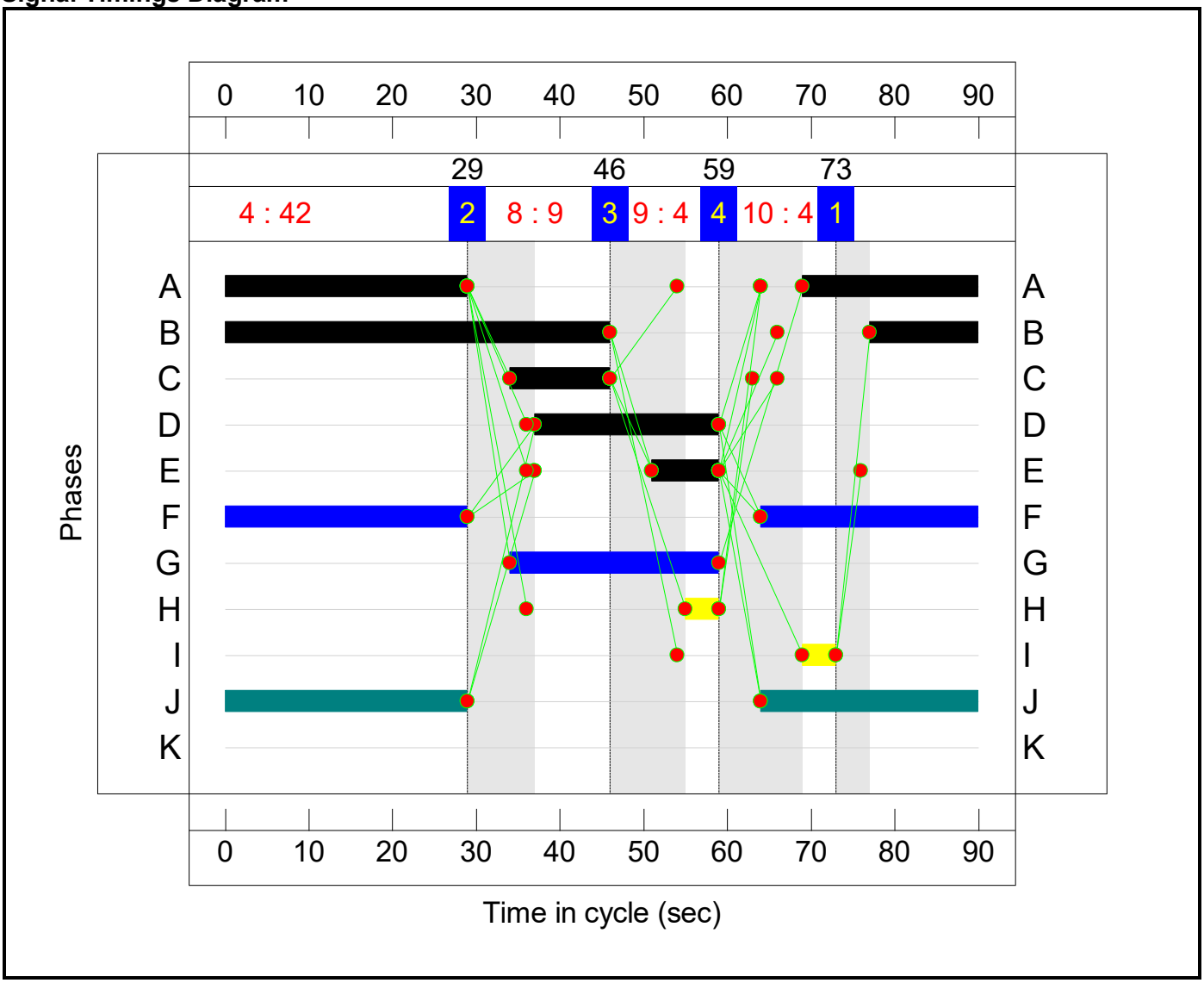


Stage Timings

Stage	1	2	3	4
Duration	42	9	4	4
Change Point	73	29	46	59

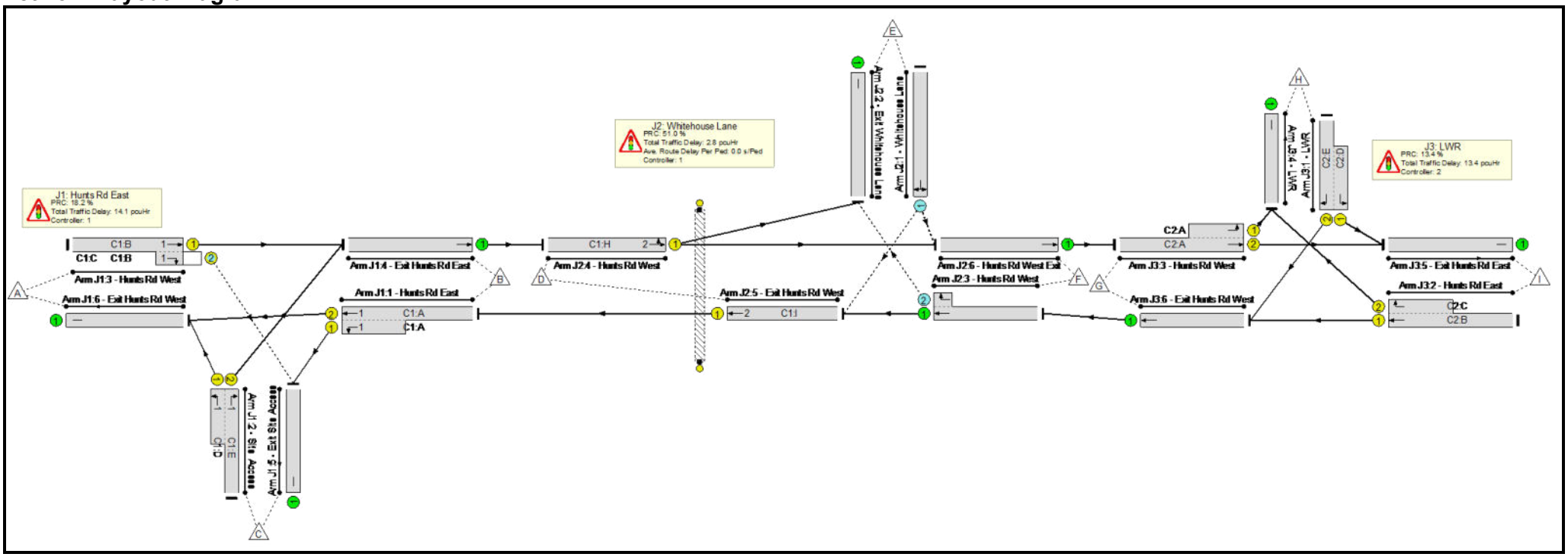
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.4%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.2%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	15	-	406	2080:1764	235+304	75.4 : 75.4%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	8:60	-	816	1891:1764	189+884	76.2 : 76.0%
3/1+3/2	Hunts Rd West Ahead Right	U+O	1:1	N/A	C1:B	C1:C	1	71	53	975	1915:1912	204+1079	76.0 : 76.0%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**59.6%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	309	3.9%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	985	2095:1804	2090+4	47.0 : 47.0%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	75	-	858	1965	1659	51.7%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	75	-	989	1965	1659	59.6%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	862	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**79.4%**
1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:22	-	186	1868:1665	187+100	64.8 : 64.8%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	59:12	-	1064	1915:1868	1087+253	79.4 : 79.4%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	50	-	867	2055:1665	901+279	73.5 : 73.5%
4/1	LWR	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	727	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	984	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	**-**	**-**	**67**	**748**	**18**	**19.4**	**10.5**	**0.4**	**30.4**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**55**	**747**	**18**	**9.1**	**4.6**	**0.4**	**14.1**	**-**	**-**	**-**	**-**
1/2+1/1	406	406	-	-	-	3.9	1.5	-	5.4	47.5	5.4	1.5	6.9
2/2+2/1	816	816	-	-	-	3.0	1.6	-	4.6	20.1	9.6	1.6	11.2
3/1+3/2	975	975	55	747	18	2.2	1.6	0.4	4.2	15.6	15.7	1.6	17.2
4/1	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1049	1049	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**13**	**1**	**0**	**1.1**	**1.7**	**0.0**	**2.8**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	6.8	0.0	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	985	985	2	0	0	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
4/1	858	858	-	-	-	0.5	0.5	-	1.0	4.2	5.7	0.5	6.3
5/1	989	989	-	-	-	0.6	0.7	-	1.3	4.9	7.7	0.7	8.4
6/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**9.2**	**4.2**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
1/2+1/1	186	186	-	-	-	1.8	0.9	-	2.7	51.9	2.9	0.9	3.8
2/1+2/2	1064	1064	-	-	-	4.3	1.9	-	6.2	21.1	16.1	1.9	18.0
3/2+3/1	867	867	-	-	-	3.1	1.4	-	4.5	18.6	13.3	1.4	14.7
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	727	727	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	984	984	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

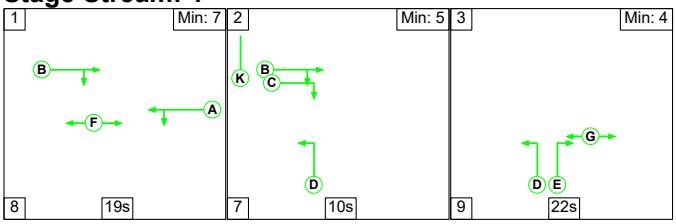
Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	18.2	Total Delay for Signalled Lanes (pcuHr):	14.15	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	51.0	Total Delay for Signalled Lanes (pcuHr):	2.33	Cycle Time (s):	90
C2		PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	13.41	Cycle Time (s):	90
		PRC Over All Lanes (%):	13.4	Total Delay Over All Lanes(pcuHr):	30.36		

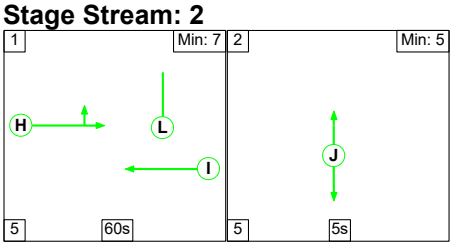
Full Input Data And Results
Scenario 5: '2038 + Comm + NWC AM' (FG5: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

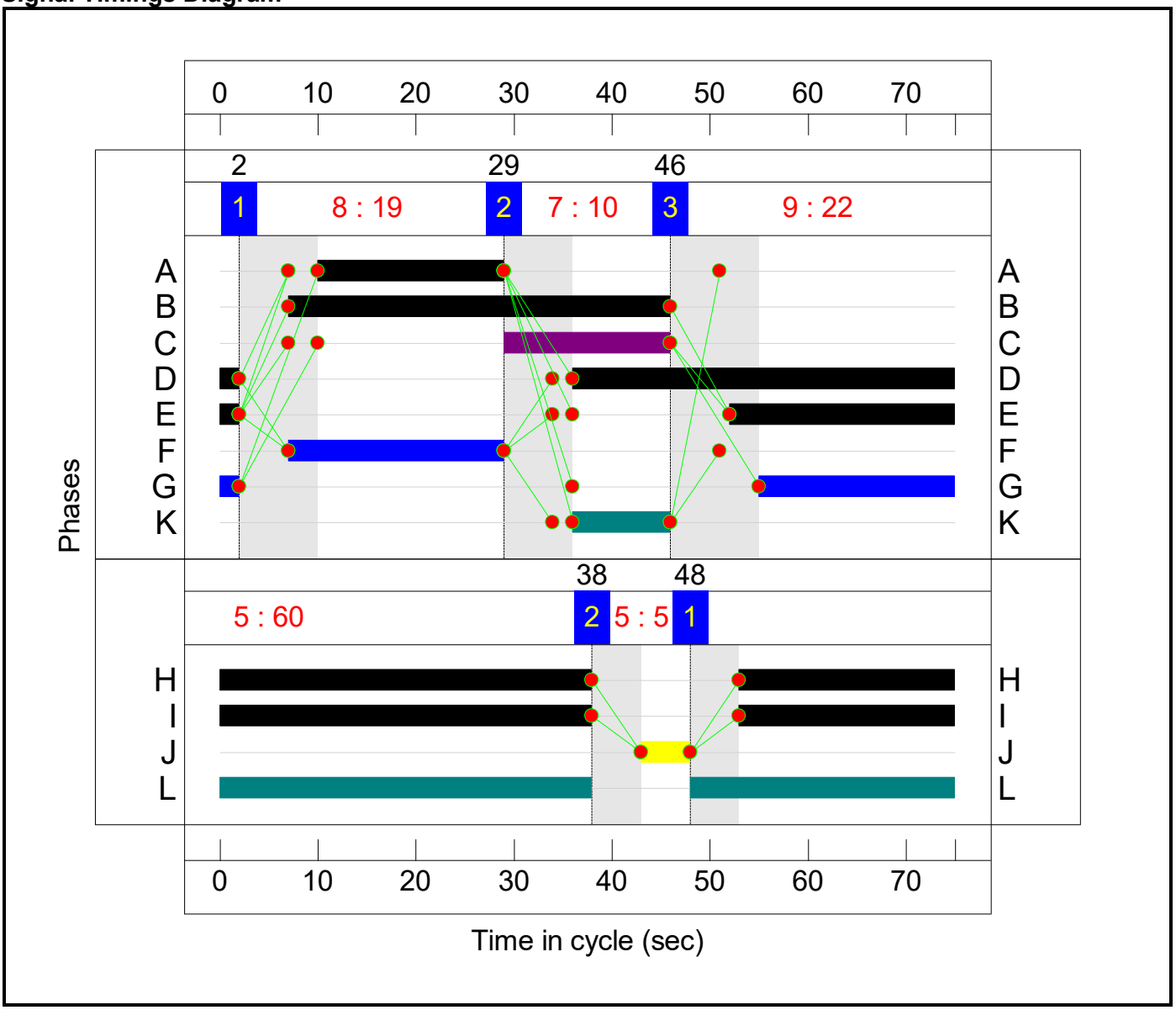
Stage	1	2	3
Duration	19	10	22
Change Point	2	29	46

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	48	38

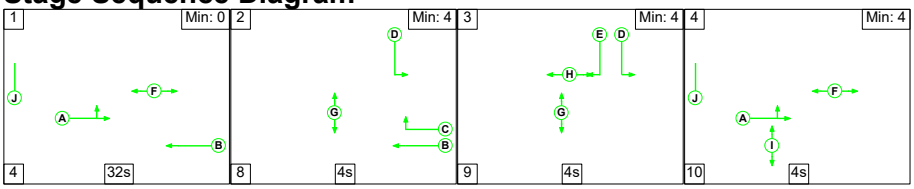
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

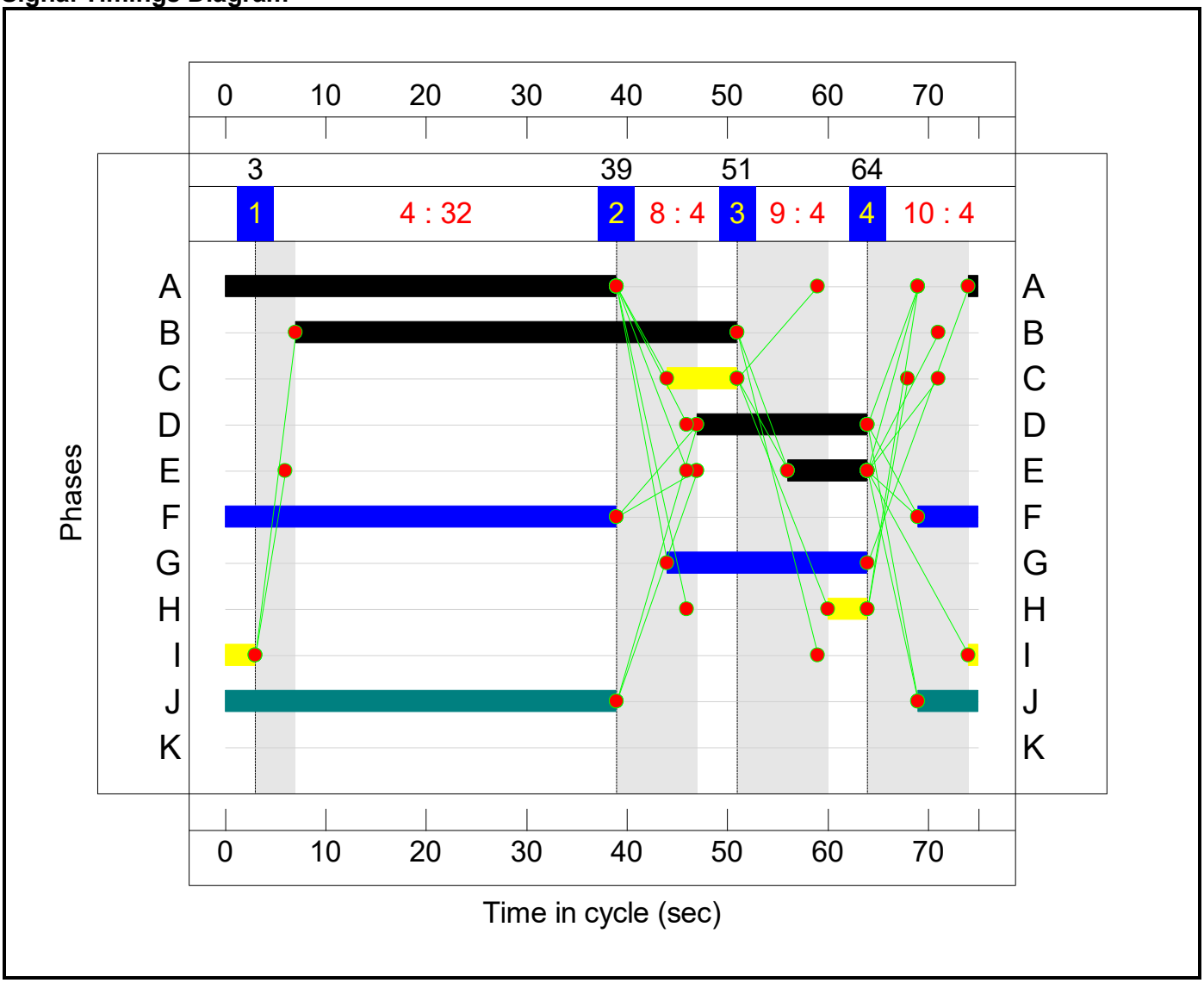


Stage Timings

Stage	1	2	3	4
Duration	32	4	4	4
Change Point	3	39	51	64

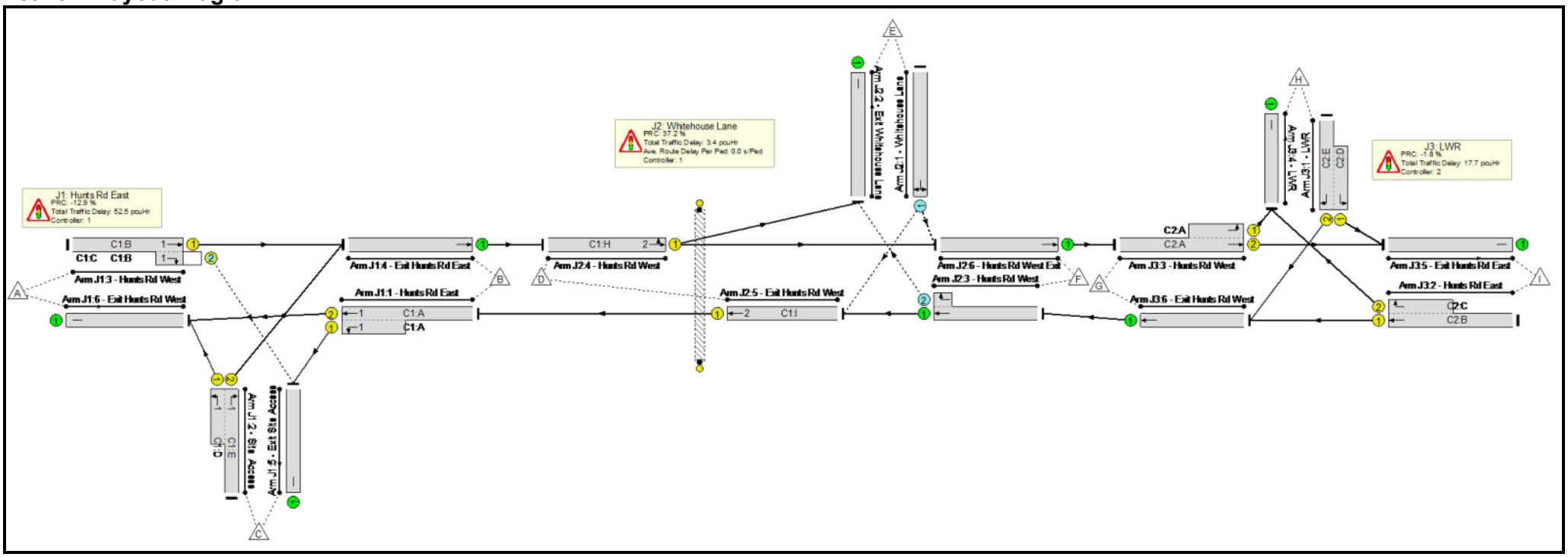
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.6%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.6%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	19	-	517	2080:1764	457+323	66.3 : 66.3%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	25:41	-	1166	1891:1764	414+749	100.3 : 100.3%
3/1+3/2	Hunts Rd West Ahead Right	U+O	1:1	N/A	C1:B	C1:C	1	39	17	894	1915:1912	325+555	101.6 : 101.6%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	745	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	778	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	1054	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.6%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	4	1828	485	0.8%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	11	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	901	2095:1804	2087+7	43.0 : 43.0%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	60	-	1047	1963	1597	65.6%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	60	-	898	1965	1598	56.2%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	1043	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.6%**
1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	8:17	-	380	1868:1665	224+231	83.4 : 83.4%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	44:7	-	757	1915:1868	1108+63	64.6 : 64.6%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	40	-	1042	2055:1665	946+191	91.6 : 91.6%
4/1	LWR	U	N/A	N/A	-		-	-	-	216	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	903	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	**-**	**-**	**124**	**406**	**32**	**24.9**	**48.1**	**0.6**	**73.6**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**119**	**404**	**32**	**14.0**	**37.8**	**0.6**	**52.5**	**-**	**-**	**-**	**-**
1/2+1/1	517	517	-	-	-	3.4	1.0	-	4.3	30.1	5.4	1.0	6.4
2/2+2/1	1166	1164	-	-	-	5.5	18.0	-	23.5	72.7	21.0	18.0	39.0
3/1+3/2	894	880	119	404	32	5.1	18.9	0.6	24.6	99.2	17.7	18.9	36.5
4/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	769	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**6**	**1**	**0**	**1.4**	**2.0**	**0.0**	**3.4**	**-**	**-**	**-**	**-**
1/1	4	4	3	1	0	0.0	0.0	-	0.0	3.7	0.0	0.0	0.0
2/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	901	901	2	1	0	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
4/1	1047	1047	-	-	-	0.8	0.9	-	1.8	6.1	8.7	0.9	9.7
5/1	898	898	-	-	-	0.6	0.6	-	1.2	5.0	6.2	0.6	6.9
6/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**9.4**	**8.2**	**0.0**	**17.7**	**-**	**-**	**-**	**-**
1/2+1/1	380	380	-	-	-	3.0	2.4	-	5.4	50.8	3.8	2.4	6.2
2/1+2/2	757	757	-	-	-	2.3	0.9	-	3.2	15.1	9.7	0.9	10.6
3/2+3/1	1042	1042	-	-	-	4.2	5.0	-	9.1	31.6	18.2	5.0	23.1
4/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1060	1060	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

C1	Stream: 1	PRC for Signalled Lanes (%):	-12.9	Total Delay for Signalled Lanes (pcuHr):	52.51	Cycle Time (s):	75
C1	Stream: 2	PRC for Signalled Lanes (%):	37.2	Total Delay for Signalled Lanes (pcuHr):	3.00	Cycle Time (s):	75
C2		PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	17.66	Cycle Time (s):	75
		PRC Over All Lanes (%):	-12.9	Total Delay Over All Lanes(pcuHr):	73.56		

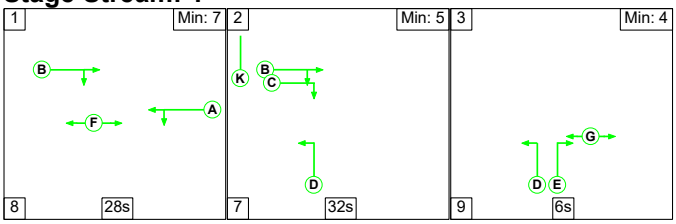
Full Input Data And Results

Scenario 6: '2038 + Comm + NWC PM' (FG6: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

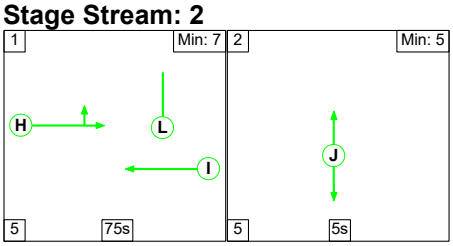
C1

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

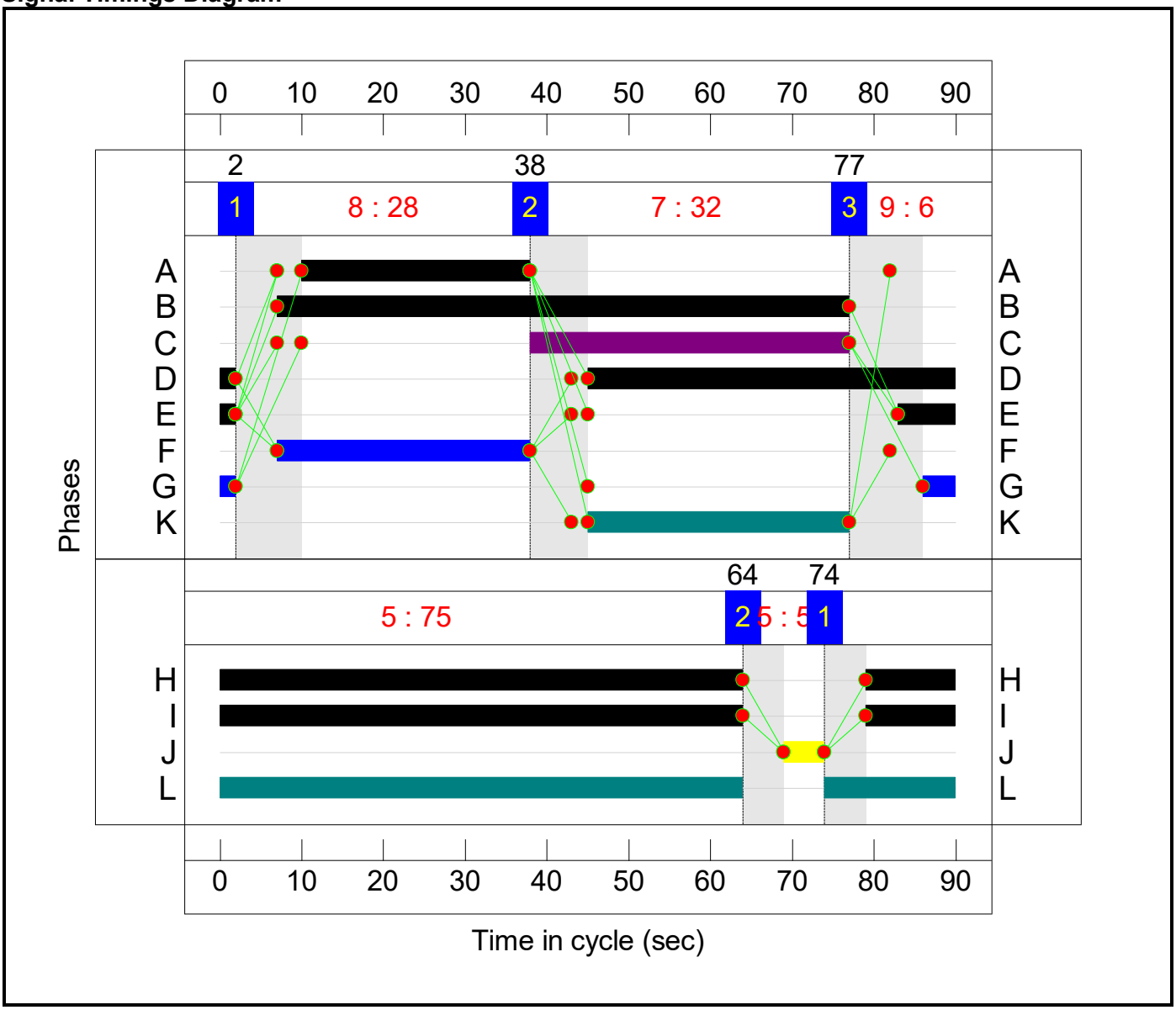
Stage	1	2	3
Duration	28	32	6
Change Point	2	38	77

Stage Stream: 2

Stage	1	2
Duration	75	5
Change Point	74	64

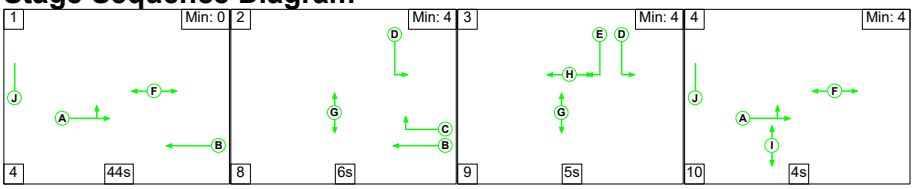
Full Input Data And Results

Signal Timings Diagram



C2

Stage Sequence Diagram

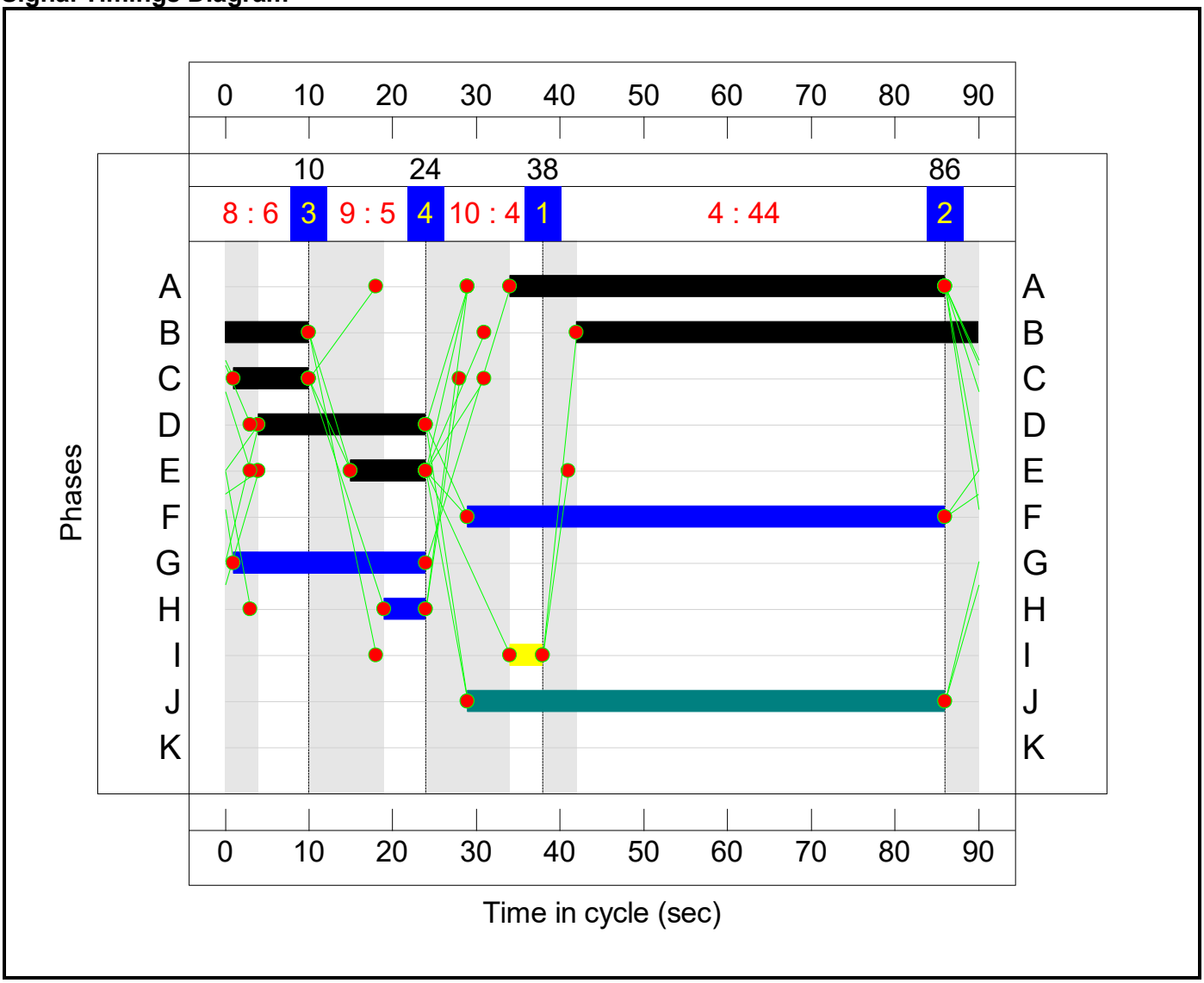


Stage Timings

Stage	1	2	3	4
Duration	44	6	5	4
Change Point	38	86	10	24

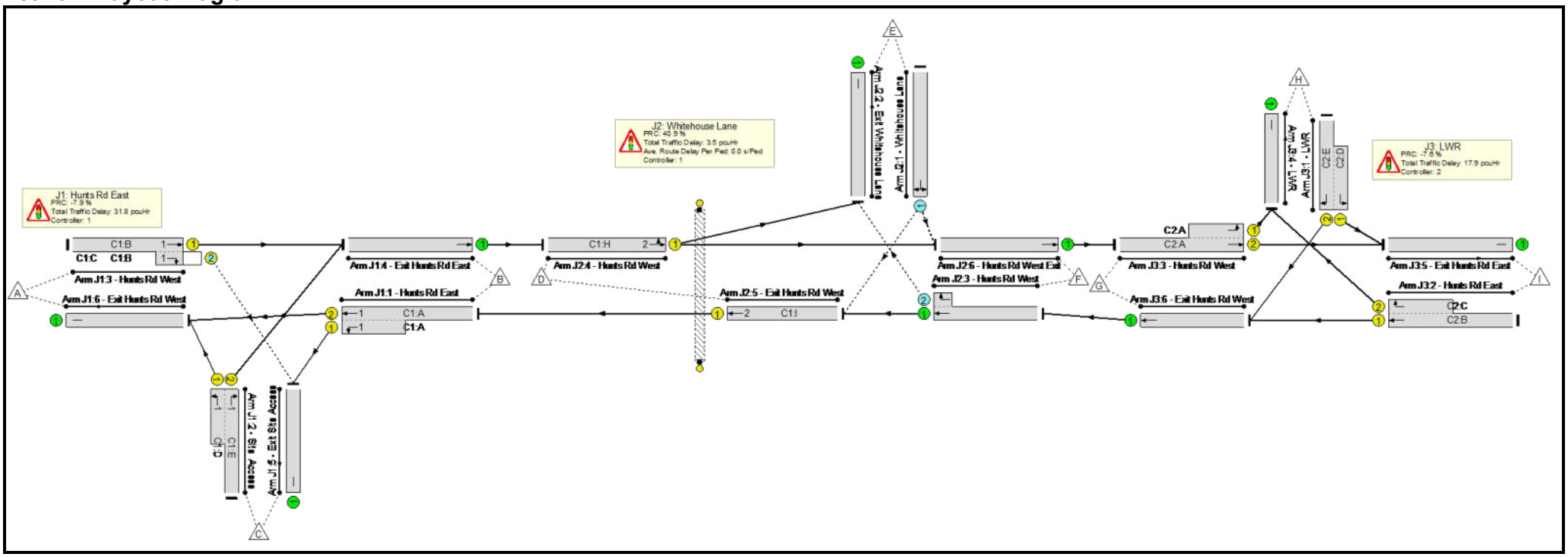
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.1%**
J1: Hunts Rd East	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.1%**
1/2+1/1	Hunts Rd East Left Ahead	U	1:1	N/A	C1:A		1	28	-	712	2080:1764	365+455	86.8 : 86.8%
2/2+2/1	Site Access Right Left	U	1:1	N/A	C1:E C1:D		1	9:47	-	856	1891:1764	210+801	87.6 : 83.9%
3/1+3/2	Hunts Rd West Ahead Right	U+O	1:1	N/A	C1:B	C1:C	1	70	39	1047	1915:1912	229+849	97.1 : 97.1%
4/1	Exit Hunts Rd East Ahead	U	N/A	N/A	-		-	-	-	406	Inf	Inf	0.0%
5/1	Exit Site Access	U	N/A	N/A	-		-	-	-	1220	Inf	Inf	0.0%
6/1	Exit Hunts Rd West	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
J2: Whitehouse Lane	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.9%**
1/1	Whitehouse Lane Right Left	O	N/A	N/A	-		-	-	-	12	1807	260	4.6%
2/1	Exit Whitehouse Lane	U	N/A	N/A	-		-	-	-	4	Inf	Inf	0.0%
3/1+3/2	Hunts Rd West Right Ahead	U+O	N/A	N/A	-		-	-	-	1056	2095:1804	2090+4	50.4 : 50.4%
4/1	Hunts Rd West Left Ahead	U	1:2	N/A	C1:H		1	75	-	998	1965	1659	60.1%
5/1	Exit Hunts Rd West Ahead	U	1:2	N/A	C1:I		1	75	-	1060	1965	1659	63.9%
6/1	Hunts Rd West Exit Ahead	U	N/A	N/A	-		-	-	-	1002	Inf	Inf	0.0%

Full Input Data And Results

Ped Link: P1	Unnamed Ped Link	-	1:2	-	C1:J		1	5	-	0	-	0	0.0%
J3: LWR	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
1/2+1/1	LWR Left Right	U	N/A	N/A	C2:E C2:D		1	9:20	-	231	1868:1665	208+81	80.0 : 80.0%
2/1+2/2	Hunts Rd East Right Ahead	U	N/A	N/A	C2:B C2:C		1	58:9	-	1091	1915:1868	1065+208	83.5 : 96.8%
3/2+3/1	Hunts Rd West Left Ahead	U	N/A	N/A	C2:A		1	52	-	1007	2055:1665	935+288	82.4 : 82.4%
4/1	LWR	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
5/1	Exit Hunts Rd East	U	N/A	N/A	-		-	-	-	835	Inf	Inf	0.0%
6/1	Exit Hunts Rd West Ahead	U	N/A	N/A	-		-	-	-	1056	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Eddington Ave / Hunts Rd - with mitigation (RT Giveway)	**-**	**-**	**73**	**748**	**18**	**27.2**	**25.2**	**0.8**	**53.2**	**-**	**-**	**-**	**-**
J1: Hunts Rd East	**-**	**-**	**60**	**746**	**18**	**15.0**	**16.0**	**0.8**	**31.8**	**-**	**-**	**-**	**-**
1/2+1/1	712	712	-	-	-	5.1	3.1	-	8.3	41.8	10.4	3.1	13.5
2/2+2/1	856	856	-	-	-	5.1	2.7	-	7.8	32.7	16.0	2.7	18.6
3/1+3/2	1047	1047	60	746	18	4.8	10.2	0.8	15.8	54.3	24.2	10.2	34.4
4/1	406	406	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1220	1220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Whitehouse Lane	**-**	**-**	**13**	**1**	**0**	**1.3**	**2.2**	**0.0**	**3.5**	**-**	**-**	**-**	**-**
1/1	12	12	11	1	0	0.0	0.0	-	0.0	8.5	0.1	0.0	0.1
2/1	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1+3/2	1056	1056	2	0	0	0.0	0.5	-	0.5	1.7	0.0	0.5	0.5
4/1	998	998	-	-	-	0.6	0.8	-	1.4	4.9	7.8	0.8	8.5
5/1	1060	1060	-	-	-	0.7	0.9	-	1.6	5.4	8.8	0.9	9.7
6/1	1002	1002	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
J3: LWR	**-**	**-**	**0**	**0**	**0**	**10.8**	**7.1**	**0.0**	**17.9**	**-**	**-**	**-**	**-**
1/2+1/1	231	231	-	-	-	2.3	1.9	-	4.2	65.0	4.0	1.9	5.9
2/1+2/2	1091	1091	-	-	-	4.8	2.9	-	7.7	25.5	17.8	2.9	20.7
3/2+3/1	1007	1007	-	-	-	3.7	2.3	-	6.0	21.4	17.5	2.3	19.7
4/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

Full Input Data And Results

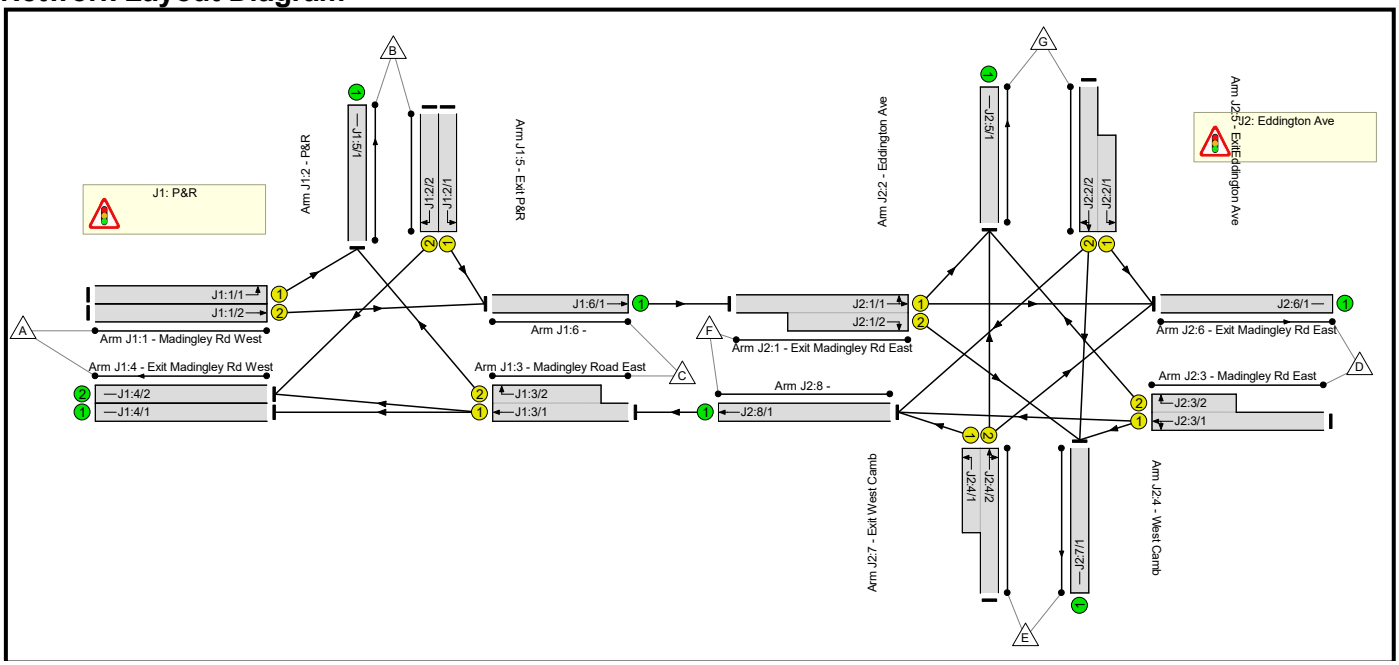
C1	Stream: 1	PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	31.83	Cycle Time (s):	90
C1	Stream: 2	PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	2.94	Cycle Time (s):	90
C2		PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	17.89	Cycle Time (s):	90
		PRC Over All Lanes (%):	-7.9	Total Delay Over All Lanes(pcuHr):	53.20		

Full Input Data And Results

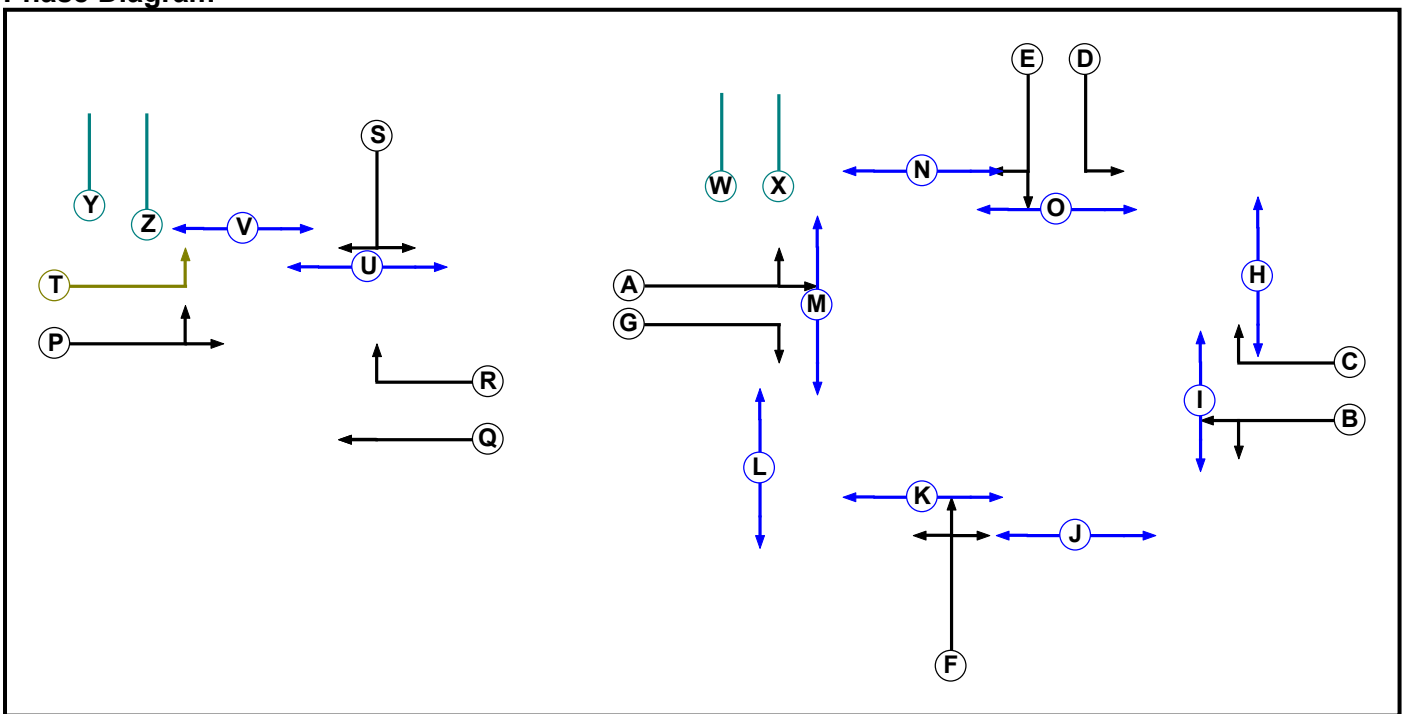
User and Project Details

Project:	**North West Cambridge**
Title:	**Madingley Road / Eddington Avenue Junction**
Client:	UoC
Design Layout Ref:	Existing Layout
File name:	Madingley Rd - Eddington Ave_every other cycle.lsg3x
Company:	KMC
Address:	Cambridge

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	1		7	7
D	Traffic	1		7	7
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Pedestrian	1		4	4
I	Pedestrian	1		5	5
J	Pedestrian	1		4	4
K	Pedestrian	1		5	5
L	Pedestrian	1		4	4
M	Pedestrian	1		5	5
N	Pedestrian	1		4	4
O	Pedestrian	1		5	5
P	Traffic	2		7	7
Q	Traffic	2		7	7
R	Traffic	2		7	7
S	Traffic	2		7	7
T	Filter	2	P	1	0
U	Pedestrian	2		4	4
V	Pedestrian	2		4	4
W	Dummy	1		3	3
X	Dummy	1		3	3
Y	Dummy	2		7	7
Z	Dummy	2		3	3

Full Input Data And Results

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
A		-	6	8	8	5	-	12	-	-	-	-	5	12	-	-	-	-	-	-	-	-	-	8	-	-
B	-		-	-	5	7	5	-	6	10	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-
C	5	-		-	5	5	5	-	5	-	-	-	-	12	-	-	-	-	-	-	-	-	-	5	-	-
D	5	-	-		-	5	6	9	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	5	-	-
E	5	7	7	-		8	6	-	-	11	-	12	-	-	5	-	-	-	-	-	-	-	-	7	7	-
F	5	5	5	6	5		5	12	-	-	5	8	-	9	-	-	-	-	-	-	-	-	-	5	6	-
G	-	5	5	5	5	5		-	-	11	-	-	5	-	-	-	-	-	-	-	-	-	-	5	5	-
H	6	-	-	6	-	6	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	-
I	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	-
J	-	6	-	-	6	-	6	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L	-	6	-	-	6	6	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	6	6	-
M	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	6	-	-
N	6	-	6	-	-	6	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	6	6	-
O	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	6	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	5	7	-	-	7	-	-	-	7
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	5	-	-	-	-	-	-	5
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-		5	5	-	10	-	-	5	5
S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	5		-	5	-	-	-	-	-
T	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-		-	7	-	-	-	-
U	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-		-	-	-	-	8
V	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	5	-	6	-		-	-	6	-
W	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-
X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Y	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
Z	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

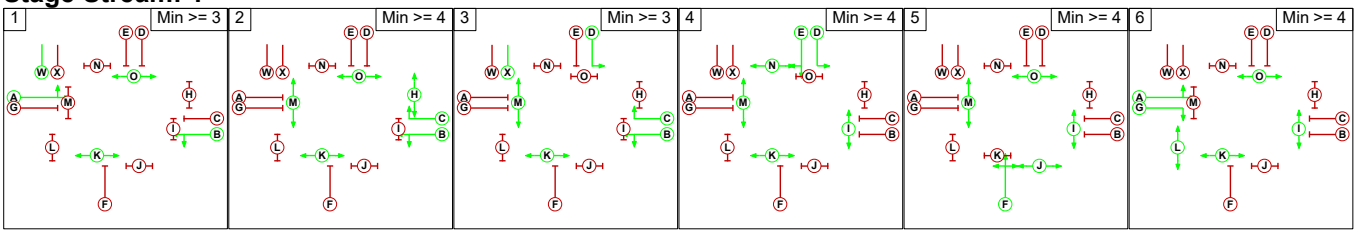
Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B K O W
1	2	B C H K M O
1	3	B C D K M X
1	4	D E I K M N
1	5	F I J M O
1	6	A G I K L O
2	1	P Q U Y
2	2	Q U V
2	3	Q R U
2	4	S T Y Z

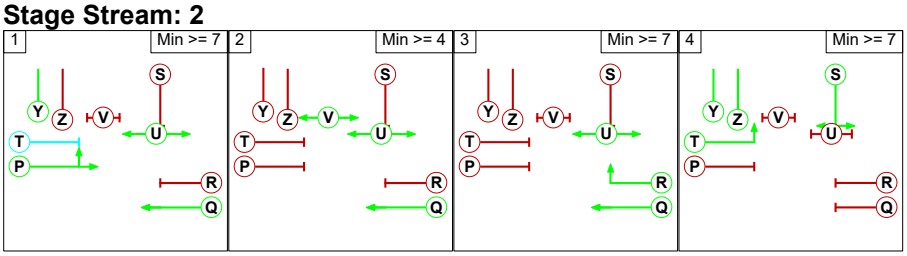
Full Input Data And Results

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

		To Stage					
		1	2	3	4	5	6
From Stage	1		12	8	12	10	11
	2	6		6	12	10	11
	3	6	9		12	10	11
	4	7	9	7		11	12
	5	6	12	6	9		8
	6	6	12	8	12	11	

Stage Stream: 2

		To Stage			
		1	2	3	4
From Stage	1		7	5	8
	2	6		5	8
	3	5	10		8
	4	6	X	X	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: P&&R
There are no Opposed Lanes in this Junction

Junction: J2: Eddington Ave
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: P&&R												
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)**
J1:1/1 (Madingley Rd West)	U	P T	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J1:5 Left	15.00
J1:1/2 (Madingley Rd West)	U	P	2	3	60.0	Geom	-	3.00	0.00	N	Arm J1:6 Ahead	Inf
J1:2/1 (P&R)	U	S	2	3	60.0	Geom	-	3.25	0.00	Y	Arm J1:6 Left	10.00
J1:2/2 (P&R)	U	S	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:4 Right	20.00
J1:3/1 (Madingley Road East)	U	Q	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J1:4 Ahead	Inf
J1:3/2 (Madingley Road East)	U	R	2	3	10.0	Geom	-	3.50	0.00	N	Arm J1:5 Right	30.00
J1:4/1 (Exit Madingley Rd West)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:4/2 (Exit Madingley Rd West)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:5/1 (Exit P&R)	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Junction: J2: Eddington Ave												
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)**
J2:1/1 (Exit Madingley Rd East)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm J2:5 Left	15.00
											Arm J2:6 Ahead	Inf
J2:1/2 (Exit Madingley Rd East)	U	G	2	3	10.0	Geom	-	3.00	0.00	N	Arm J2:7 Right	Inf
J2:2/1 (Eddington Ave)	U	D	2	3	8.0	Geom	-	3.20	0.00	Y	Arm J2:6 Left	10.00
J2:2/2 (Eddington Ave)	U	E	2	3	60.0	Geom	-	3.20	0.00	N	Arm J2:7 Ahead	Inf
											Arm J2:8 Right	30.00
J2:3/1 (Madingley Rd East)	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm J2:7 Left	15.00
											Arm J2:8 Ahead	Inf
J2:3/2 (Madingley Rd East)	U	C	2	3	7.0	Geom	-	3.50	0.00	N	Arm J2:5 Right	10.00
J2:4/1 (West Camb)	U	F	2	3	7.0	Geom	-	3.00	0.00	Y	Arm J2:8 Left	15.00
J2:4/2 (West Camb)	U	F	2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:5 Ahead	Inf
											Arm J2:6 Right	15.00
J2:5/1 (ExitEddington Ave)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:6/1 (Exit Madingley Rd East)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:7/1 (Exit West Camb)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Baseline AM'	08:00	09:00	01:00	
2: '2024 Baseline PM'	17:00	18:00	01:00	
3: '2027 Baseline AM'	08:00	09:00	01:00	
4: '2027 Baseline PM'	17:00	18:00	01:00	
5: '2033 Baseline AM'	08:00	09:00	01:00	
6: '2033 Baseline PM'	17:00	18:00	01:00	
7: '2038 Baseline AM'	08:00	09:00	01:00	
8: '2038 Baseline PM'	17:00	18:00	01:00	
9: '2033 + Comm + NWC AM'	08:00	09:00	01:00	
10: '2033 + Comm + NWC PM'	17:00	18:00	01:00	
11: '2038 + Comm + NWC AM'	08:00	09:00	01:00	
12: '2038 + Comm + NWC PM'	08:00	09:00	01:00	
13: '2033 + Comm + 2038 NWC AM'	08:00	09:00	01:00	
14: '2033 + Comm + 2038 NWC PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	224	948	0	0	0	0	1172
	B	9	0	22	0	0	0	0	31
	C	357	79	0	0	0	0	0	436
	D	0	0	0	0	26	249	55	330
	E	0	0	0	2	0	19	21	42
	F	0	0	0	618	205	0	149	972
	G	0	0	0	117	76	188	0	381
	Tot.	366	303	970	737	307	456	225	3364

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Baseline AM
Junction: J1: P&&R	
J1:1/1	224
J1:1/2	948
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	436(In) 357(Out)
J1:3/2 (short)	79
J1:4/1	178
J1:4/2	188
J1:5/1	303
J1:6/1	970
Junction: J2: Eddington Ave	
J2:1/1 (with short)	972(In) 767(Out)
J2:1/2 (short)	205
J2:2/1 (short)	117
J2:2/2 (with short)	381(In) 264(Out)
J2:3/1 (with short)	330(In) 275(Out)
J2:3/2 (short)	55
J2:4/1 (short)	19
J2:4/2 (with short)	42(In) 23(Out)
J2:5/1	225
J2:6/1	737
J2:7/1	307
J2:8/1	456

Full Input Data And Results

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	19.4 %	1879	1879
				Arm J2:6 Ahead	Inf	80.6 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	28.8 %	2004	2004
				Arm J2:8 Right	30.00	71.2 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	9.5 %	1947	1947
				Arm J2:8 Ahead	Inf	90.5 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	91.3 %	2037	2037
				Arm J2:6 Right	15.00	8.7 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	23	329	0	0	0	0	352
	B	229	0	82	0	0	0	0	311
	C	933	24	0	0	0	0	0	957
	D	0	0	0	0	4	623	78	705
	E	0	0	0	29	0	196	81	306
	F	0	0	0	230	34	0	132	396
	G	0	0	0	56	26	146	0	228
	Tot.	1162	47	411	315	64	965	291	3255

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Baseline PM
Junction: J1: P&&R	
J1:1/1	23
J1:1/2	329
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	957(In) 933(Out)
J1:3/2 (short)	24
J1:4/1	466
J1:4/2	696
J1:5/1	47
J1:6/1	411
Junction: J2: Eddington Ave	
J2:1/1 (with short)	396(In) 362(Out)
J2:1/2 (short)	34
J2:2/1 (short)	56
J2:2/2 (with short)	228(In) 172(Out)
J2:3/1 (with short)	705(In) 627(Out)
J2:3/2 (short)	78
J2:4/1 (short)	196
J2:4/2 (with short)	306(In) 110(Out)
J2:5/1	291
J2:6/1	315
J2:7/1	64
J2:8/1	965

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	36.5 %	1848	1848
				Arm J2:6 Ahead	Inf	63.5 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	15.1 %	1991	1991
				Arm J2:8 Right	30.00	84.9 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	0.6 %	1964	1964
				Arm J2:8 Ahead	Inf	99.4 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	73.6 %	2002	2002
				Arm J2:6 Right	15.00	26.4 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Baseline AM' (FG3: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	224	1075	0	0	0	0	1299
	B	9	0	22	0	0	0	0	31
	C	456	79	0	0	0	0	0	535
	D	0	0	0	0	26	282	128	436
	E	0	0	0	2	0	19	47	68
	F	0	0	0	727	205	0	168	1100
	G	0	0	0	144	92	236	0	472
	Tot.	465	303	1097	873	323	537	343	3941

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2027 Baseline AM
Junction: J1: P&&R	
J1:1/1	224
J1:1/2	1075
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	535(In) 456(Out)
J1:3/2 (short)	79
J1:4/1	228
J1:4/2	237
J1:5/1	303
J1:6/1	1097
Junction: J2: Eddington Ave	
J2:1/1 (with short)	1100(In) 895(Out)
J2:1/2 (short)	205
J2:2/1 (short)	144
J2:2/2 (with short)	472(In) 328(Out)
J2:3/1 (with short)	436(In) 308(Out)
J2:3/2 (short)	128
J2:4/1 (short)	19
J2:4/2 (with short)	68(In) 49(Out)
J2:5/1	343
J2:6/1	873
J2:7/1	323
J2:8/1	537

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	18.8 %	1880	1880
				Arm J2:6 Ahead	Inf	81.2 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	28.0 %	2003	2003
				Arm J2:8 Right	30.00	72.0 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	8.4 %	1949	1949
				Arm J2:8 Ahead	Inf	91.6 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	95.9 %	2047	2047
				Arm J2:6 Right	15.00	4.1 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 Baseline PM' (FG4: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	23	423	0	0	0	0	446
	B	229	0	82	0	0	0	0	311
	C	1039	24	0	0	0	0	0	1063
	D	0	0	0	0	4	714	100	818
	E	0	0	0	29	0	196	101	326
	F	0	0	0	278	34	0	178	490
	G	0	0	0	87	39	162	0	288
	Tot.	1268	47	505	394	77	1072	379	3742

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2027 Baseline PM
Junction: J1: P&&R	
J1:1/1	23
J1:1/2	423
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	1063(In) 1039(Out)
J1:3/2 (short)	24
J1:4/1	519
J1:4/2	749
J1:5/1	47
J1:6/1	505
Junction: J2: Eddington Ave	
J2:1/1 (with short)	490(In) 456(Out)
J2:1/2 (short)	34
J2:2/1 (short)	87
J2:2/2 (with short)	288(In) 201(Out)
J2:3/1 (with short)	818(In) 718(Out)
J2:3/2 (short)	100
J2:4/1 (short)	196
J2:4/2 (with short)	326(In) 130(Out)
J2:5/1	379
J2:6/1	394
J2:7/1	77
J2:8/1	1072

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	39.0 %	1843	1843
				Arm J2:6 Ahead	Inf	61.0 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	19.4 %	1995	1995
				Arm J2:8 Right	30.00	80.6 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	0.6 %	1964	1964
				Arm J2:8 Ahead	Inf	99.4 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	77.7 %	2010	2010
				Arm J2:6 Right	15.00	22.3 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2033 Baseline AM' (FG5: '2033 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	224	1083	0	0	0	0	1307
	B	9	0	22	0	0	0	0	31
	C	468	79	0	0	0	0	0	547
	D	0	0	0	0	26	282	128	436
	E	0	0	0	2	0	19	47	68
	F	0	0	0	727	205	0	176	1108
	G	0	0	0	144	92	248	0	484
	Tot.	477	303	1105	873	323	549	351	3981

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2033 Baseline AM
Junction: J1: P&&R	
J1:1/1	224
J1:1/2	1083
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	547(In) 468(Out)
J1:3/2 (short)	79
J1:4/1	234
J1:4/2	243
J1:5/1	303
J1:6/1	1105
Junction: J2: Eddington Ave	
J2:1/1 (with short)	1108(In) 903(Out)
J2:1/2 (short)	205
J2:2/1 (short)	144
J2:2/2 (with short)	484(In) 340(Out)
J2:3/1 (with short)	436(In) 308(Out)
J2:3/2 (short)	128
J2:4/1 (short)	19
J2:4/2 (with short)	68(In) 49(Out)
J2:5/1	351
J2:6/1	873
J2:7/1	323
J2:8/1	549

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	19.5 %	1878	1878
				Arm J2:6 Ahead	Inf	80.5 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	27.1 %	2002	2002
				Arm J2:8 Right	30.00	72.9 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	8.4 %	1949	1949
				Arm J2:8 Ahead	Inf	91.6 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	95.9 %	2047	2047
				Arm J2:6 Right	15.00	4.1 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2033 + Comm + NWC AM' (FG9: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	224	1096	0	0	0	0	1320
	B	9	0	22	0	0	0	0	31
	C	501	79	0	0	0	0	0	580
	D	0	0	0	0	26	282	129	437
	E	0	0	0	2	0	19	47	68
	F	0	0	0	727	205	0	189	1121
	G	0	0	0	147	92	281	0	520
	Tot.	510	303	1118	876	323	582	365	4077

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2033 + Comm + NWC AM
Junction: J1: P&&R	
J1:1/1	224
J1:1/2	1096
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	580(In) 501(Out)
J1:3/2 (short)	79
J1:4/1	250
J1:4/2	260
J1:5/1	303
J1:6/1	1118
Junction: J2: Eddington Ave	
J2:1/1 (with short)	1121(In) 916(Out)
J2:1/2 (short)	205
J2:2/1 (short)	147
J2:2/2 (with short)	520(In) 373(Out)
J2:3/1 (with short)	437(In) 308(Out)
J2:3/2 (short)	129
J2:4/1 (short)	19
J2:4/2 (with short)	68(In) 49(Out)
J2:5/1	365
J2:6/1	876
J2:7/1	323
J2:8/1	582

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	20.6 %	1876	1876
				Arm J2:6 Ahead	Inf	79.4 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	24.7 %	2000	2000
				Arm J2:8 Right	30.00	75.3 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	8.4 %	1949	1949
				Arm J2:8 Ahead	Inf	91.6 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	95.9 %	2047	2047
				Arm J2:6 Right	15.00	4.1 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2033 Baseline PM' (FG6: '2033 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	223	425	0	0	0	0	648
	B	229	0	82	0	0	0	0	311
	C	1043	17	0	0	0	0	0	1060
	D	0	0	0	0	4	714	100	818
	E	0	0	0	29	0	196	101	326
	F	0	0	0	278	34	0	180	492
	G	0	0	0	87	39	165	0	291
	Tot.	1272	240	507	394	77	1075	381	3946

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2033 Baseline PM
Junction: J1: P&&R	
J1:1/1	223
J1:1/2	425
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	1060(In) 1043(Out)
J1:3/2 (short)	17
J1:4/1	521
J1:4/2	751
J1:5/1	240
J1:6/1	507
Junction: J2: Eddington Ave	
J2:1/1 (with short)	492(In) 458(Out)
J2:1/2 (short)	34
J2:2/1 (short)	87
J2:2/2 (with short)	291(In) 204(Out)
J2:3/1 (with short)	818(In) 718(Out)
J2:3/2 (short)	100
J2:4/1 (short)	196
J2:4/2 (with short)	326(In) 130(Out)
J2:5/1	381
J2:6/1	394
J2:7/1	77
J2:8/1	1075

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	39.3 %	1843	1843
				Arm J2:6 Ahead	Inf	60.7 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	19.1 %	1994	1994
				Arm J2:8 Right	30.00	80.9 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	0.6 %	1964	1964
				Arm J2:8 Ahead	Inf	99.4 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	77.7 %	2010	2010
				Arm J2:6 Right	15.00	22.3 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2033 + Comm + NWC PM' (FG10: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	23	470	0	0	0	0	493
	B	229	0	82	0	0	0	0	311
	C	1066	24	0	0	0	0	0	1090
	D	0	0	0	0	4	714	103	821
	E	0	0	0	29	0	196	101	326
	F	0	0	0	278	34	0	225	537
	G	0	0	0	89	39	188	0	316
	Tot.	1295	47	552	396	77	1098	429	3894

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2033 + Comm + NWC PM
Junction: J1: P&&R	
J1:1/1	23
J1:1/2	470
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	1090(In) 1066(Out)
J1:3/2 (short)	24
J1:4/1	533
J1:4/2	762
J1:5/1	47
J1:6/1	552
Junction: J2: Eddington Ave	
J2:1/1 (with short)	537(In) 503(Out)
J2:1/2 (short)	34
J2:2/1 (short)	89
J2:2/2 (with short)	316(In) 227(Out)
J2:3/1 (with short)	821(In) 718(Out)
J2:3/2 (short)	103
J2:4/1 (short)	196
J2:4/2 (with short)	326(In) 130(Out)
J2:5/1	429
J2:6/1	396
J2:7/1	77
J2:8/1	1098

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	44.7 %	1833	1833
				Arm J2:6 Ahead	Inf	55.3 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	17.2 %	1992	1992
				Arm J2:8 Right	30.00	82.8 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	0.6 %	1964	1964
				Arm J2:8 Ahead	Inf	99.4 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	77.7 %	2010	2010
				Arm J2:6 Right	15.00	22.3 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2038 Baseline AM' (FG7: '2038 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	364	1346	0	0	0	0	1710
	B	9	0	22	0	0	0	0	31
	C	579	79	0	0	0	0	0	658
	D	0	0	0	0	58	329	128	515
	E	0	0	0	9	0	83	111	203
	F	0	0	0	867	468	0	176	1511
	G	0	0	0	144	190	248	0	582
	Tot.	588	443	1368	1020	716	660	415	5210

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2038 Baseline AM
Junction: J1: P&&R	
J1:1/1	364
J1:1/2	1346
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	658(In) 579(Out)
J1:3/2 (short)	79
J1:4/1	289
J1:4/2	299
J1:5/1	443
J1:6/1	1368
Junction: J2: Eddington Ave	
J2:1/1 (with short)	1511(In) 1043(Out)
J2:1/2 (short)	468
J2:2/1 (short)	144
J2:2/2 (with short)	582(In) 438(Out)
J2:3/1 (with short)	515(In) 387(Out)
J2:3/2 (short)	128
J2:4/1 (short)	83
J2:4/2 (with short)	203(In) 120(Out)
J2:5/1	415
J2:6/1	1020
J2:7/1	716
J2:8/1	660

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	16.9 %	1883	1883
				Arm J2:6 Ahead	Inf	83.1 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	43.4 %	2018	2018
				Arm J2:8 Right	30.00	56.6 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	15.0 %	1936	1936
				Arm J2:8 Ahead	Inf	85.0 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	92.5 %	2040	2040
				Arm J2:6 Right	15.00	7.5 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2033 + Comm + 2038 NWC AM' (FG13: '2033 + Comm + 2038 NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	224	1210	0	0	0	0	1434
	B	9	0	22	0	0	0	0	31
	C	524	79	0	0	0	0	0	603
	D	0	0	0	0	26	282	162	470
	E	0	0	0	2	0	19	47	68
	F	0	0	0	727	205	0	302	1234
	G	0	0	0	153	92	304	0	549
	Tot.	533	303	1232	882	323	605	511	4389

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2033 + Comm + 2038 NWC AM
Junction: J1: P&&R	
J1:1/1	224
J1:1/2	1210
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	603(In) 524(Out)
J1:3/2 (short)	79
J1:4/1	262
J1:4/2	271
J1:5/1	303
J1:6/1	1232
Junction: J2: Eddington Ave	
J2:1/1 (with short)	1234(In) 1029(Out)
J2:1/2 (short)	205
J2:2/1 (short)	153
J2:2/2 (with short)	549(In) 396(Out)
J2:3/1 (with short)	470(In) 308(Out)
J2:3/2 (short)	162
J2:4/1 (short)	19
J2:4/2 (with short)	68(In) 49(Out)
J2:5/1	511
J2:6/1	882
J2:7/1	323
J2:8/1	605

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	29.3 %	1860	1860
				Arm J2:6 Ahead	Inf	70.7 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	23.2 %	1998	1998
				Arm J2:8 Right	30.00	76.8 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	8.4 %	1949	1949
				Arm J2:8 Ahead	Inf	91.6 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	95.9 %	2047	2047
				Arm J2:6 Right	15.00	4.1 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2038 + Comm + NWC AM' (FG11: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	364	1473	0	0	0	0	1837
	B	9	0	22	0	0	0	0	31
	C	635	79	0	0	0	0	0	714
	D	0	0	0	0	58	329	162	549
	E	0	0	0	9	0	83	111	203
	F	0	0	0	867	468	0	303	1638
	G	0	0	0	153	190	305	0	648
	Tot.	644	443	1495	1029	716	717	576	5620

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2038 + Comm + NWC AM
Junction: J1: P&&R	
J1:1/1	364
J1:1/2	1473
J1:2/1	22
J1:2/2	9
J1:3/1 (with short)	714(In) 635(Out)
J1:3/2 (short)	79
J1:4/1	317
J1:4/2	327
J1:5/1	443
J1:6/1	1495
Junction: J2: Eddington Ave	
J2:1/1 (with short)	1638(In) 1170(Out)
J2:1/2 (short)	468
J2:2/1 (short)	153
J2:2/2 (with short)	648(In) 495(Out)
J2:3/1 (with short)	549(In) 387(Out)
J2:3/2 (short)	162
J2:4/1 (short)	83
J2:4/2 (with short)	203(In) 120(Out)
J2:5/1	576
J2:6/1	1029
J2:7/1	716
J2:8/1	717

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	25.9 %	1867	1867
				Arm J2:6 Ahead	Inf	74.1 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	38.4 %	2013	2013
				Arm J2:8 Right	30.00	61.6 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	15.0 %	1936	1936
				Arm J2:8 Ahead	Inf	85.0 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	92.5 %	2040	2040
				Arm J2:6 Right	15.00	7.5 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2038 Baseline PM' (FG8: '2038 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	127	503	0	0	0	0	630
	B	229	0	82	0	0	0	0	311
	C	1487	24	0	0	0	0	0	1511
	D	0	0	0	0	13	938	100	1051
	E	0	0	0	61	0	416	188	665
	F	0	0	0	383	111	0	180	674
	G	0	0	0	87	93	165	0	345
	Tot.	1716	151	585	531	217	1519	468	5187

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2038 Baseline PM
Junction: J1: P&&R	
J1:1/1	127
J1:1/2	503
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	1511(In) 1487(Out)
J1:3/2 (short)	24
J1:4/1	743
J1:4/2	973
J1:5/1	151
J1:6/1	585
Junction: J2: Eddington Ave	
J2:1/1 (with short)	674(In) 563(Out)
J2:1/2 (short)	111
J2:2/1 (short)	87
J2:2/2 (with short)	345(In) 258(Out)
J2:3/1 (with short)	1051(In) 951(Out)
J2:3/2 (short)	100
J2:4/1 (short)	416
J2:4/2 (with short)	665(In) 249(Out)
J2:5/1	468
J2:6/1	531
J2:7/1	217
J2:8/1	1519

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	32.0 %	1856	1856
				Arm J2:6 Ahead	Inf	68.0 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	36.0 %	2011	2011
				Arm J2:8 Right	30.00	64.0 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	1.4 %	1962	1962
				Arm J2:8 Ahead	Inf	98.6 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	75.5 %	2006	2006
				Arm J2:6 Right	15.00	24.5 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2033 + Comm + 2038 NWC AM' (FG14: '2033 + Comm + 2038 NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	23	487	0	0	0	0	510
	B	229	0	82	0	0	0	0	311
	C	1195	24	0	0	0	0	0	1219
	D	0	0	0	0	4	714	108	826
	E	0	0	0	29	0	196	98	323
	F	0	0	0	278	34	0	242	554
	G	0	0	0	126	39	317	0	482
	Tot.	1424	47	569	433	77	1227	448	4225

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2033 + Comm + 2038 NWC AM
Junction: J1: P&&R	
J1:1/1	23
J1:1/2	487
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	1219(In) 1195(Out)
J1:3/2 (short)	24
J1:4/1	597
J1:4/2	827
J1:5/1	47
J1:6/1	569
Junction: J2: Eddington Ave	
J2:1/1 (with short)	554(In) 520(Out)
J2:1/2 (short)	34
J2:2/1 (short)	126
J2:2/2 (with short)	482(In) 356(Out)
J2:3/1 (with short)	826(In) 718(Out)
J2:3/2 (short)	108
J2:4/1 (short)	196
J2:4/2 (with short)	323(In) 127(Out)
J2:5/1	448
J2:6/1	433
J2:7/1	77
J2:8/1	1227

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	46.5 %	1830	1830
				Arm J2:6 Ahead	Inf	53.5 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	11.0 %	1987	1987
				Arm J2:8 Right	30.00	89.0 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	0.6 %	1964	1964
				Arm J2:8 Ahead	Inf	99.4 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	77.2 %	2009	2009
				Arm J2:6 Right	15.00	22.8 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2038 + Comm + NWC PM' (FG12: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination							
		A	B	C	D	E	F	G	Tot.
Origin	A	0	127	565	0	0	0	0	692
	B	229	0	82	0	0	0	0	311
	C	1639	24	0	0	0	0	0	1663
	D	0	0	0	0	13	938	108	1059
	E	0	0	0	61	0	416	188	665
	F	0	0	0	383	111	0	242	736
	G	0	0	0	126	93	318	0	537
	Tot.	1868	151	647	570	217	1672	538	5663

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2038 + Comm + NWC PM
Junction: J1: P&&R	
J1:1/1	127
J1:1/2	565
J1:2/1	82
J1:2/2	229
J1:3/1 (with short)	1663(In) 1639(Out)
J1:3/2 (short)	24
J1:4/1	819
J1:4/2	1049
J1:5/1	151
J1:6/1	647
Junction: J2: Eddington Ave	
J2:1/1 (with short)	736(In) 625(Out)
J2:1/2 (short)	111
J2:2/1 (short)	126
J2:2/2 (with short)	537(In) 411(Out)
J2:3/1 (with short)	1059(In) 951(Out)
J2:3/2 (short)	108
J2:4/1 (short)	416
J2:4/2 (with short)	665(In) 249(Out)
J2:5/1	538
J2:6/1	570
J2:7/1	217
J2:8/1	1672

Lane Saturation Flows

Junction: J1: P&&R								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madingley Rd West)	3.00	0.00	Y	Arm J1:5 Left	15.00	100.0 %	1741	1741
J1:1/2 (Madingley Rd West)	3.00	0.00	N	Arm J1:6 Ahead	Inf	100.0 %	2055	2055
J1:2/1 (P&R)	3.25	0.00	Y	Arm J1:6 Left	10.00	100.0 %	1687	1687
J1:2/2 (P&R)	3.25	0.00	N	Arm J1:4 Right	20.00	100.0 %	1935	1935
J1:3/1 (Madingley Road East)	3.50	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	1965	1965
J1:3/2 (Madingley Road East)	3.50	0.00	N	Arm J1:5 Right	30.00	100.0 %	2005	2005
J1:4/1 (Exit Madingley Rd West Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:4/2 (Exit Madingley Rd West Lane 2)	Infinite Saturation Flow						Inf	Inf
J1:5/1 (Exit P&R Lane 1)	Infinite Saturation Flow						Inf	Inf
J1:6/1	Infinite Saturation Flow						Inf	Inf

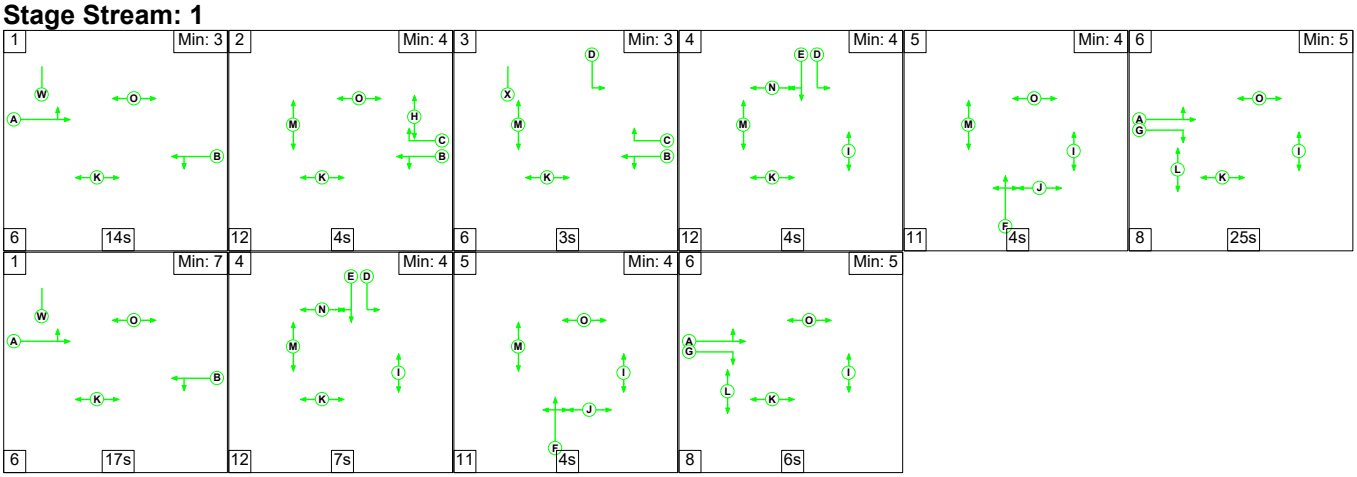
Full Input Data And Results

Junction: J2: Eddington Ave								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Exit Madingley Rd East)	3.00	0.00	Y	Arm J2:5 Left	15.00	38.7 %	1844	1844
				Arm J2:6 Ahead	Inf	61.3 %		
J2:1/2 (Exit Madingley Rd East)	3.00	0.00	N	Arm J2:7 Right	Inf	100.0 %	2055	2055
J2:2/1 (Eddington Ave)	3.20	0.00	Y	Arm J2:6 Left	10.00	100.0 %	1683	1683
J2:2/2 (Eddington Ave)	3.20	0.00	N	Arm J2:7 Ahead	Inf	22.6 %	1998	1998
				Arm J2:8 Right	30.00	77.4 %		
J2:3/1 (Madingley Rd East)	3.50	0.00	Y	Arm J2:7 Left	15.00	1.4 %	1962	1962
				Arm J2:8 Ahead	Inf	98.6 %		
J2:3/2 (Madingley Rd East)	3.50	0.00	N	Arm J2:5 Right	10.00	100.0 %	1830	1830
J2:4/1 (West Camb)	3.00	0.00	Y	Arm J2:8 Left	15.00	100.0 %	1741	1741
J2:4/2 (West Camb)	3.00	0.00	N	Arm J2:5 Ahead	Inf	75.5 %	2006	2006
				Arm J2:6 Right	15.00	24.5 %		
J2:5/1 (ExitEddington Ave Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:6/1 (Exit Madingley Rd East Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:7/1 (Exit West Camb Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:8/1	Infinite Saturation Flow						Inf	Inf

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

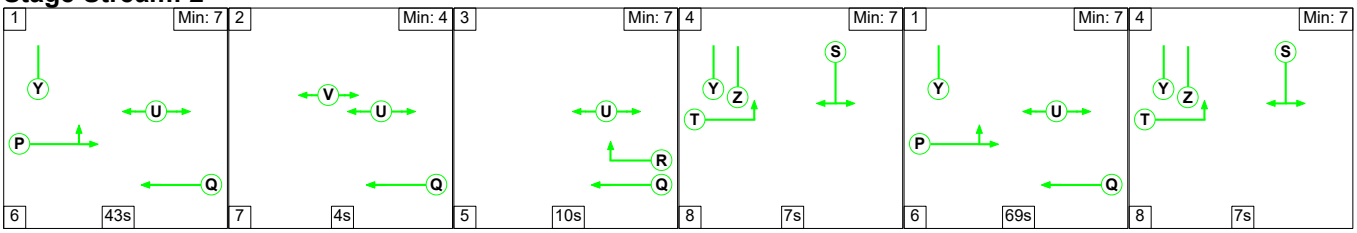
Stage Sequence Diagram

Stage Stream: 1



Full Input Data And Results

Stage Stream: 2



Stage Timings

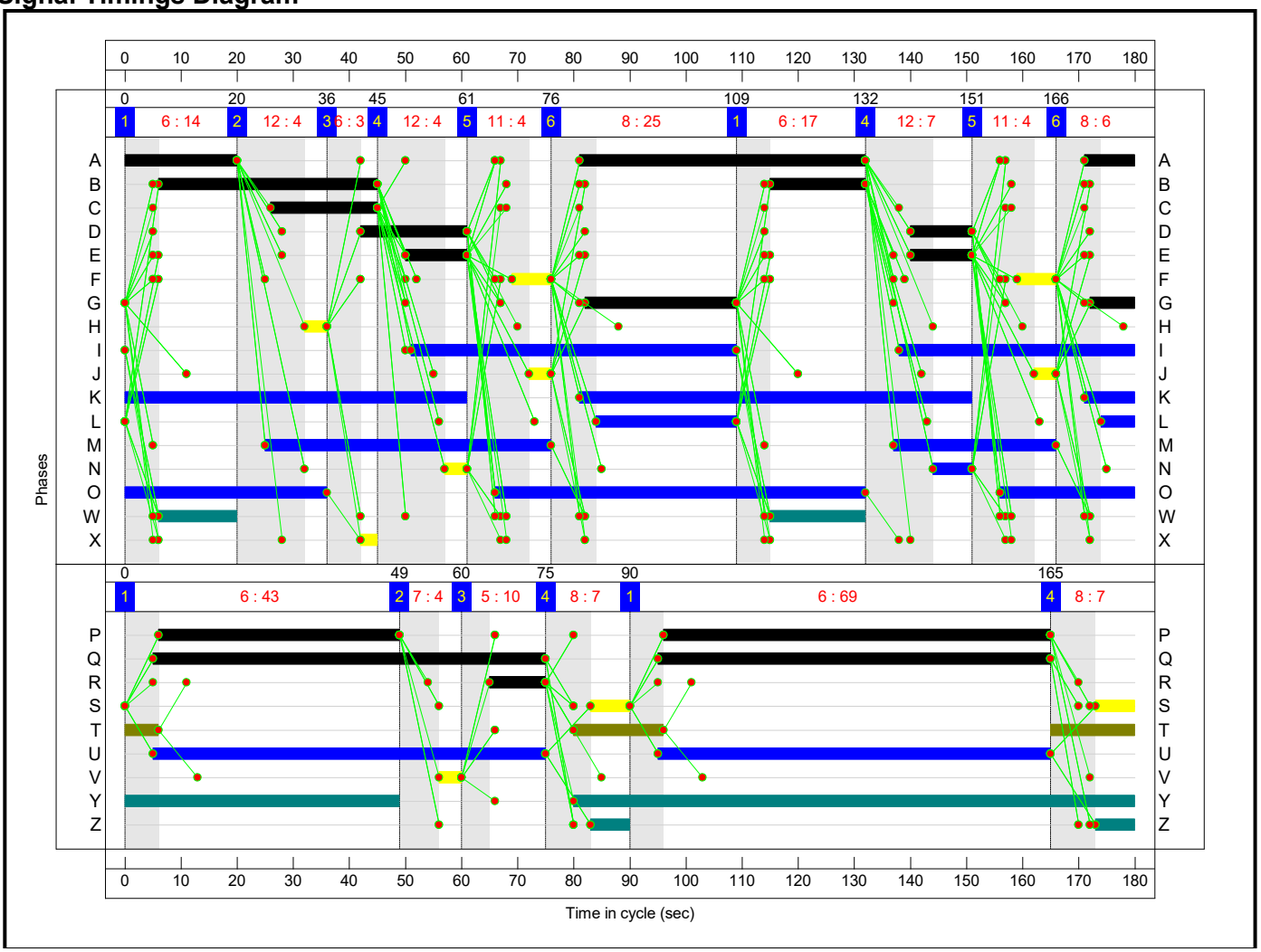
Stage Stream: 1

Stage	1	2	3	4	5	6	1	4	5	6
Duration	14	4	3	4	4	25	17	7	4	6
Change Point	0	20	36	45	61	76	109	132	151	166

Stage Stream: 2

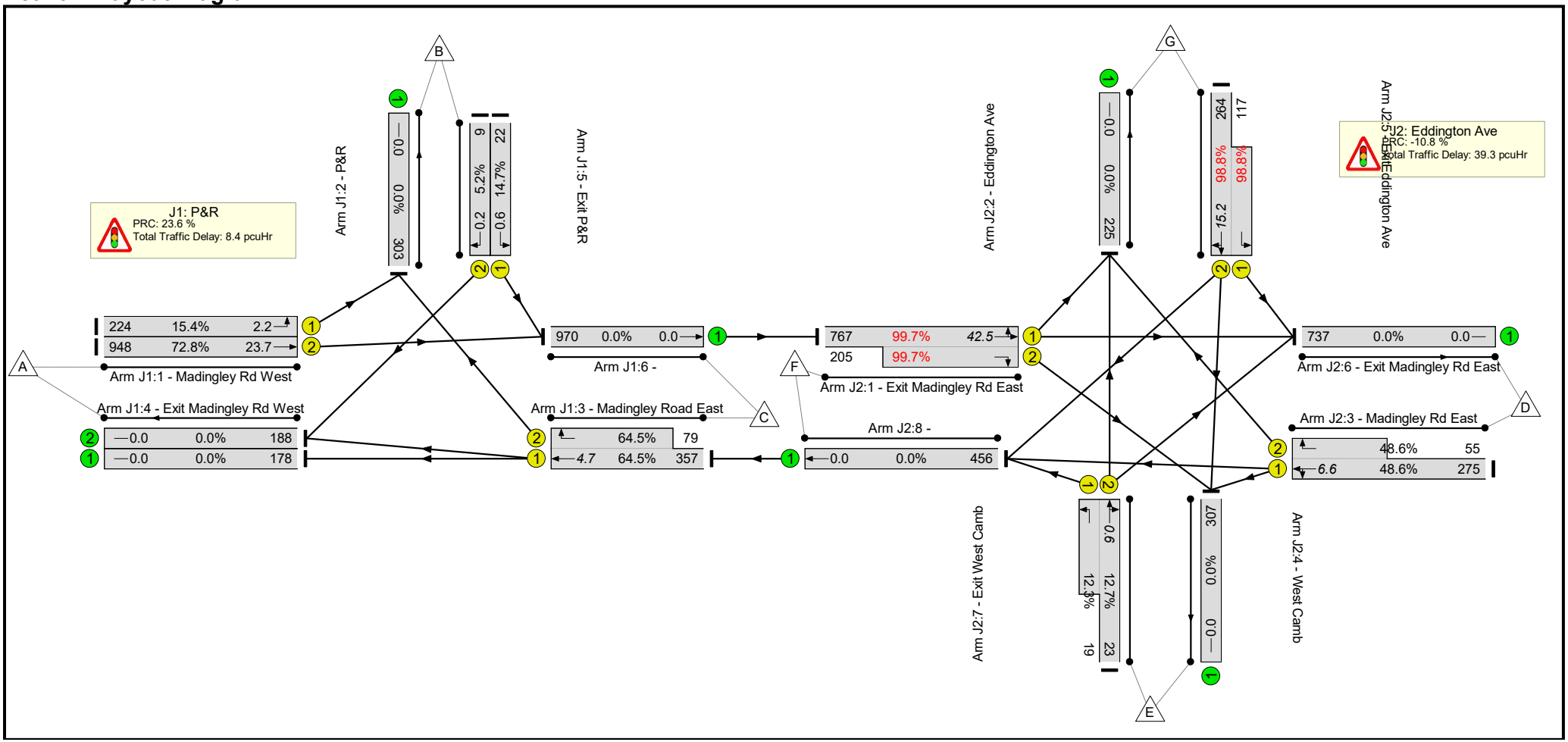
Stage	1	2	3	4	1	4
Duration	43	4	10	7	69	7
Change Point	0	49	60	75	90	165

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.7%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.8%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	149	37	224	1741	1451	15.4%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	112	-	948	2055	1302	72.8%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:10	-	436	1965:2005	554+123	64.5 : 64.5%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	178	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	970	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.7%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	80:35	-	972	1879:2055	769+206	99.7 : 99.7%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	22:30	-	381	2004:1683	267+118	98.8 : 98.8%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	56:19	-	330	1947:1830	565+113	48.6 : 48.6%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	42	2037:1741	181+155	12.7 : 12.3%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	225	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	737	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	307	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**21.1**	**26.6**	**0.0**	**47.7**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**6.0**	**2.4**	**0.0**	**8.4**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.2	0.1	-	0.3	4.3	2.1	0.1	2.2
1/2	948	948	-	-	-	3.4	1.3	-	4.7	18.0	22.4	1.3	23.7
2/1	22	22	-	-	-	0.2	0.1	-	0.3	51.9	0.5	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1+3/2	436	436	-	-	-	2.1	0.9	-	3.0	24.4	3.8	0.9	4.7
4/1	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**15.2**	**24.2**	**0.0**	**39.3**	**-**	**-**	**-**	**-**
1/1+1/2	972	972	-	-	-	7.8	14.9	-	22.7	84.2	27.6	14.9	42.5
2/2+2/1	381	381	-	-	-	3.9	8.7	-	12.6	119.0	6.5	8.7	15.2
3/1+3/2	330	330	-	-	-	3.0	0.5	-	3.5	37.8	6.1	0.5	6.6
4/2+4/1	42	42	-	-	-	0.4	0.1	-	0.5	43.9	0.5	0.1	0.6
5/1	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

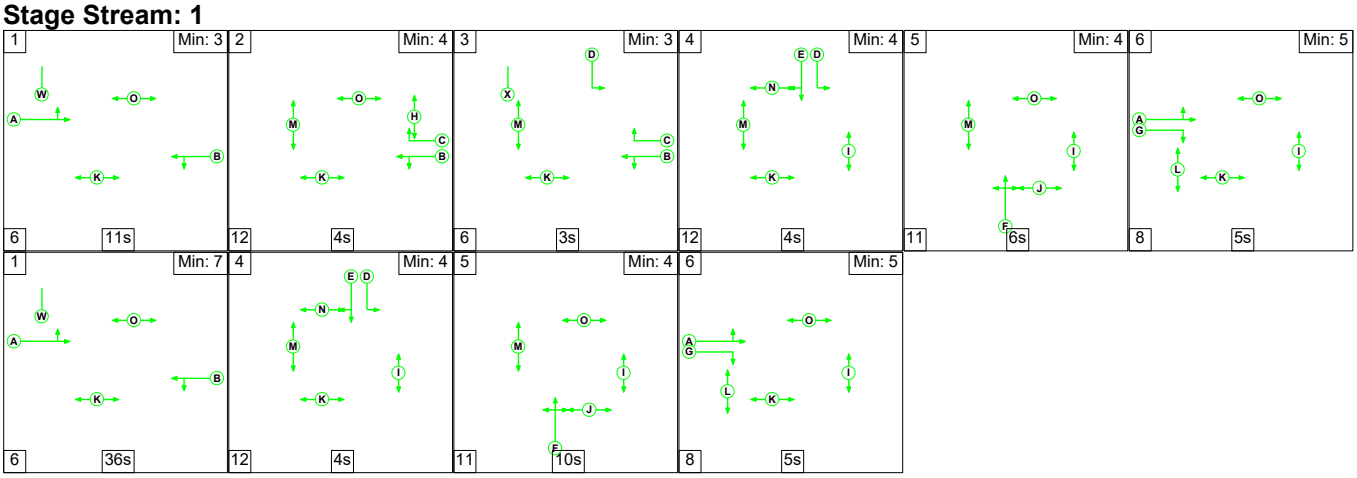
C1 Stream: 1 PRC for Signalled Lanes (%): -10.8 Total Delay for Signalled Lanes (pcuHr): 39.31 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 23.6 Total Delay for Signalled Lanes (pcuHr): 8.41 Cycle Time (s): 180
PRC Over All Lanes (%): -10.8 Total Delay Over All Lanes(pcuHr): 47.72

Full Input Data And Results

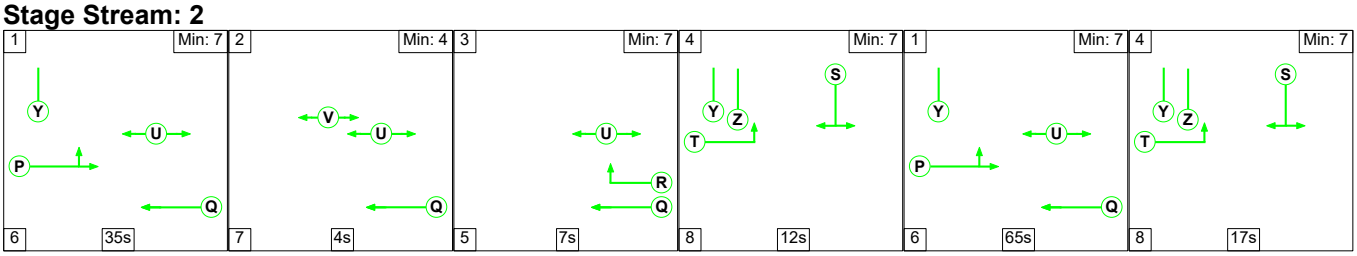
Scenario 2: '2024 Baseline PM' (FG2: '2024 Baseline PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

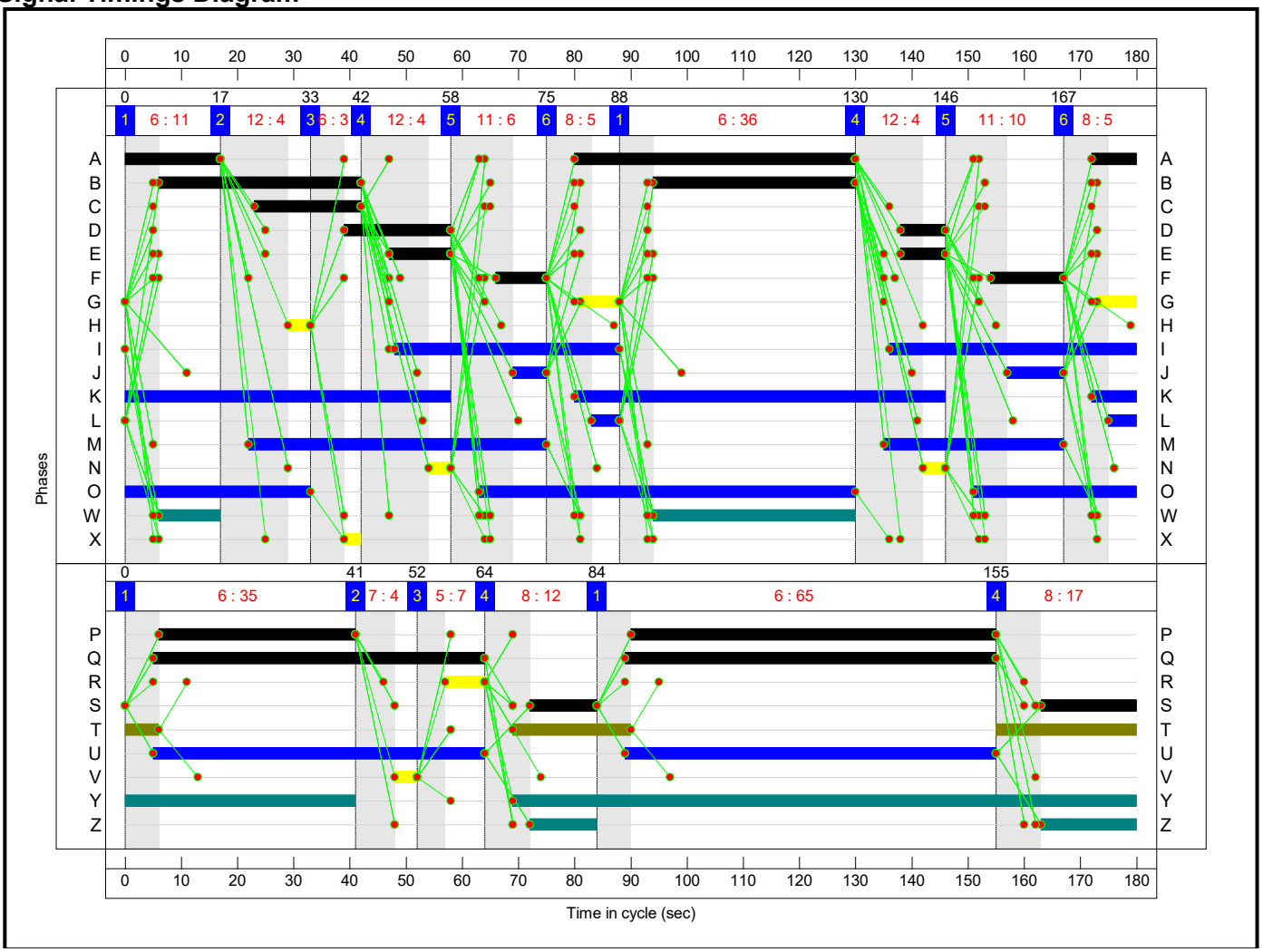
Stage	1	2	3	4	5	6	1	4	5	6
Duration	11	4	3	4	6	5	36	4	10	5
Change Point	0	17	33	42	58	75	88	130	146	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	35	4	7	12	65	17
Change Point	0	41	52	64	84	155

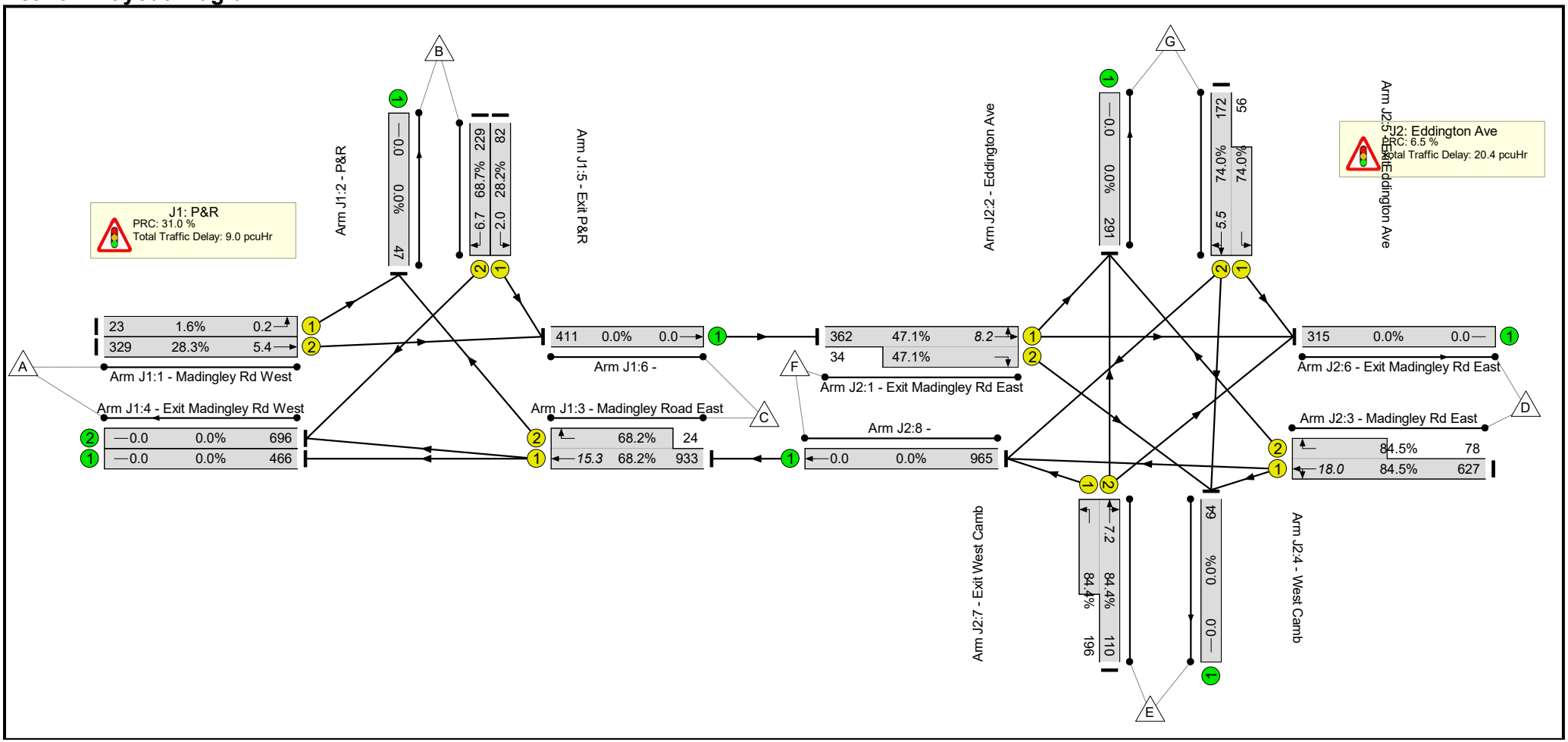
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.5%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**68.7%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	52	23	1741	1480	1.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	100	-	329	2055	1164	28.3%
2/1	P&R Left	U	2	N/A	S		2	29	-	82	1687	291	28.2%
2/2	P&R Right	U	2	N/A	S		2	29	-	229	1935	333	68.7%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	125:7	-	957	1965:2005	1369+35	68.2 : 68.2%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	466	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	411	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.5%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	75:14	-	396	1848:2055	769+72	47.1 : 47.1%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	19:27	-	228	1991:1683	232+76	74.0 : 74.0%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	72:19	-	705	1964:1830	742+92	84.5 : 84.5%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	22	-	306	2002:1741	130+232	84.4 : 84.4%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	291	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	315	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	64	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**19.9**	**9.5**	**0.0**	**29.4**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**6.4**	**2.5**	**0.0**	**9.0**	**-**	**-**	**-**	**-**
1/1	23	23	-	-	-	0.0	0.0	-	0.0	3.3	0.2	0.0	0.2
1/2	329	329	-	-	-	1.0	0.2	-	1.2	12.8	5.2	0.2	5.4
2/1	82	82	-	-	-	0.7	0.2	-	0.9	41.1	1.8	0.2	2.0
2/2	229	229	-	-	-	2.2	1.1	-	3.3	52.0	5.6	1.1	6.7
3/1+3/2	957	957	-	-	-	2.5	1.1	-	3.6	13.4	14.3	1.1	15.3
4/1	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**13.5**	**6.9**	**0.0**	**20.4**	**-**	**-**	**-**	**-**
1/1+1/2	396	396	-	-	-	2.3	0.4	-	2.7	24.8	7.7	0.4	8.2
2/2+2/1	228	228	-	-	-	2.3	1.4	-	3.7	58.9	4.2	1.4	5.5
3/1+3/2	705	705	-	-	-	5.7	2.6	-	8.3	42.4	15.4	2.6	18.0
4/2+4/1	306	306	-	-	-	3.2	2.5	-	5.7	66.6	4.7	2.5	7.2
5/1	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	64	64	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

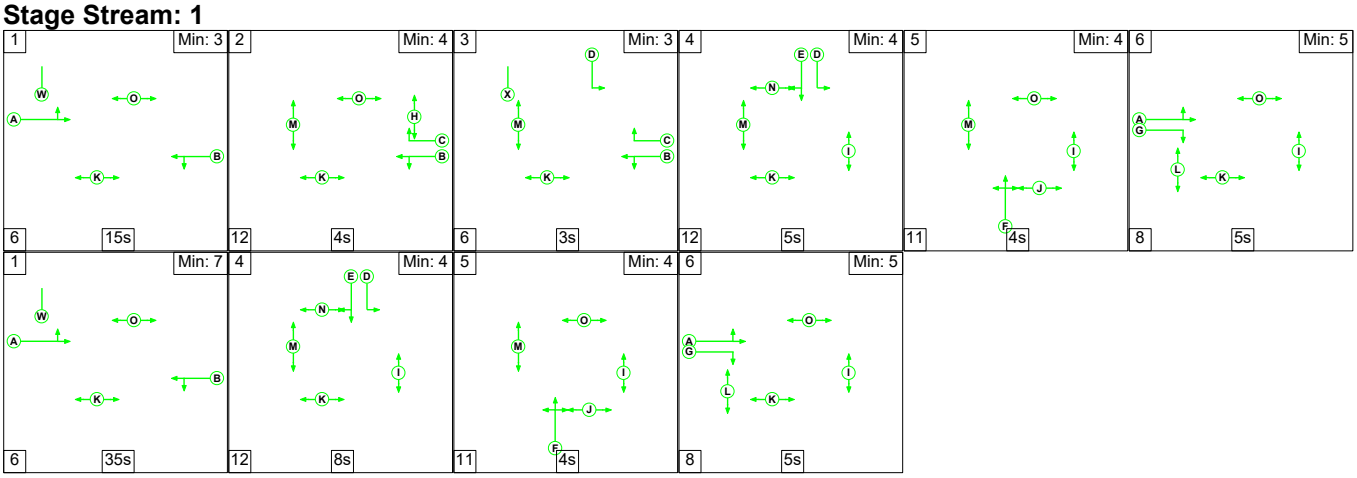
C1	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	20.42	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%):	31.0	Total Delay for Signalled Lanes (pcuHr):	8.99	Cycle Time (s): 180
	PRC Over All Lanes (%):	6.5	Total Delay Over All Lanes(pcuHr):	29.41	

Full Input Data And Results

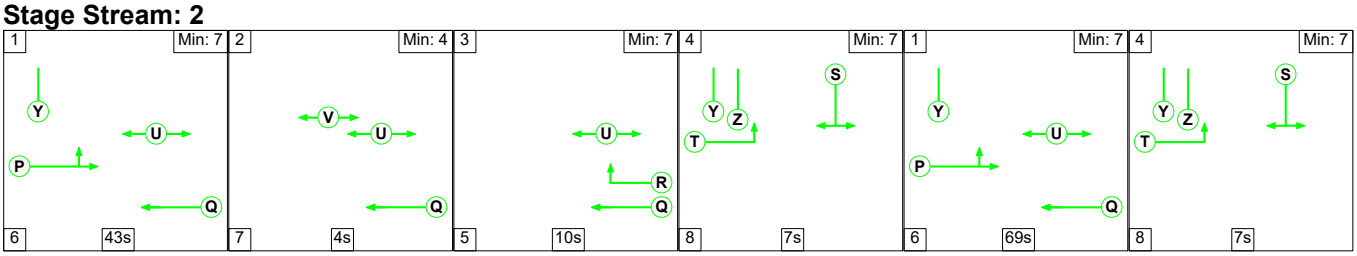
Scenario 3: '2027 Baseline AM' (FG3: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

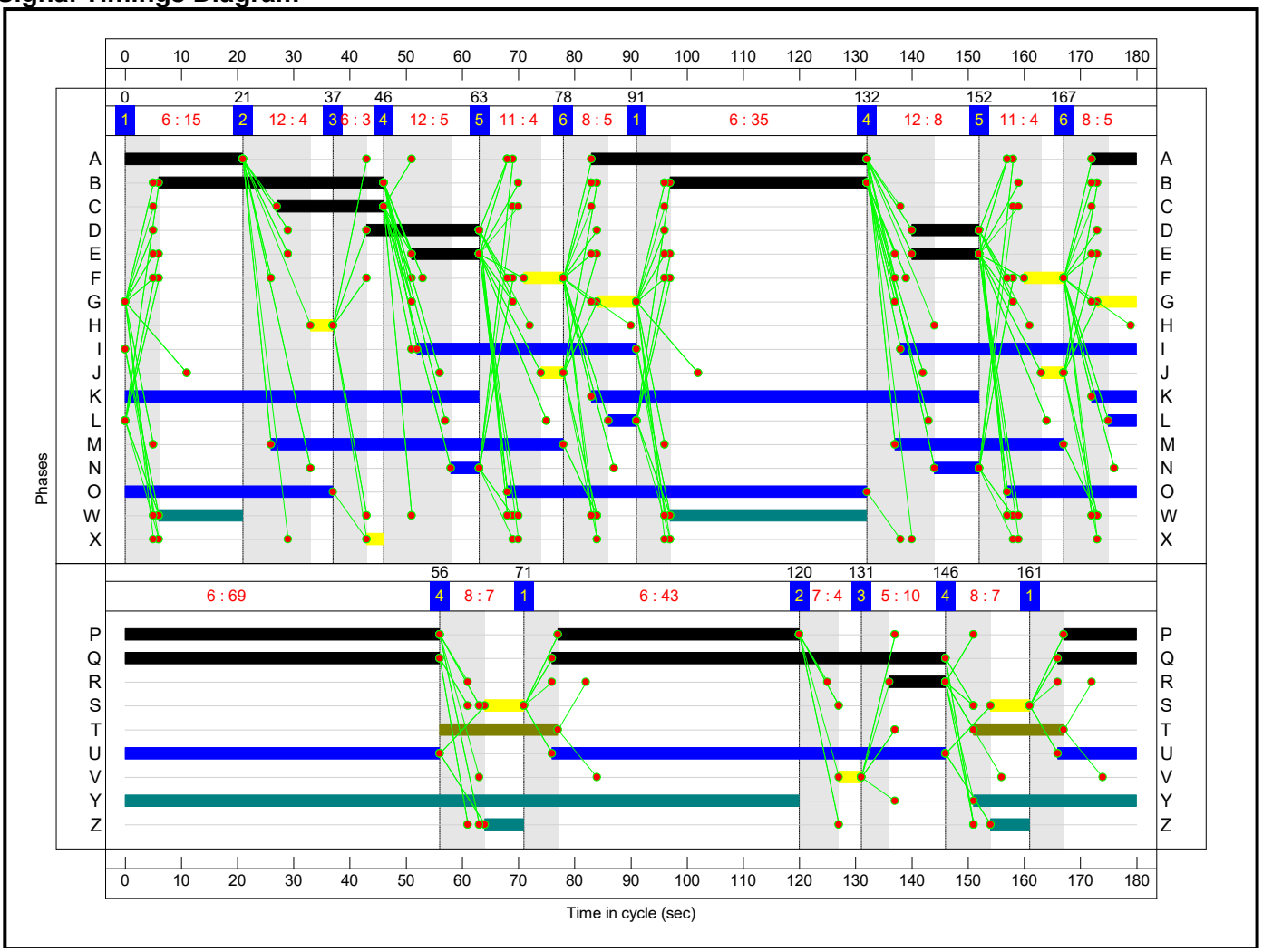
Stage	1	2	3	4	5	6	1	4	5	6
Duration	15	4	3	5	4	5	35	8	4	5
Change Point	0	21	37	46	63	78	91	132	152	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	43	4	10	7	69	7
Change Point	71	120	131	146	161	56

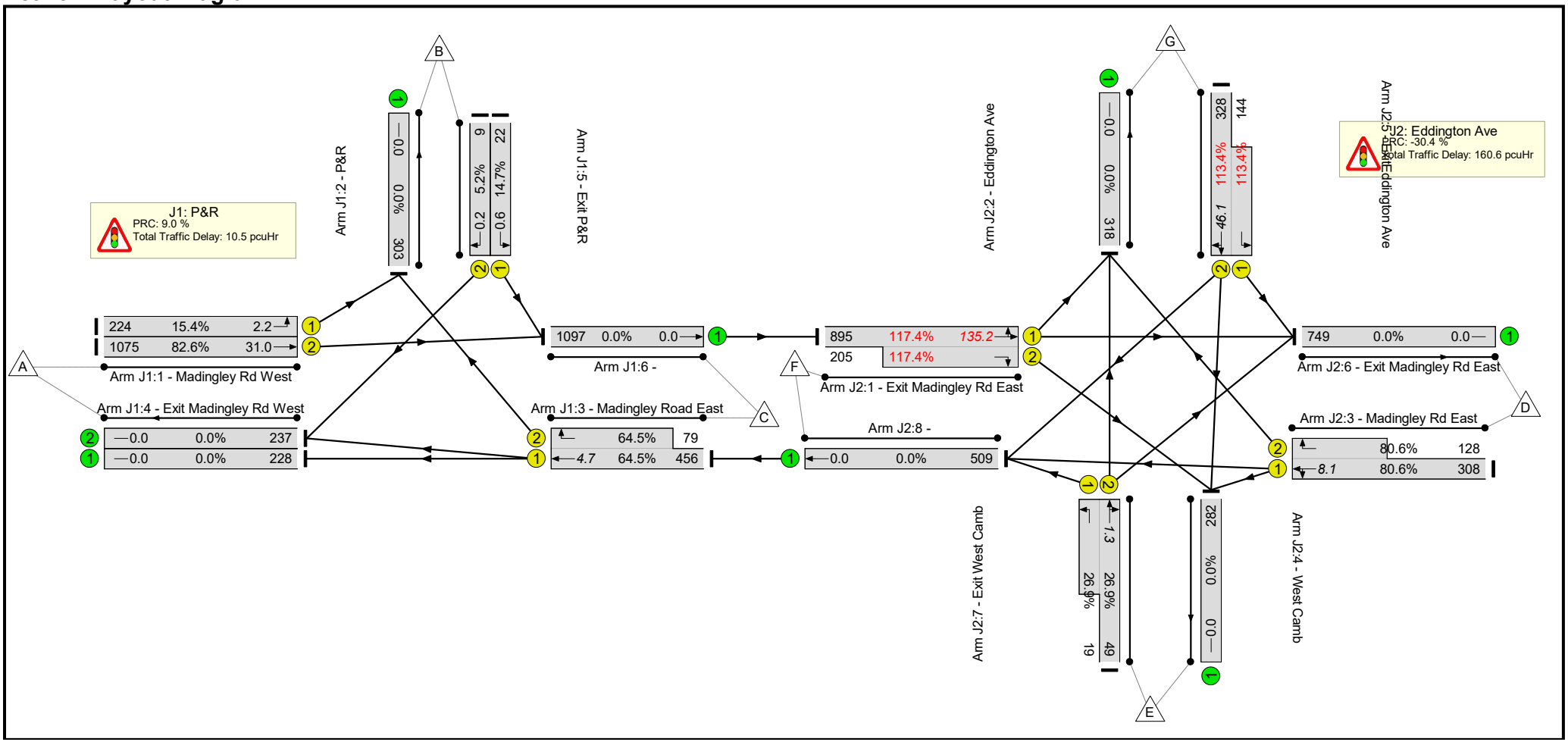
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.4%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.6%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	149	37	224	1741	1451	15.4%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	112	-	1075	2055	1302	82.6%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:10	-	535	1965:2005	707+123	64.5 : 64.5%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	228	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	237	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1097	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**117.4%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	78:14	-	1100	1880:2055	763+175	117.4 : 117.4%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	24:32	-	472	2003:1683	289+127	113.4 : 113.4%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	75:19	-	436	1949:1830	382+159	80.6 : 80.6%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	68	2047:1741	182+71	26.9 : 26.9%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**49.3**	**121.8**	**0.0**	**171.1**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**7.0**	**3.4**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.2	0.1	-	0.3	4.3	2.1	0.1	2.2
1/2	1075	1075	-	-	-	4.4	2.3	-	6.7	22.4	28.7	2.3	31.0
2/1	22	22	-	-	-	0.2	0.1	-	0.3	51.9	0.5	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1+3/2	535	535	-	-	-	2.1	0.9	-	3.0	20.5	3.8	0.9	4.7
4/1	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**42.3**	**118.3**	**0.0**	**160.6**	**-**	**-**	**-**	**-**
1/1+1/2	1100	937	-	-	-	27.7	84.6	-	112.3	367.5	50.6	84.6	135.2
2/2+2/1	472	416	-	-	-	9.6	31.6	-	41.2	314.2	14.5	31.6	46.1
3/1+3/2	436	436	-	-	-	4.2	2.0	-	6.2	51.4	6.1	2.0	8.1
4/2+4/1	68	68	-	-	-	0.7	0.2	-	0.9	47.9	1.2	0.2	1.3
5/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	282	282	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

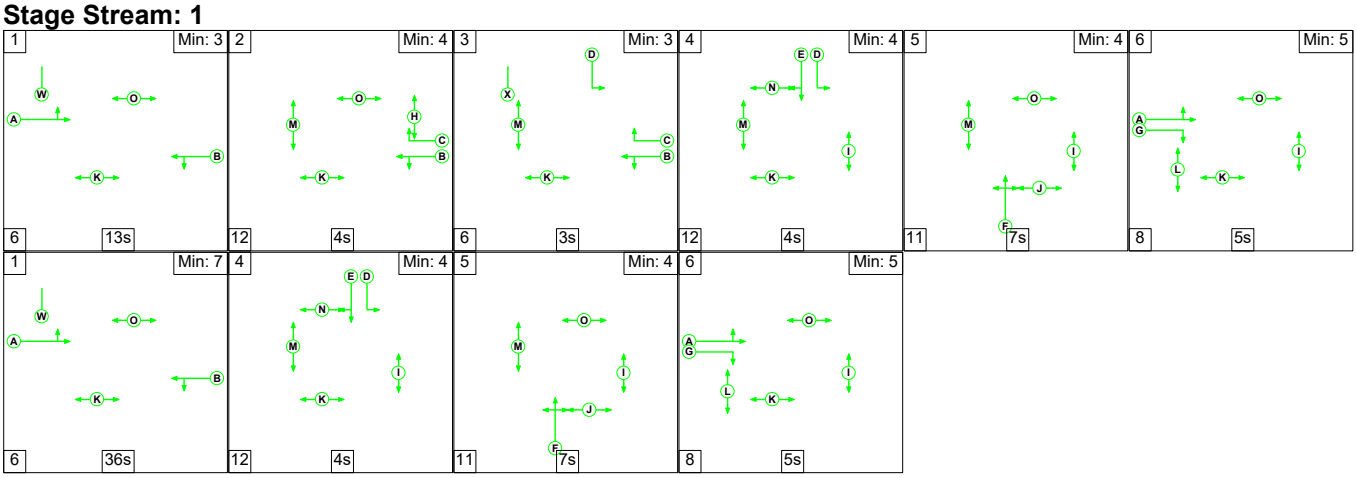
C1 Stream: 1 PRC for Signalled Lanes (%): -30.4 Total Delay for Signalled Lanes (pcuHr): 160.61 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 10.46 Cycle Time (s): 180
PRC Over All Lanes (%): -30.4 Total Delay Over All Lanes(pcuHr): 171.07

Full Input Data And Results

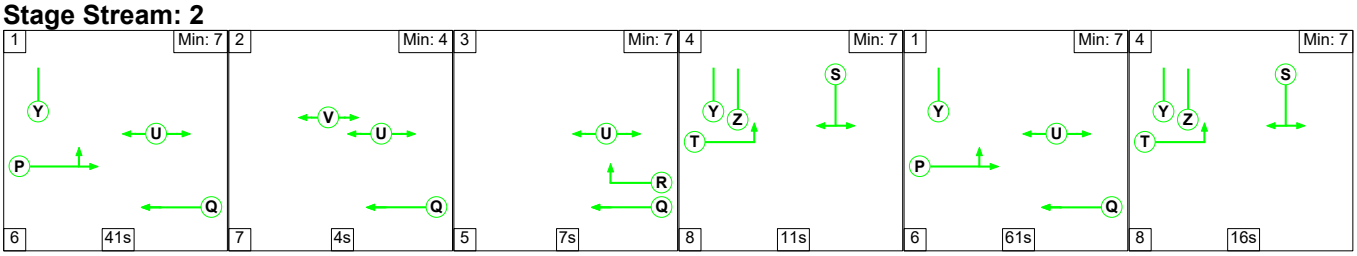
Scenario 4: '2027 Baseline PM' (FG4: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

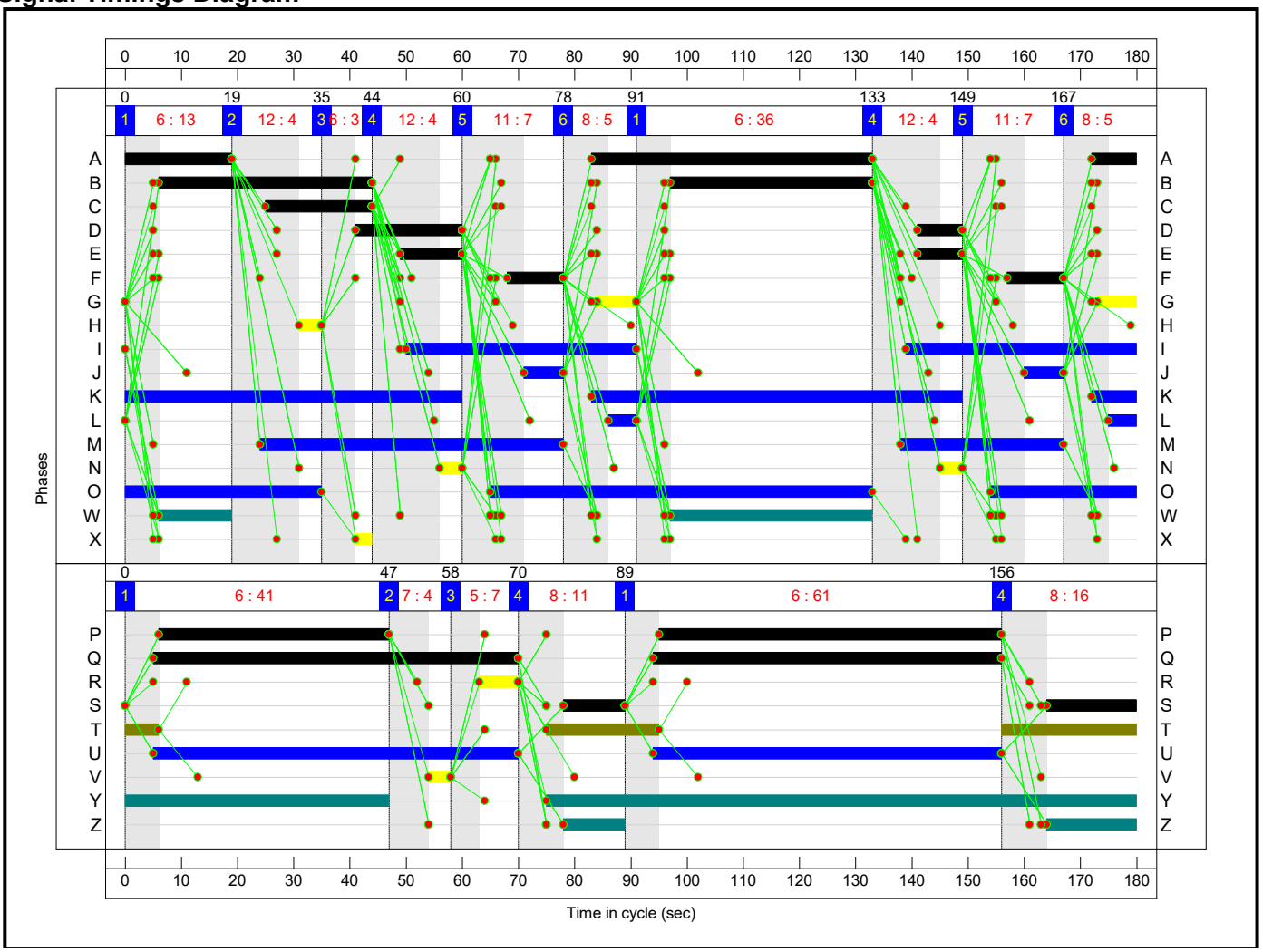
Stage	1	2	3	4	5	6	1	4	5	6
Duration	13	4	3	4	7	5	36	4	7	5
Change Point	0	19	35	44	60	78	91	133	149	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	41	4	7	11	61	16
Change Point	0	47	58	70	89	156

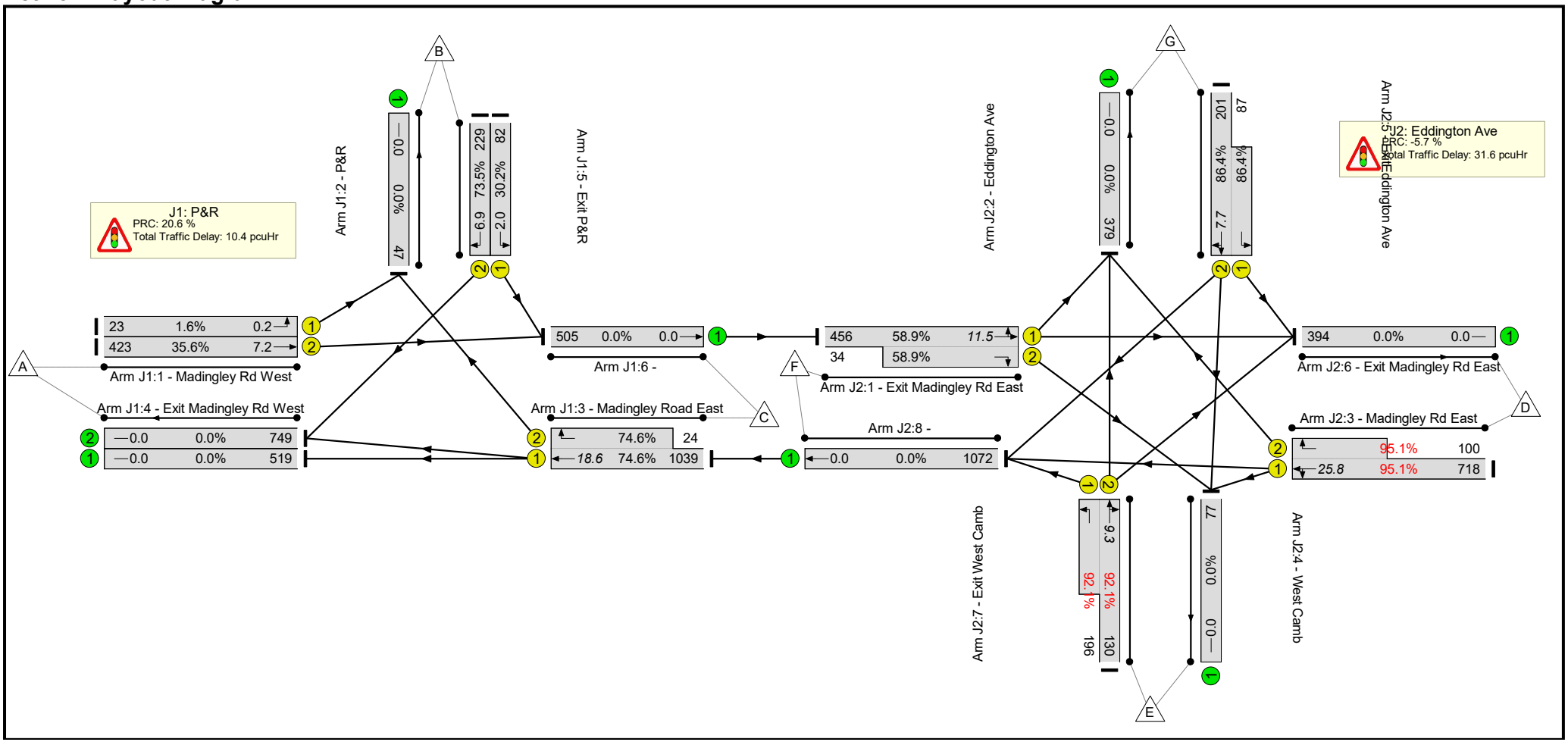
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.1%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.6%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	50	23	1741	1480	1.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	102	-	423	2055	1187	35.6%
2/1	P&R Left	U	2	N/A	S		2	27	-	82	1687	272	30.2%
2/2	P&R Right	U	2	N/A	S		2	27	-	229	1935	312	73.5%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	127:7	-	1063	1965:2005	1393+32	74.6 : 74.6%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	519	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.1%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	77:14	-	490	1843:2055	774+58	58.9 : 58.9%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	19:27	-	288	1995:1683	233+101	86.4 : 86.4%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	74:19	-	818	1964:1830	755+105	95.1 : 95.1%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	20	-	326	2010:1741	141+213	92.1 : 92.1%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	379	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	1072	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**23.4**	**18.5**	**0.0**	**42.0**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.3**	**0.0**	**10.4**	**-**	**-**	**-**	**-**
1/1	23	23	-	-	-	0.0	0.0	-	0.0	3.3	0.2	0.0	0.2
1/2	423	423	-	-	-	1.3	0.3	-	1.5	13.0	6.9	0.3	7.2
2/1	82	82	-	-	-	0.8	0.2	-	1.0	42.8	1.8	0.2	2.0
2/2	229	229	-	-	-	2.3	1.3	-	3.6	57.0	5.5	1.3	6.9
3/1+3/2	1063	1063	-	-	-	2.8	1.5	-	4.2	14.4	17.2	1.5	18.6
4/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**16.3**	**15.2**	**0.0**	**31.6**	**-**	**-**	**-**	**-**
1/1+1/2	490	490	-	-	-	2.9	0.7	-	3.6	26.5	10.8	0.7	11.5
2/2+2/1	288	288	-	-	-	3.0	2.8	-	5.8	72.6	4.9	2.8	7.7
3/1+3/2	818	818	-	-	-	7.0	7.3	-	14.3	62.7	18.6	7.3	25.8
4/2+4/1	326	326	-	-	-	3.5	4.4	-	7.9	87.2	4.9	4.4	9.3
5/1	379	379	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1072	1072	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

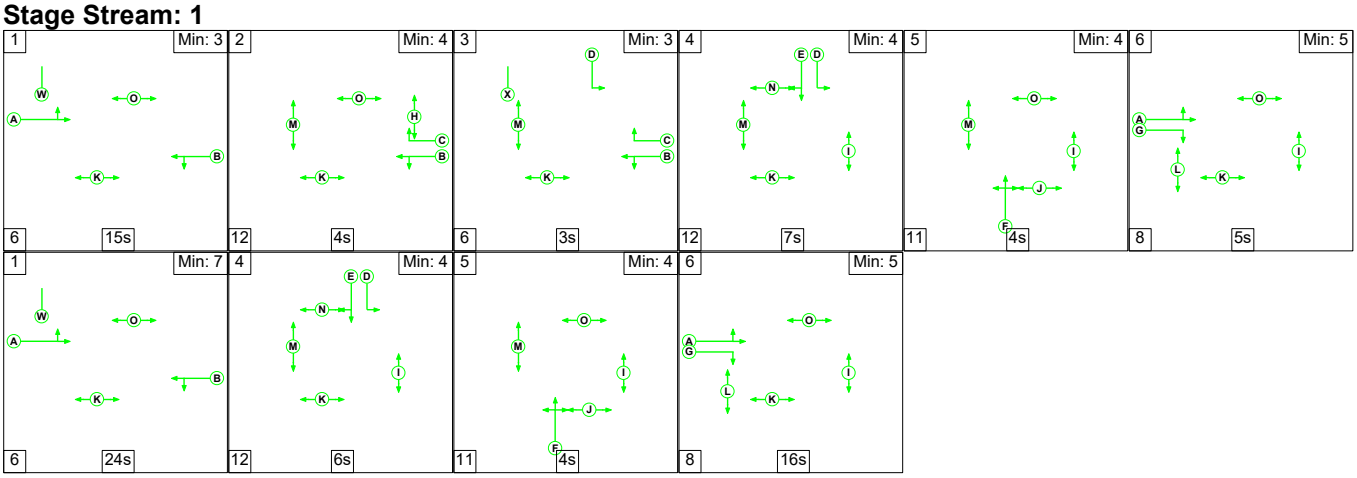
C1 Stream: 1 PRC for Signalled Lanes (%): -5.7 Total Delay for Signalled Lanes (pcuHr): 31.57 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 20.6 Total Delay for Signalled Lanes (pcuHr): 10.40 Cycle Time (s): 180
PRC Over All Lanes (%): -5.7 Total Delay Over All Lanes(pcuHr): 41.96

Full Input Data And Results

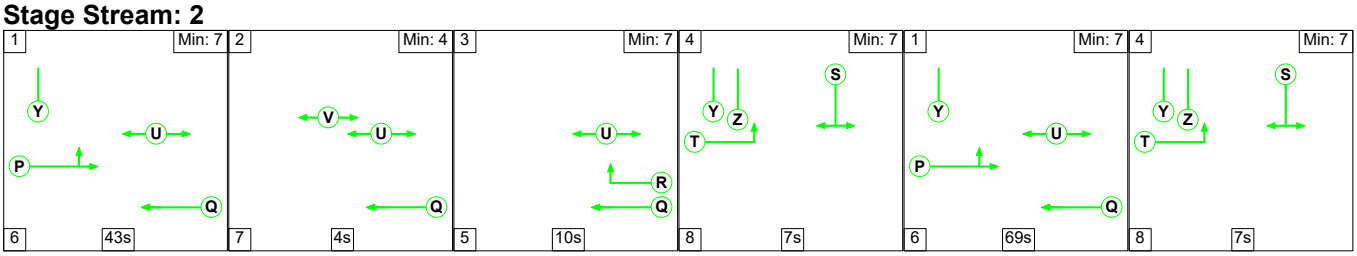
Scenario 5: '2033 Baseline AM' (FG5: '2033 Baseline AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

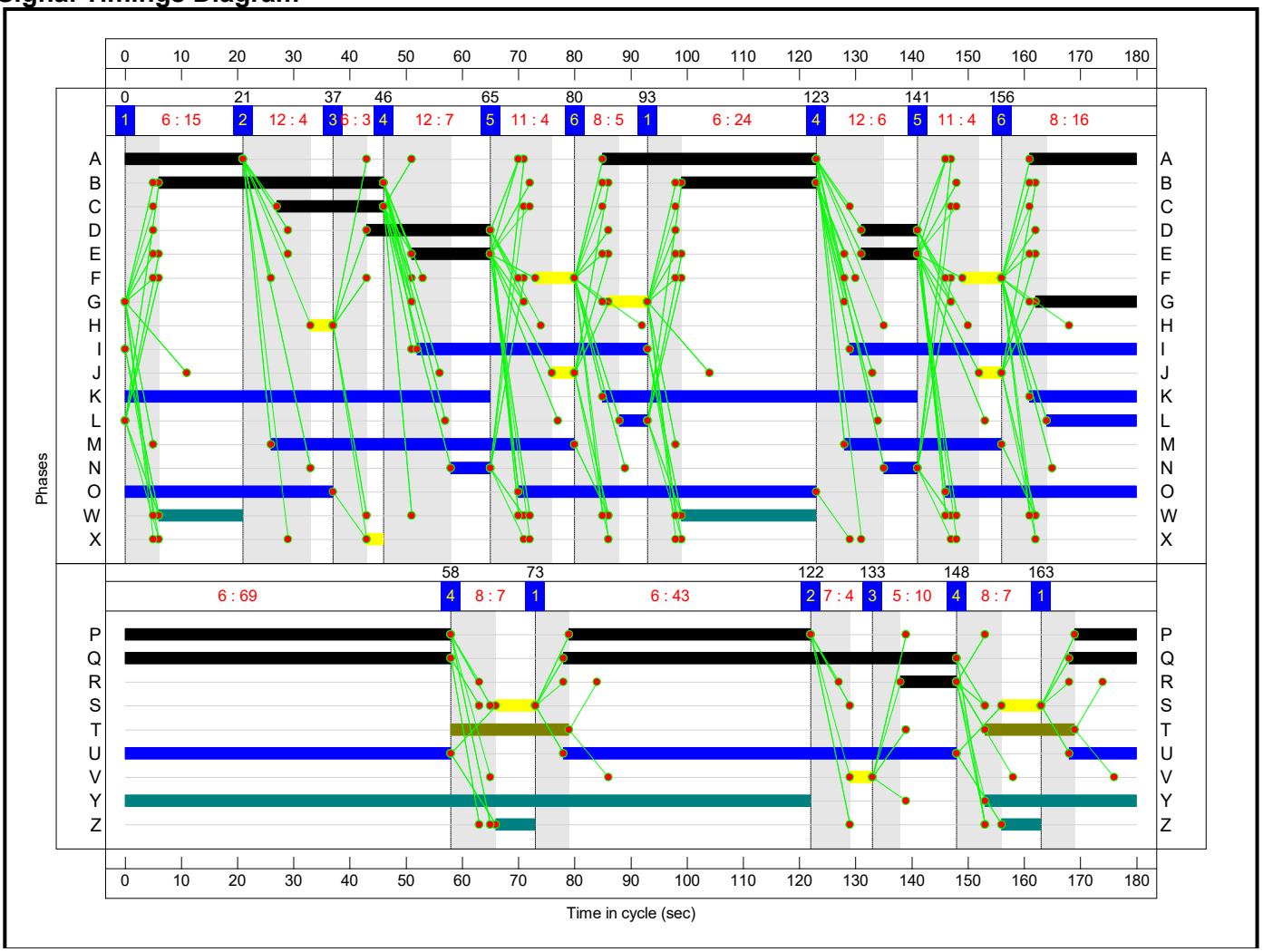
Stage	1	2	3	4	5	6	1	4	5	6
Duration	15	4	3	7	4	5	24	6	4	16
Change Point	0	21	37	46	65	80	93	123	141	156

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	43	4	10	7	69	7
Change Point	73	122	133	148	163	58

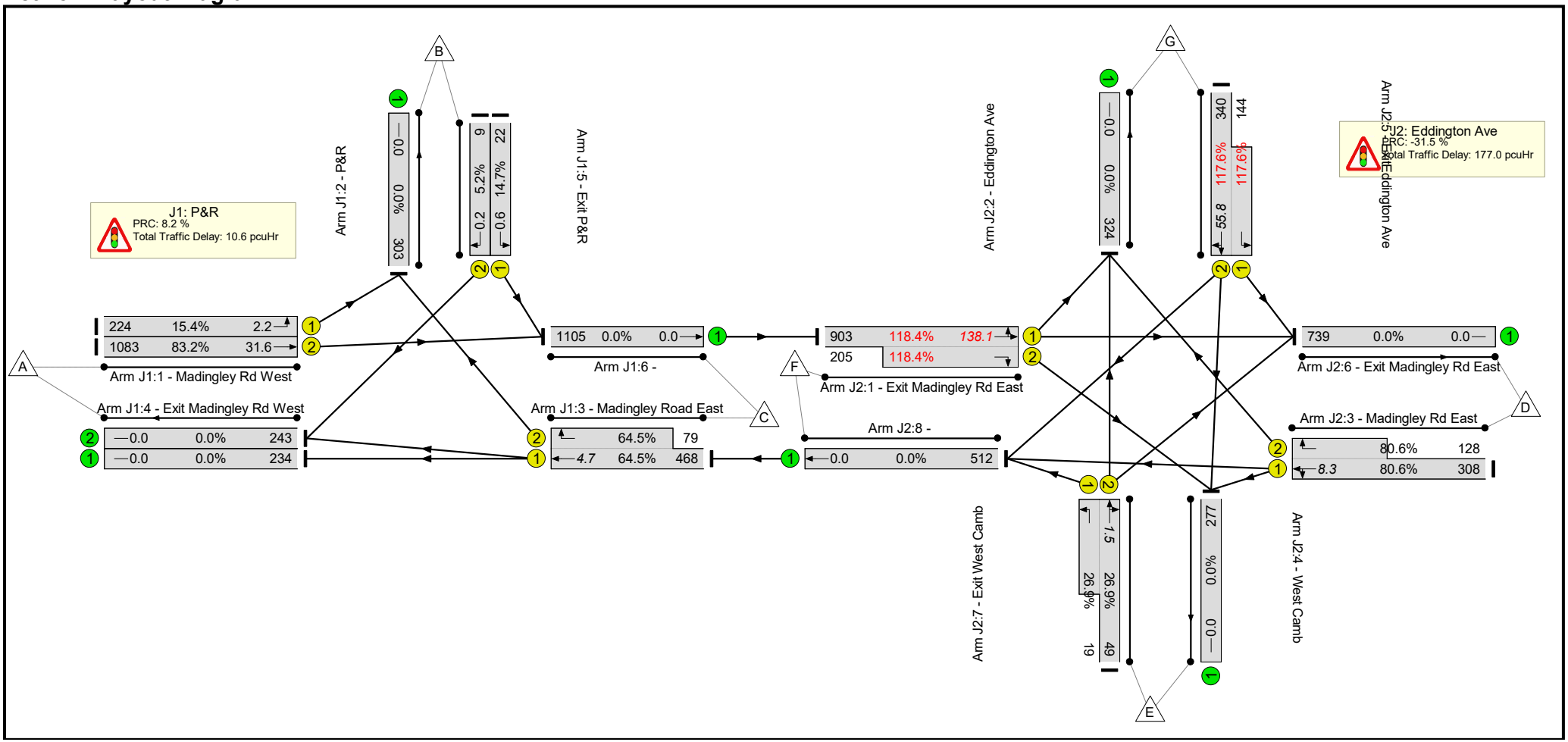
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.4%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.2%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	149	37	224	1741	1451	15.4%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	112	-	1083	2055	1302	83.2%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:10	-	547	1965:2005	726+123	64.5 : 64.5%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	243	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1105	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**118.4%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	78:25	-	1108	1878:2055	763+173	118.4 : 118.4%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	24:32	-	484	2002:1683	289+122	117.6 : 117.6%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	64:19	-	436	1949:1830	382+159	80.6 : 80.6%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	68	2047:1741	182+71	26.9 : 26.9%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	351	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	873	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**53.6**	**134.0**	**0.0**	**187.7**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.5**	**0.0**	**10.6**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.2	0.1	-	0.3	4.3	2.1	0.1	2.2
1/2	1083	1083	-	-	-	4.4	2.4	-	6.9	22.8	29.2	2.4	31.6
2/1	22	22	-	-	-	0.2	0.1	-	0.3	51.9	0.5	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1+3/2	547	547	-	-	-	2.2	0.9	-	3.1	20.1	3.8	0.9	4.7
4/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1105	1105	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**46.5**	**130.5**	**0.0**	**177.0**	**-**	**-**	**-**	**-**
1/1+1/2	1108	936	-	-	-	29.8	89.1	-	118.8	386.0	49.1	89.1	138.1
2/2+2/1	484	412	-	-	-	11.5	39.3	-	50.7	377.2	16.5	39.3	55.8
3/1+3/2	436	436	-	-	-	4.6	2.0	-	6.6	54.3	6.2	2.0	8.3
4/2+4/1	68	68	-	-	-	0.7	0.2	-	0.9	49.0	1.3	0.2	1.5
5/1	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	739	739	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	512	512	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

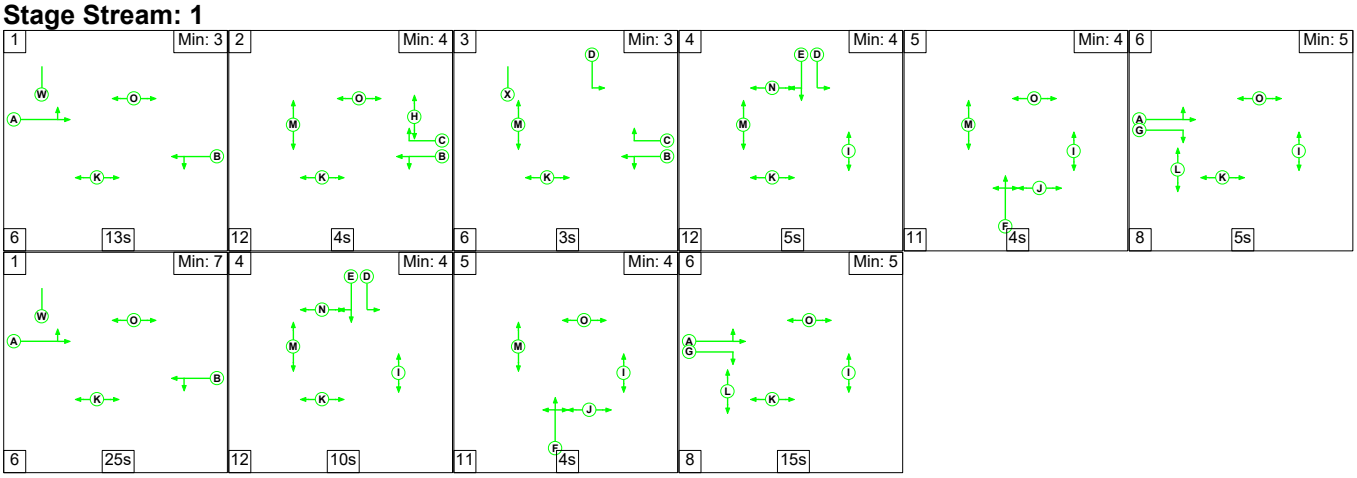
C1 Stream: 1 PRC for Signalled Lanes (%): -31.5 Total Delay for Signalled Lanes (pcuHr): 177.03 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 8.2 Total Delay for Signalled Lanes (pcuHr): 10.64 Cycle Time (s): 180
PRC Over All Lanes (%): -31.5 Total Delay Over All Lanes(pcuHr): 187.66

Full Input Data And Results

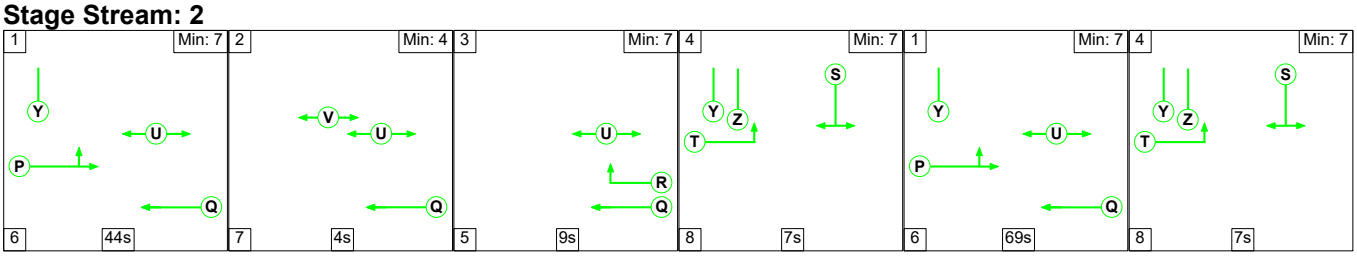
Scenario 6: '2033 + Comm + NWC AM' (FG9: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

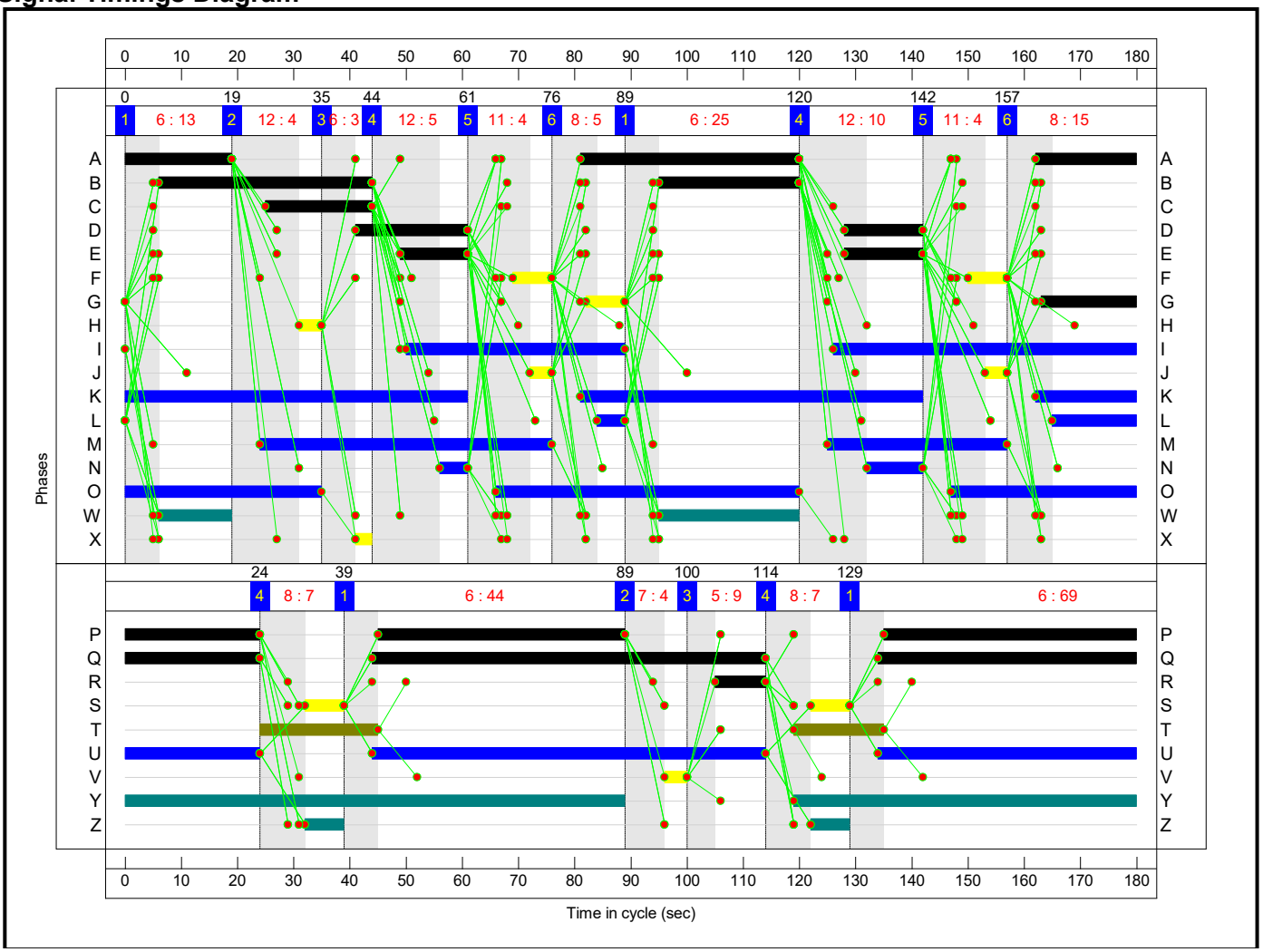
Stage	1	2	3	4	5	6	1	4	5	6
Duration	13	4	3	5	4	5	25	10	4	15
Change Point	0	19	35	44	61	76	89	120	142	157

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	44	4	9	7	69	7
Change Point	39	89	100	114	129	24

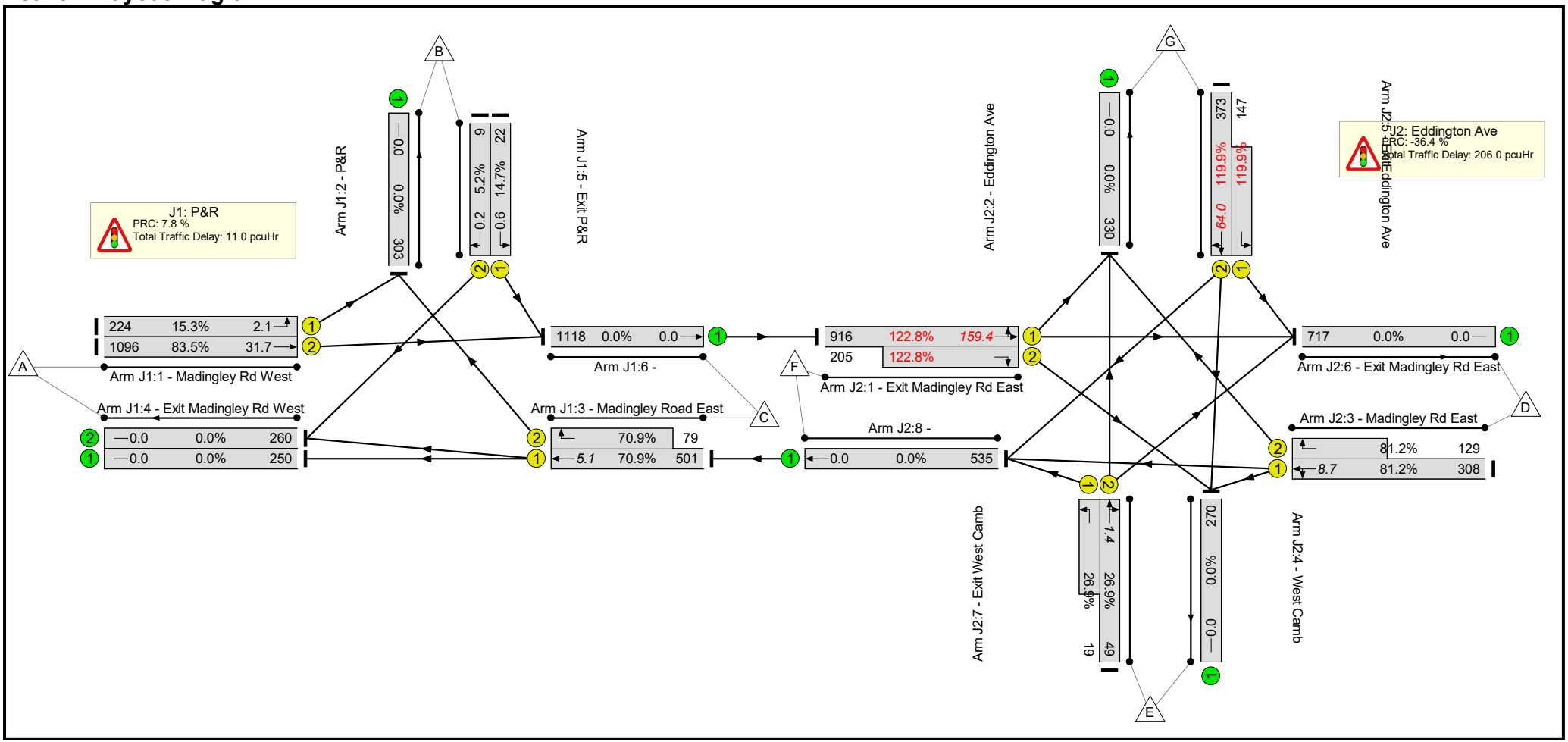
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**122.8%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**83.5%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	150	37	224	1741	1461	15.3%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	113	-	1096	2055	1313	83.5%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:9	-	580	1965:2005	706+111	70.9 : 70.9%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	250	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	260	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1118	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**122.8%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	76:24	-	1121	1876:2055	746+167	122.8 : 122.8%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	26:34	-	520	2000:1683	311+123	119.9 : 119.9%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	63:19	-	437	1949:1830	379+159	81.2 : 81.2%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	68	2047:1741	182+71	26.9 : 26.9%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	365	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	876	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**58.3**	**158.7**	**0.0**	**217.0**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.9**	**0.0**	**11.0**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.2	0.1	-	0.3	4.1	2.1	0.1	2.1
1/2	1096	1096	-	-	-	4.4	2.5	-	6.9	22.5	29.2	2.5	31.7
2/1	22	22	-	-	-	0.2	0.1	-	0.3	51.9	0.5	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1+3/2	580	580	-	-	-	2.2	1.2	-	3.4	21.2	3.9	1.2	5.1
4/1	250	250	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1118	1118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**51.2**	**154.8**	**0.0**	**206.0**	**-**	**-**	**-**	**-**
1/1+1/2	1121	913	-	-	-	33.4	106.6	-	140.0	449.5	52.8	106.6	159.4
2/2+2/1	520	434	-	-	-	12.4	46.0	-	58.4	404.2	18.0	46.0	64.0
3/1+3/2	437	437	-	-	-	4.6	2.1	-	6.7	55.3	6.6	2.1	8.7
4/2+4/1	68	68	-	-	-	0.7	0.2	-	0.9	48.4	1.3	0.2	1.4
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

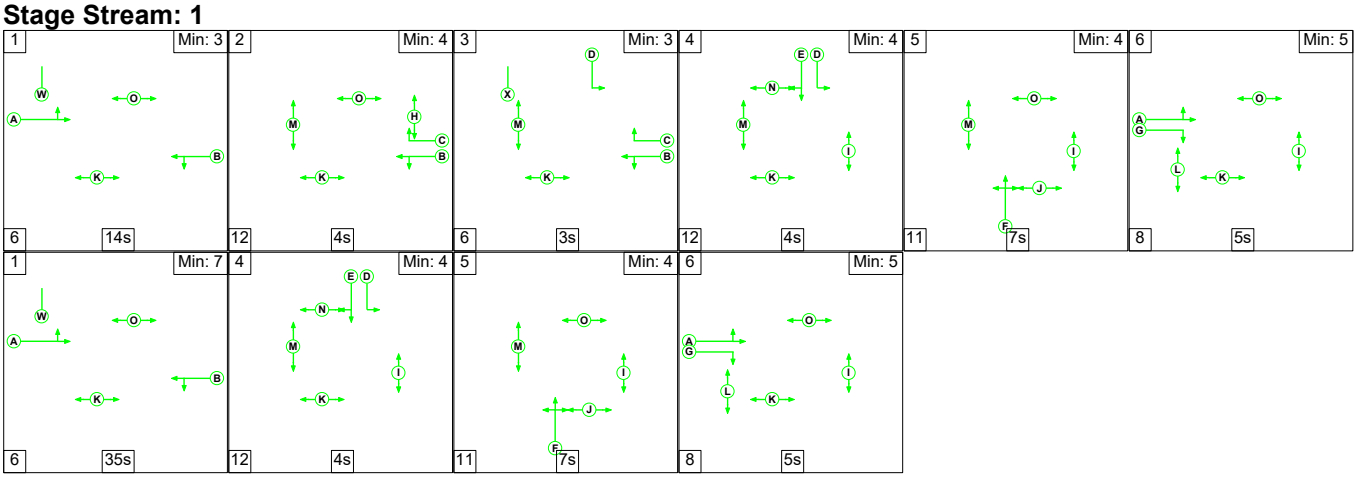
C1 Stream: 1 PRC for Signalled Lanes (%): -36.4 Total Delay for Signalled Lanes (pcuHr): 205.99 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 7.8 Total Delay for Signalled Lanes (pcuHr): 10.98 Cycle Time (s): 180
PRC Over All Lanes (%): -36.4 Total Delay Over All Lanes(pcuHr): 216.97

Full Input Data And Results

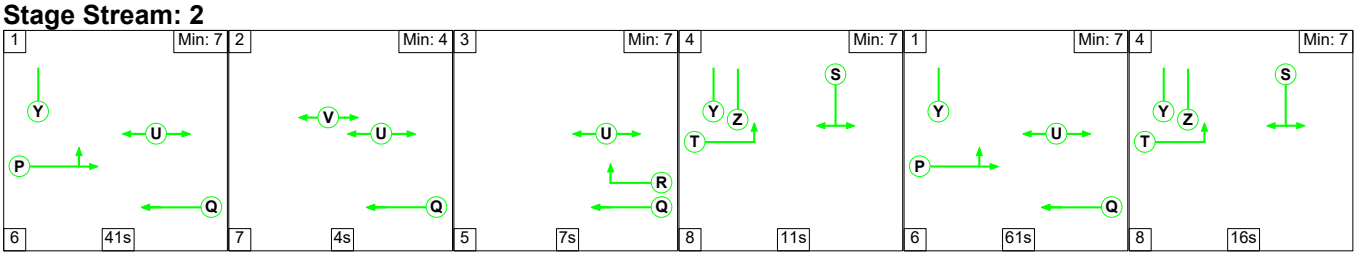
Scenario 7: '2033 Baseline PM' (FG6: '2033 Baseline PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

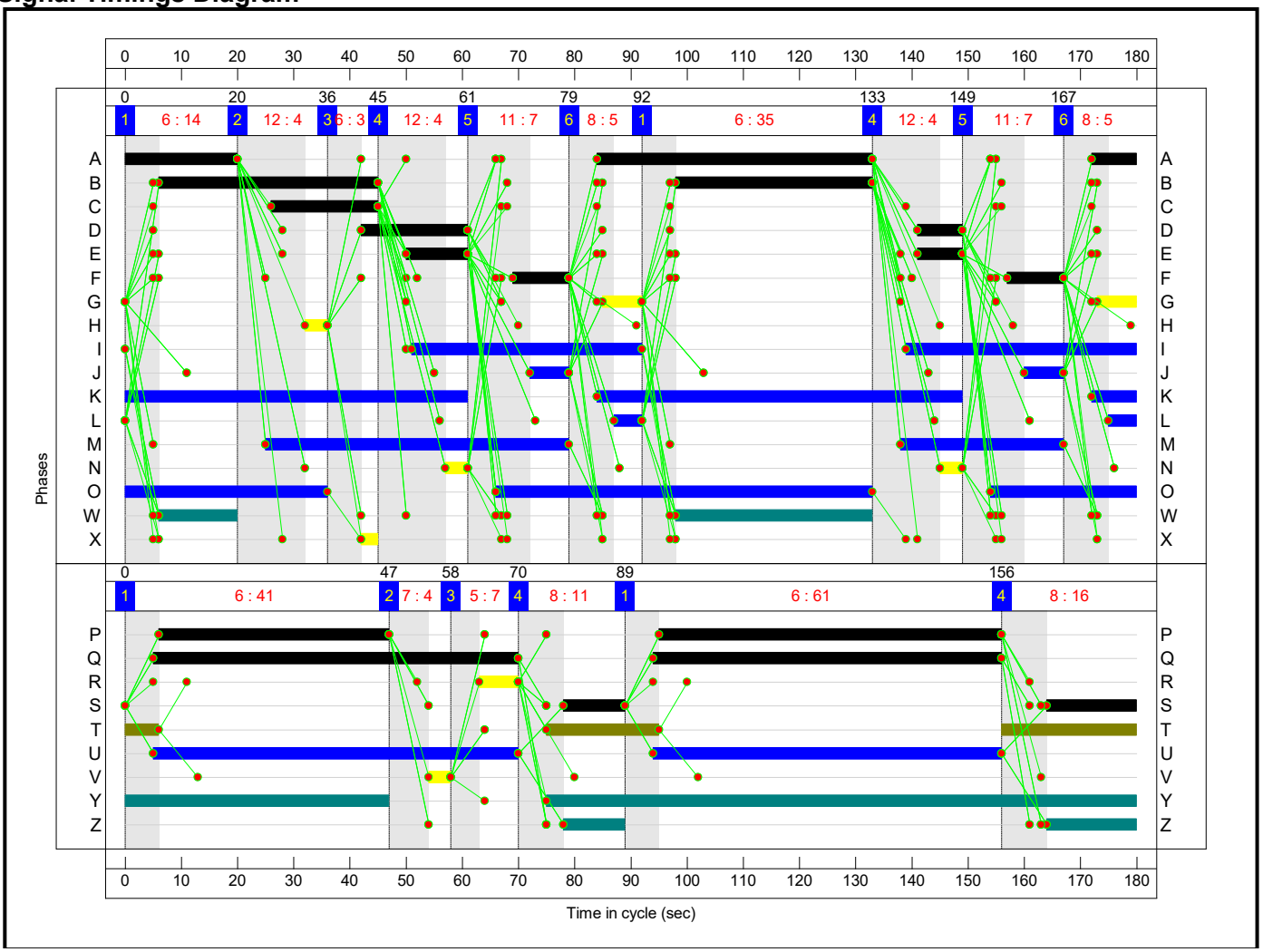
Stage	1	2	3	4	5	6	1	4	5	6
Duration	14	4	3	4	7	5	35	4	7	5
Change Point	0	20	36	45	61	79	92	133	149	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	41	4	7	11	61	16
Change Point	0	47	58	70	89	156

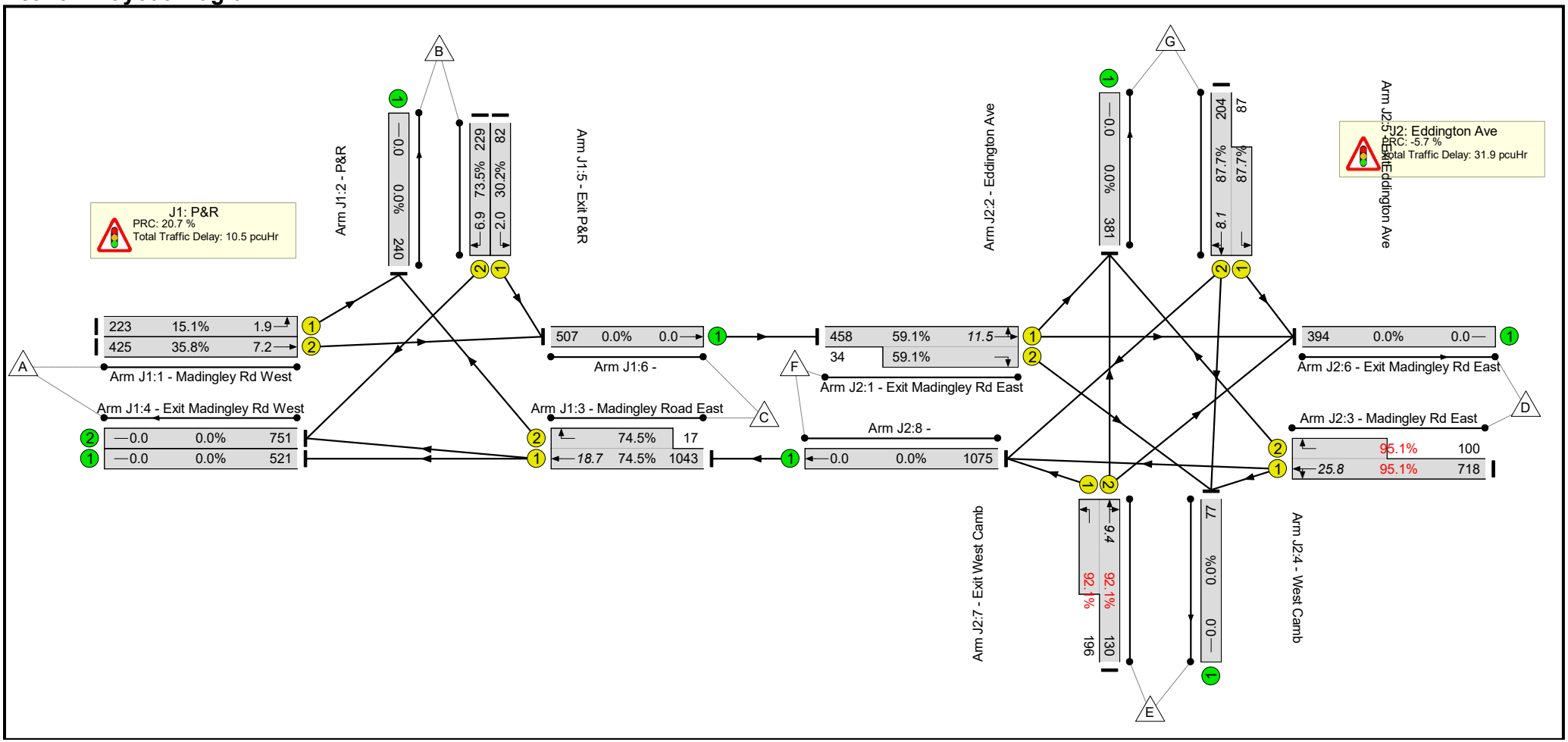
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.1%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.5%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	50	223	1741	1480	15.1%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	102	-	425	2055	1187	35.8%
2/1	P&R Left	U	2	N/A	S		2	27	-	82	1687	272	30.2%
2/2	P&R Right	U	2	N/A	S		2	27	-	229	1935	312	73.5%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	127:7	-	1060	1965:2005	1399+23	74.5 : 74.5%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	751	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	240	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	507	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**95.1%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	77:14	-	492	1843:2055	774+57	59.1 : 59.1%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	19:27	-	291	1994:1683	233+99	87.7 : 87.7%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	74:19	-	818	1964:1830	755+105	95.1 : 95.1%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	20	-	326	2010:1741	141+213	92.1 : 92.1%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	381	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	394	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	1075	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**23.5**	**18.9**	**0.0**	**42.4**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**7.1**	**3.4**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
1/1	223	223	-	-	-	0.1	0.1	-	0.2	3.8	1.9	0.1	1.9
1/2	425	425	-	-	-	1.3	0.3	-	1.5	13.0	7.0	0.3	7.2
2/1	82	82	-	-	-	0.8	0.2	-	1.0	42.8	1.8	0.2	2.0
2/2	229	229	-	-	-	2.3	1.3	-	3.6	57.0	5.5	1.3	6.9
3/1+3/2	1060	1060	-	-	-	2.6	1.5	-	4.1	13.9	17.2	1.5	18.7
4/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	507	507	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**16.4**	**15.5**	**0.0**	**31.9**	**-**	**-**	**-**	**-**
1/1+1/2	492	492	-	-	-	2.9	0.7	-	3.6	26.6	10.8	0.7	11.5
2/2+2/1	291	291	-	-	-	3.0	3.1	-	6.1	75.7	5.0	3.1	8.1
3/1+3/2	818	818	-	-	-	7.0	7.3	-	14.3	62.7	18.6	7.3	25.8
4/2+4/1	326	326	-	-	-	3.5	4.4	-	7.9	87.2	5.0	4.4	9.4
5/1	381	381	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1075	1075	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

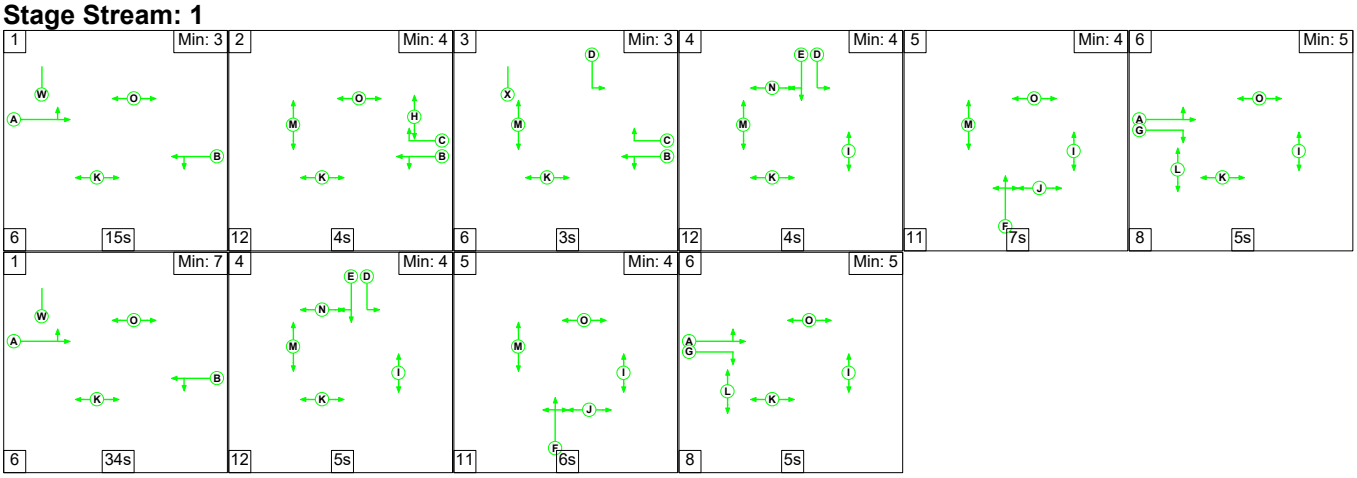
C1	Stream: 1 PRC for Signalled Lanes (%):	-5.7	Total Delay for Signalled Lanes (pcuHr):	31.90	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	10.47	Cycle Time (s): 180
	PRC Over All Lanes (%):	-5.7	Total Delay Over All Lanes(pcuHr):	42.37	

Full Input Data And Results

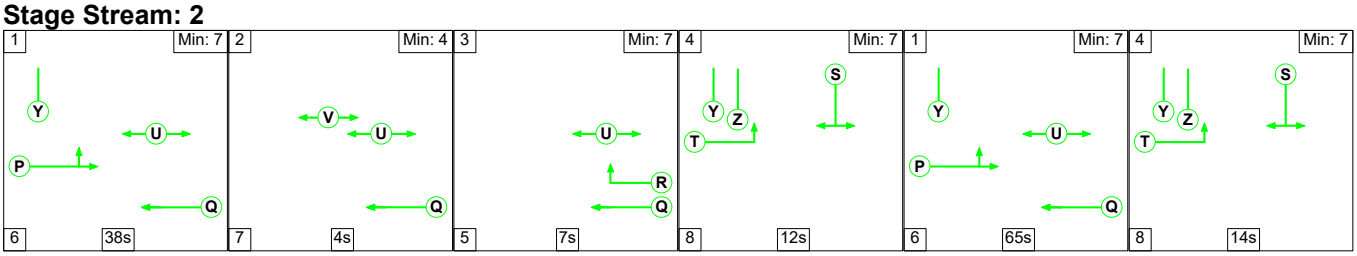
Scenario 8: '2033 + Comm + NWC PM' (FG10: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

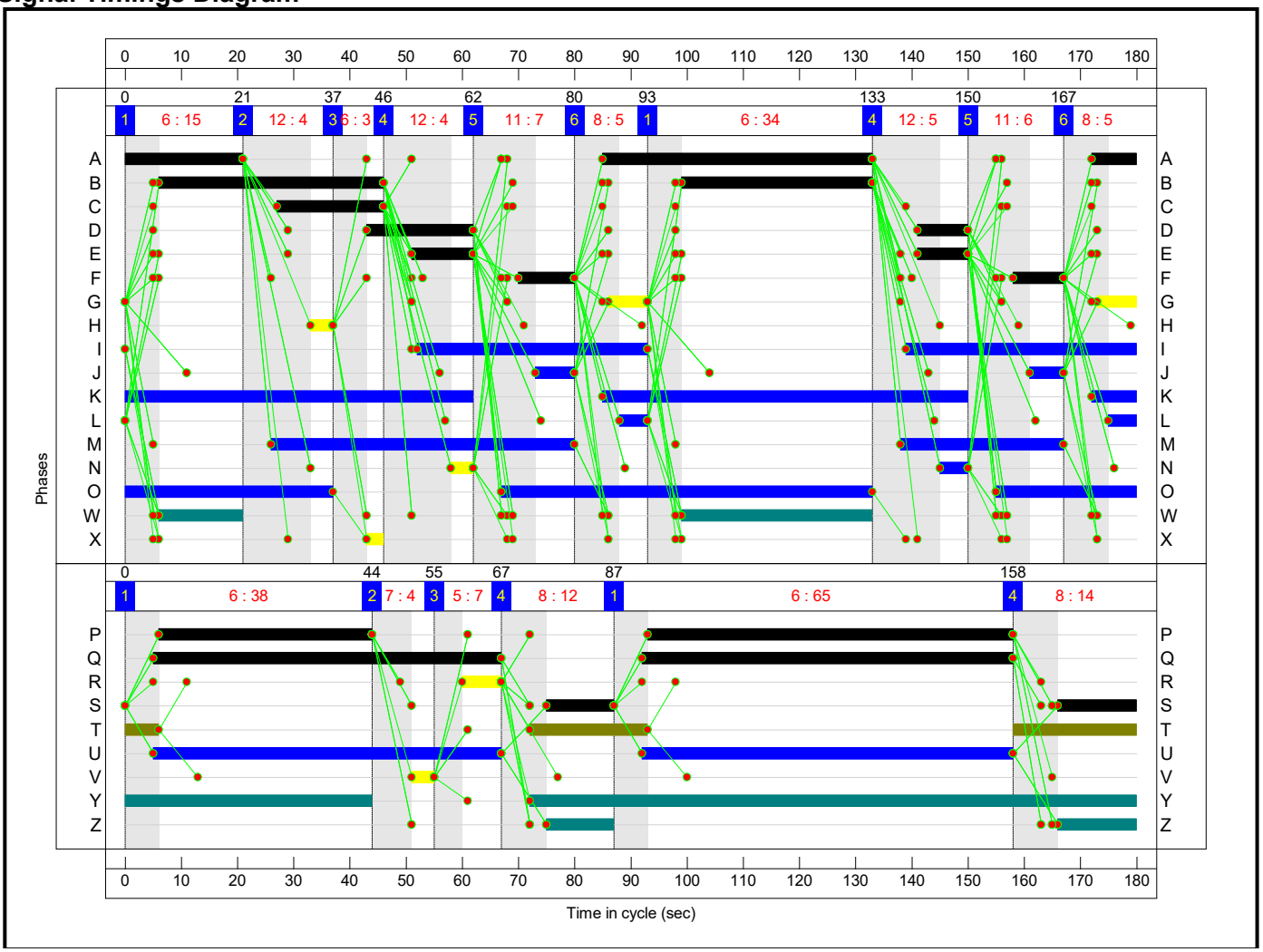
Stage	1	2	3	4	5	6	1	4	5	6
Duration	15	4	3	4	7	5	34	5	6	5
Change Point	0	21	37	46	62	80	93	133	150	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	38	4	7	12	65	14
Change Point	0	44	55	67	87	158

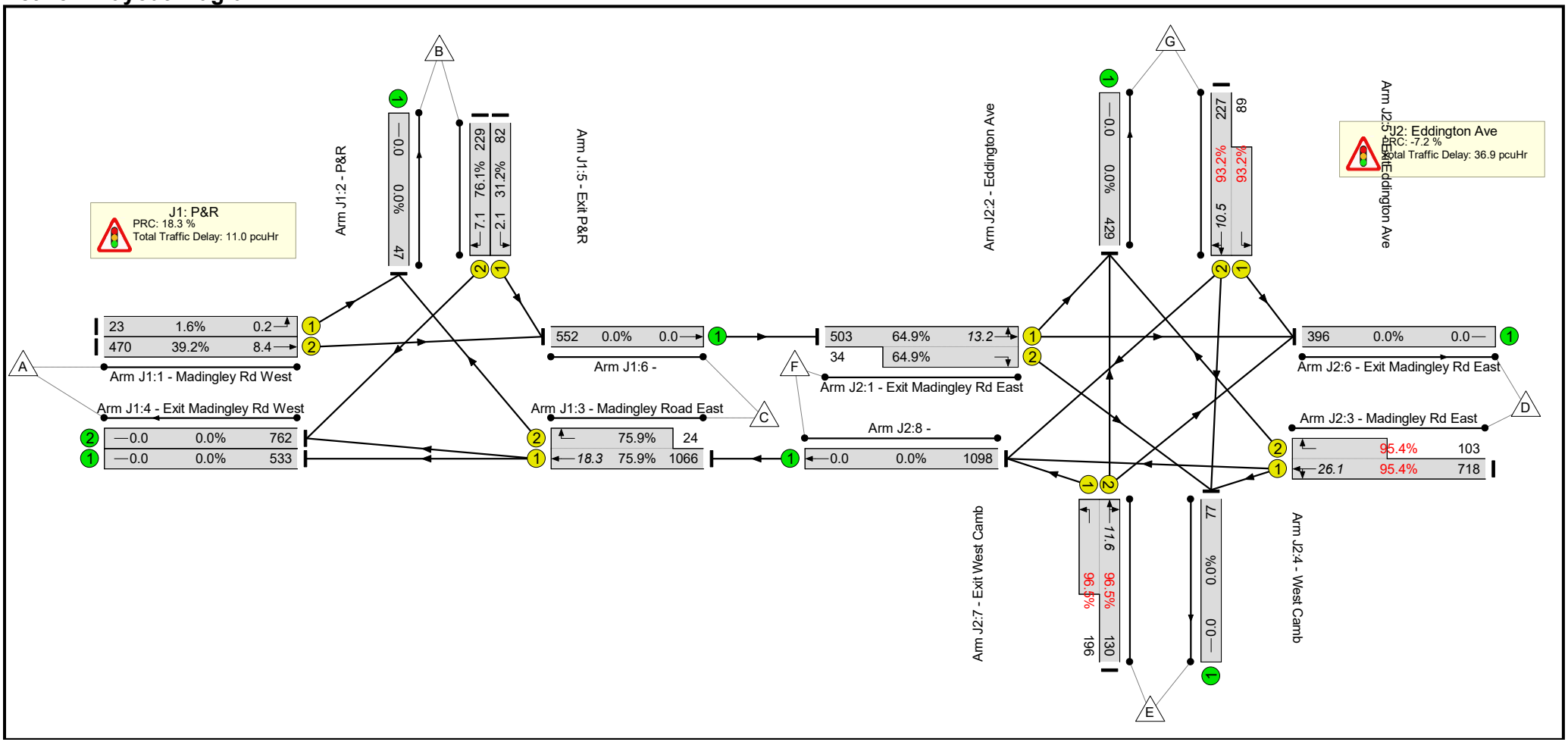
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.5%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**76.1%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	49	23	1741	1480	1.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	103	-	470	2055	1199	39.2%
2/1	P&R Left	U	2	N/A	S		2	26	-	82	1687	262	31.2%
2/2	P&R Right	U	2	N/A	S		2	26	-	229	1935	301	76.1%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	128:7	-	1090	1965:2005	1404+32	75.9 : 75.9%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	533	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	762	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	552	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.5%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	77:14	-	537	1833:2055	775+52	64.9 : 64.9%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	20:28	-	316	1992:1683	243+95	93.2 : 93.2%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	74:19	-	821	1964:1830	753+108	95.4 : 95.4%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	19	-	326	2010:1741	135+203	96.5 : 96.5%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	429	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	396	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	1098	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**24.5**	**23.4**	**0.0**	**47.9**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**7.3**	**3.6**	**0.0**	**11.0**	**-**	**-**	**-**	**-**
1/1	23	23	-	-	-	0.0	0.0	-	0.0	3.3	0.2	0.0	0.2
1/2	470	470	-	-	-	1.4	0.3	-	1.7	13.4	8.1	0.3	8.4
2/1	82	82	-	-	-	0.8	0.2	-	1.0	43.7	1.8	0.2	2.1
2/2	229	229	-	-	-	2.3	1.5	-	3.8	60.4	5.6	1.5	7.1
3/1+3/2	1090	1090	-	-	-	2.8	1.6	-	4.4	14.4	16.7	1.6	18.3
4/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	762	762	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**17.1**	**19.8**	**0.0**	**36.9**	**-**	**-**	**-**	**-**
1/1+1/2	537	537	-	-	-	3.3	0.9	-	4.2	28.1	12.3	0.9	13.2
2/2+2/1	316	316	-	-	-	3.3	4.8	-	8.1	92.7	5.7	4.8	10.5
3/1+3/2	821	821	-	-	-	7.1	7.5	-	14.5	63.8	18.6	7.5	26.1
4/2+4/1	326	326	-	-	-	3.5	6.5	-	10.1	111.0	5.0	6.5	11.6
5/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	396	396	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

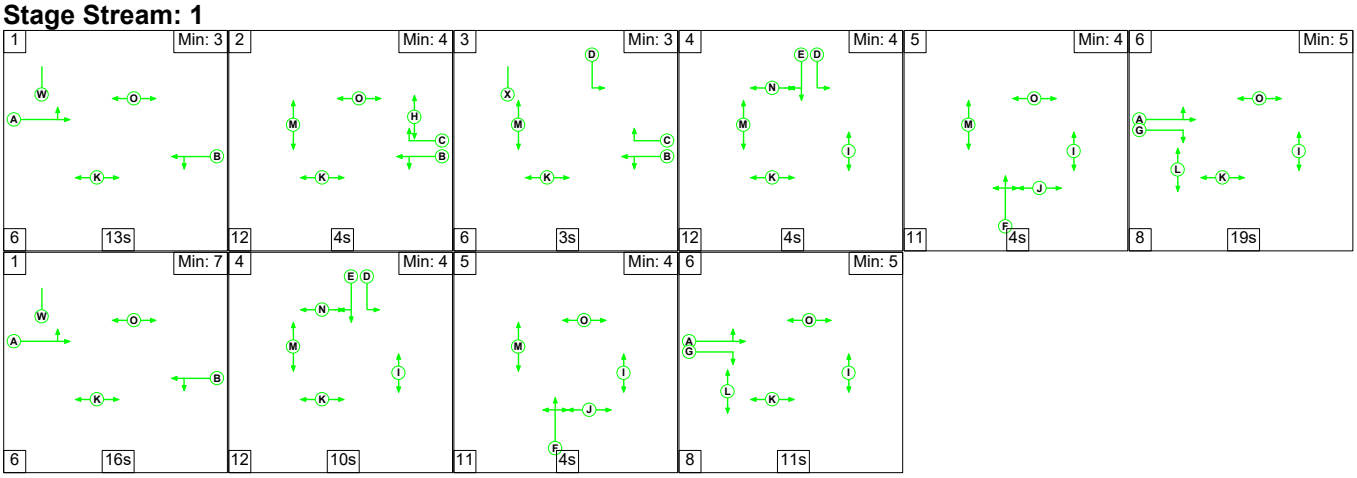
C1 Stream: 1 PRC for Signalled Lanes (%): -7.2 Total Delay for Signalled Lanes (pcuHr): 36.94 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 18.3 Total Delay for Signalled Lanes (pcuHr): 10.98 Cycle Time (s): 180
PRC Over All Lanes (%): -7.2 Total Delay Over All Lanes(pcuHr): 47.91

Full Input Data And Results

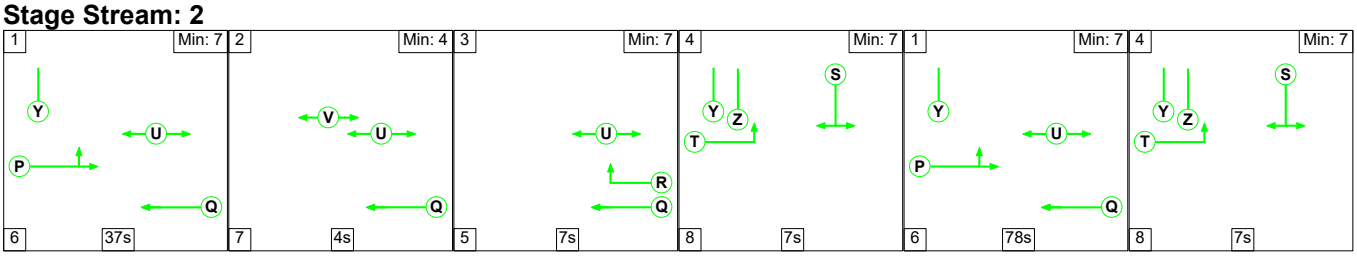
Scenario 9: '2038 Baseline AM' (FG7: '2038 Baseline AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

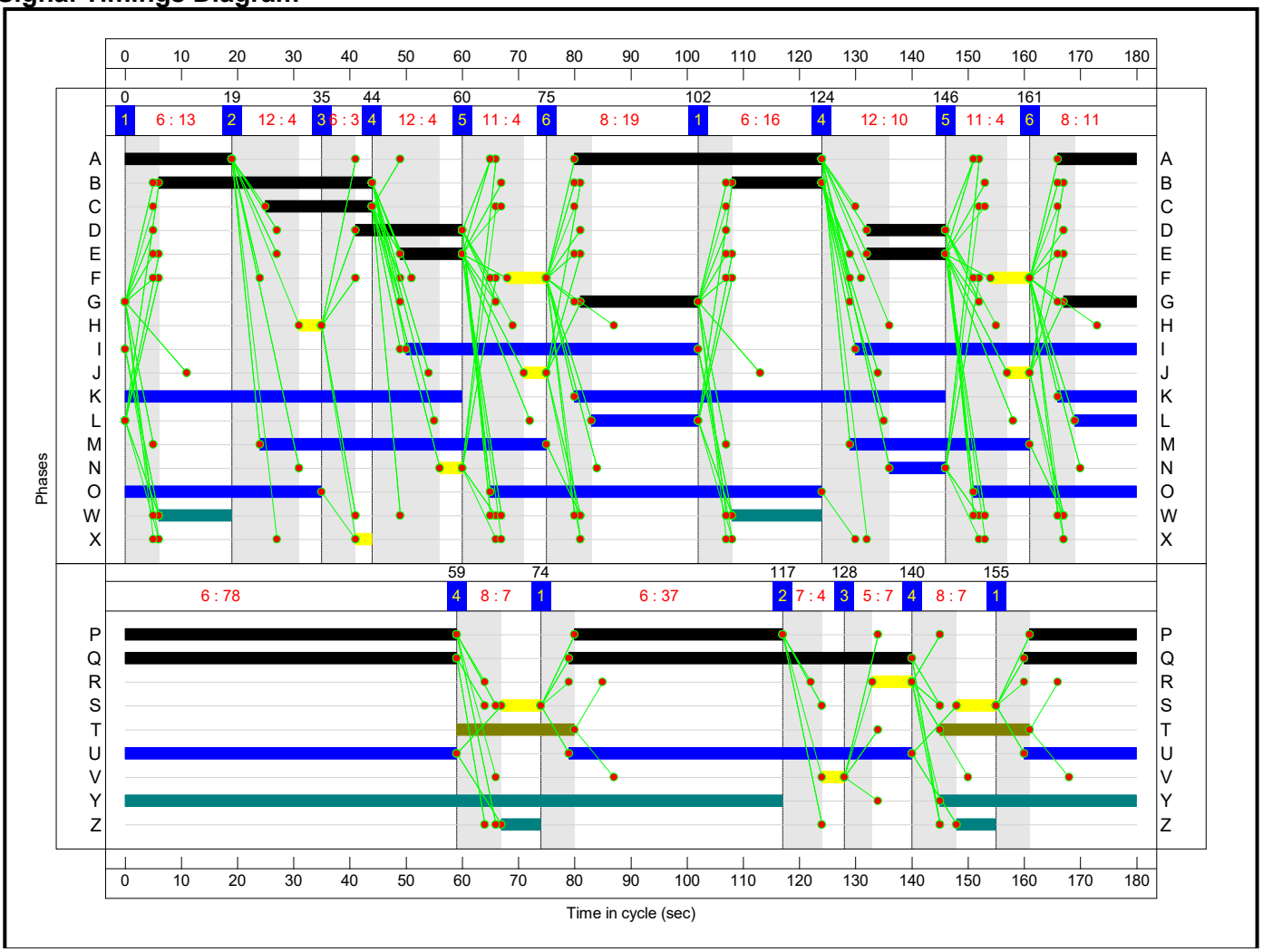
Stage	1	2	3	4	5	6	1	4	5	6
Duration	13	4	3	4	4	19	16	10	4	11
Change Point	0	19	35	44	60	75	102	124	146	161

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	37	4	7	7	78	7
Change Point	74	117	128	140	155	59

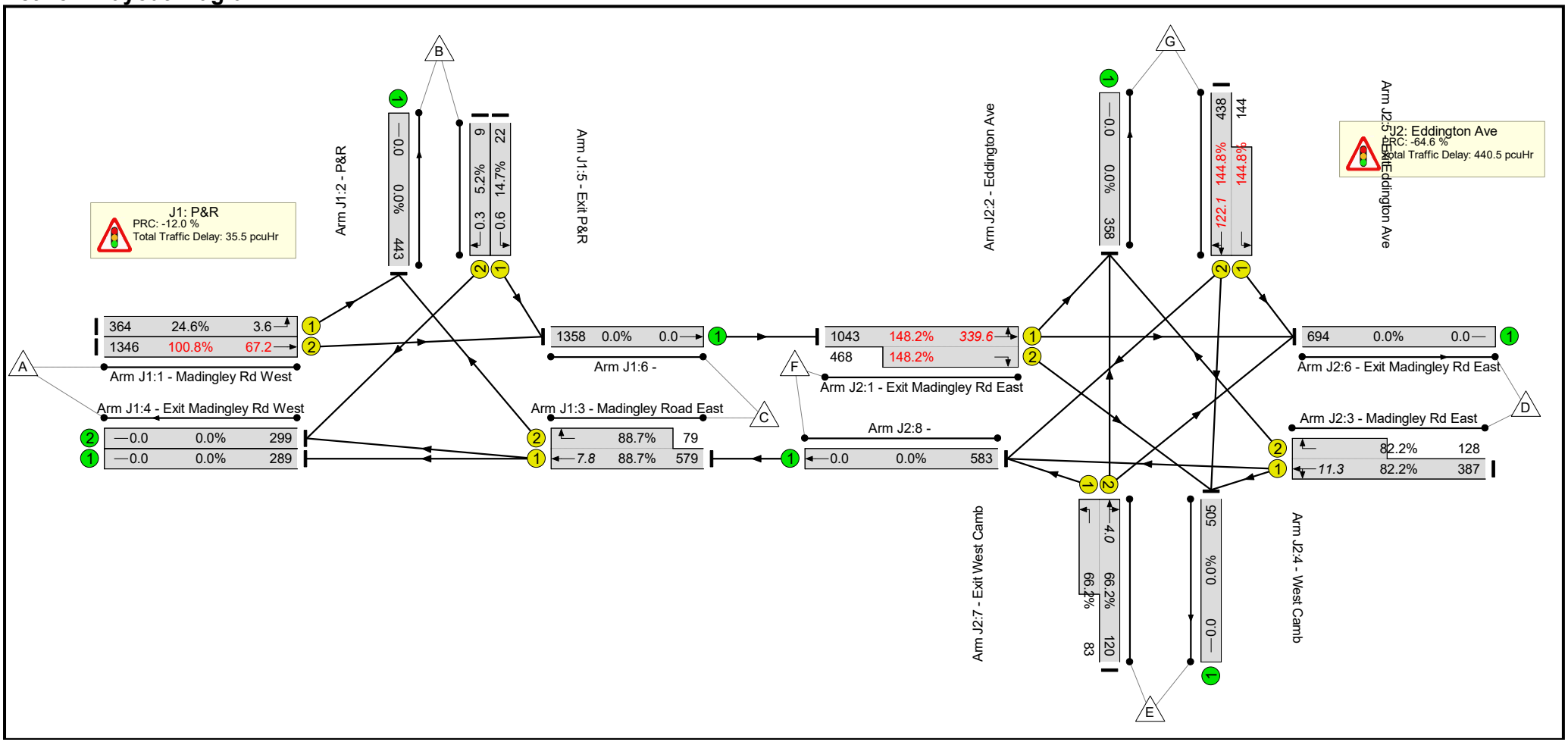
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**148.2%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.8%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	37	364	1741	1480	24.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	115	-	1346	2055	1336	100.8%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:7	-	658	1965:2005	653+89	88.7 : 88.7%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	299	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1368	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**148.2%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	77:34	-	1511	1883:2055	704+316	148.2 : 148.2%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	25:33	-	582	2018:1683	303+99	144.8 : 144.8%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	54:19	-	515	1936:1830	471+156	82.2 : 82.2%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	203	2040:1741	181+125	66.2 : 66.2%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	1020	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	660	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**109.2**	**366.8**	**0.0**	**476.0**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**10.5**	**25.0**	**0.0**	**35.5**	**-**	**-**	**-**	**-**
1/1	364	364	-	-	-	0.3	0.2	-	0.4	4.2	3.4	0.2	3.6
1/2	1346	1336	-	-	-	7.6	21.1	-	28.7	76.8	46.1	21.1	67.2
2/1	22	22	-	-	-	0.2	0.1	-	0.3	52.4	0.6	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	49.3	0.2	0.0	0.3
3/1+3/2	658	658	-	-	-	2.3	3.6	-	5.9	32.5	4.2	3.6	7.8
4/1	289	289	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	299	299	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1358	1358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**98.6**	**341.9**	**0.0**	**440.5**	**-**	**-**	**-**	**-**
1/1+1/2	1511	1020	-	-	-	68.2	247.1	-	315.3	751.2	92.5	247.1	339.6
2/2+2/1	582	402	-	-	-	22.6	91.6	-	114.2	706.3	30.5	91.6	122.1
3/1+3/2	515	515	-	-	-	5.6	2.2	-	7.8	54.6	9.1	2.2	11.3
4/2+4/1	203	203	-	-	-	2.2	1.0	-	3.2	56.6	3.0	1.0	4.0
5/1	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

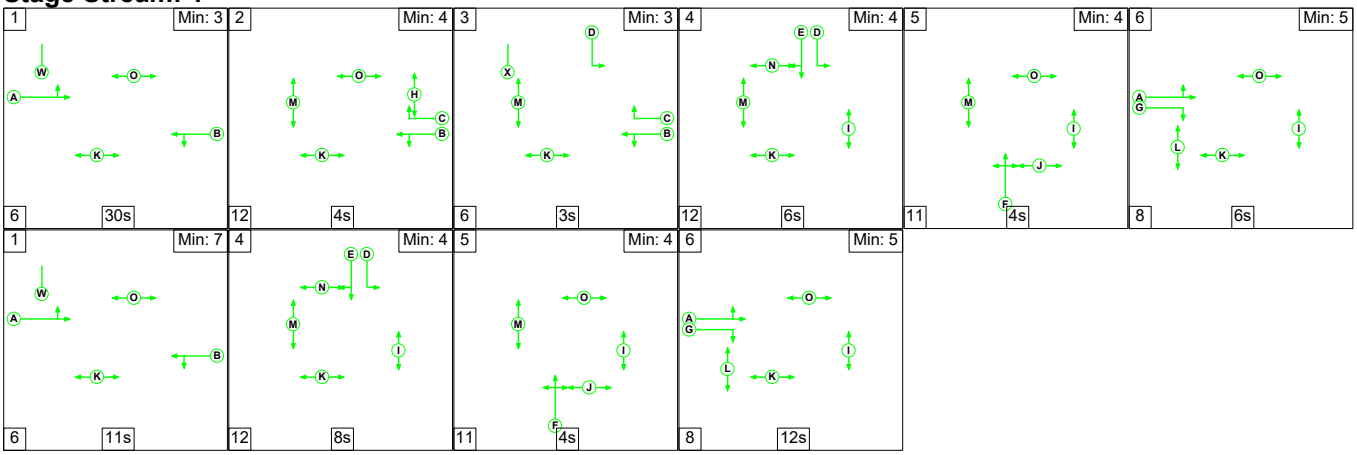
C1	Stream: 1 PRC for Signalled Lanes (%):	-64.6	Total Delay for Signalled Lanes (pcuHr):	440.48	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%):	-12.0	Total Delay for Signalled Lanes (pcuHr):	35.50	Cycle Time (s): 180
	PRC Over All Lanes (%):	-64.6	Total Delay Over All Lanes(pcuHr):	475.98	

Full Input Data And Results

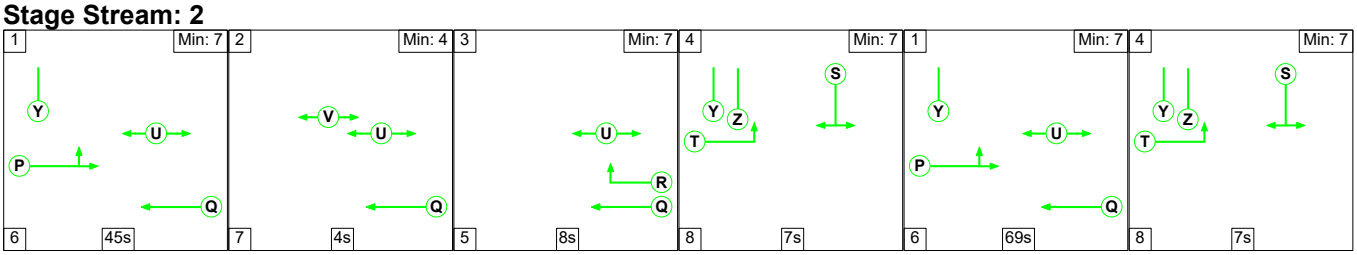
Scenario 10: '2033 + Comm + 2038 NWC AM' (FG13: '2033 + Comm + 2038 NWC AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

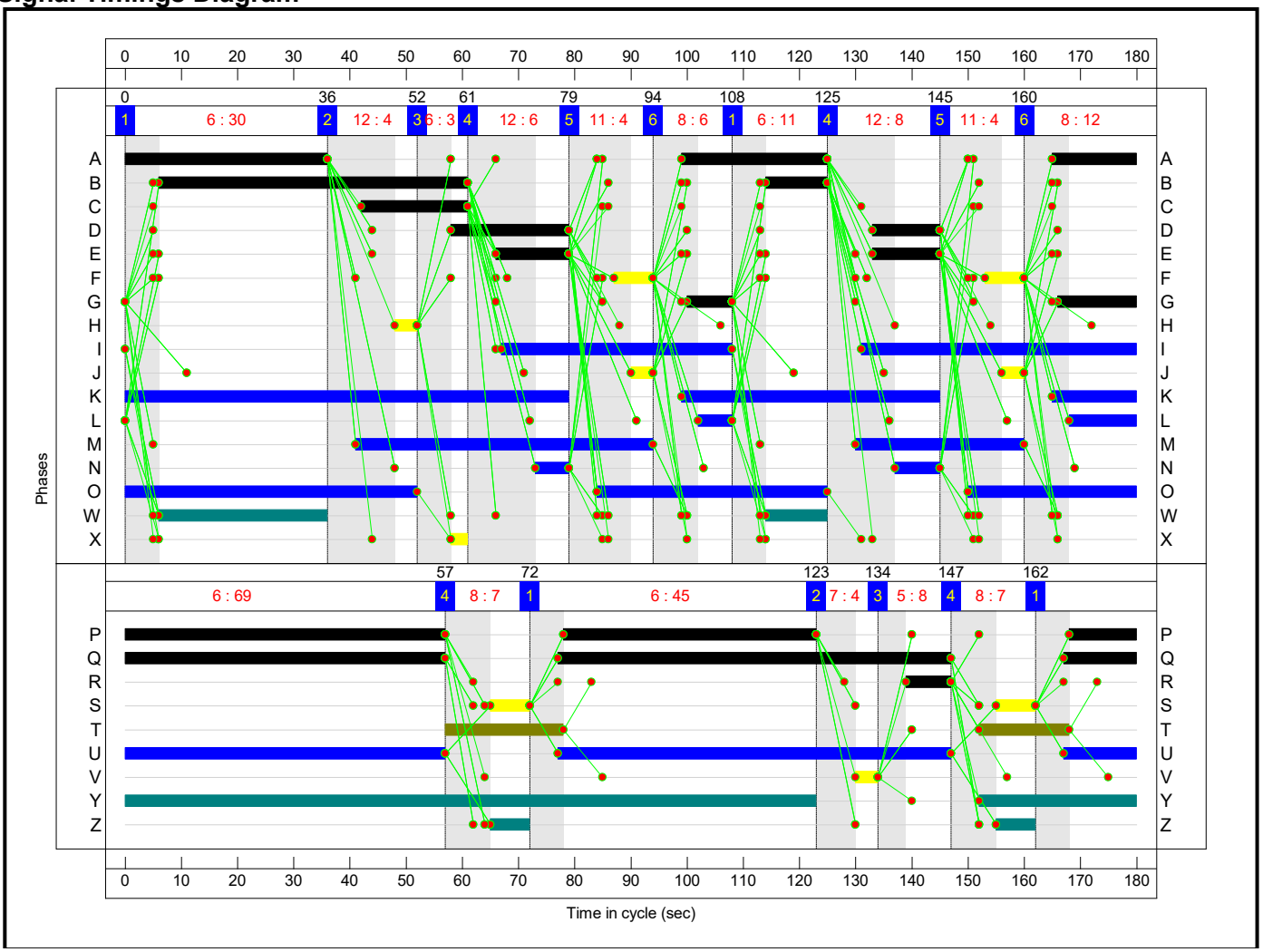
Stage	1	2	3	4	5	6	1	4	5	6
Duration	30	4	3	6	4	6	11	8	4	12
Change Point	0	36	52	61	79	94	108	125	145	160

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	45	4	8	7	69	7
Change Point	72	123	134	147	162	57

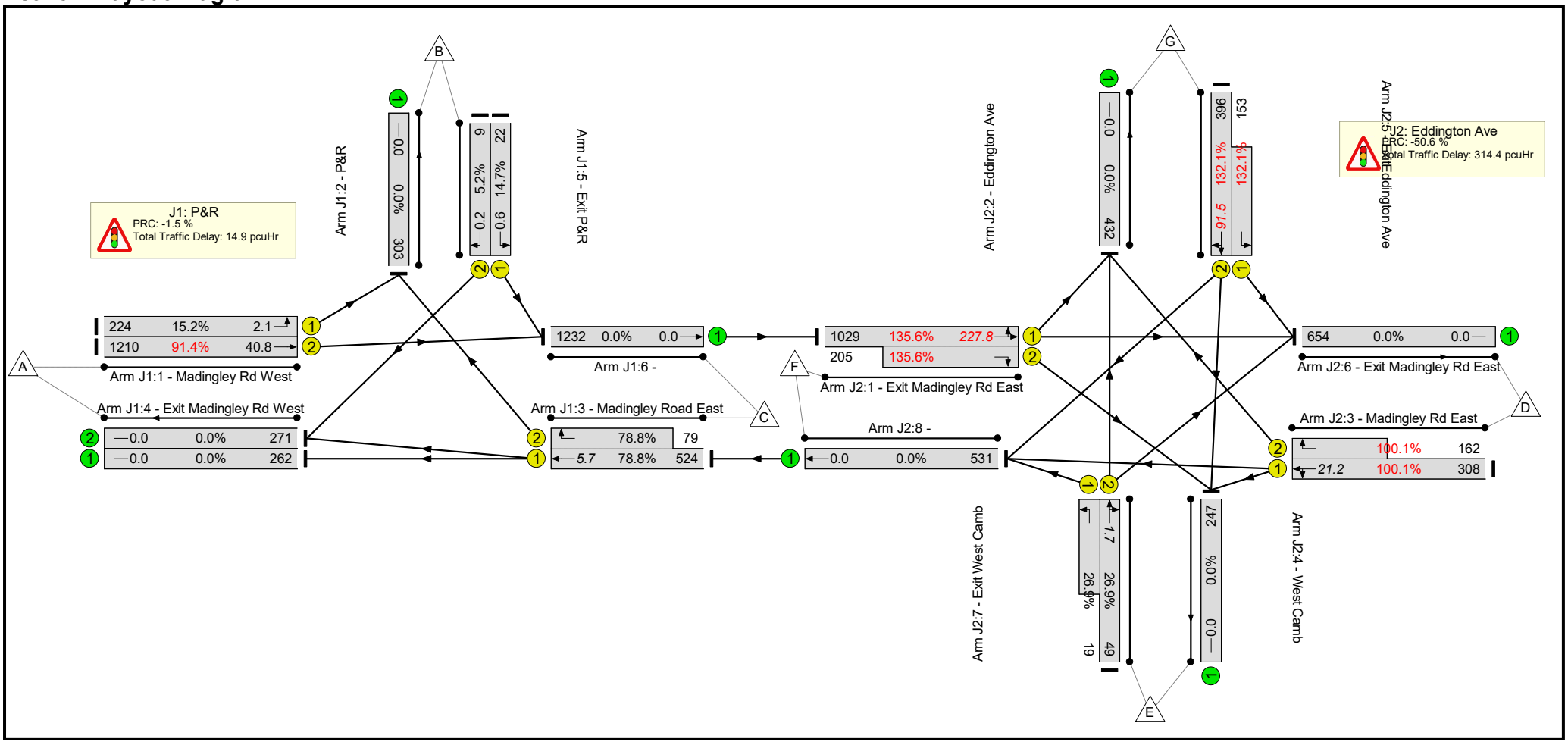
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.6%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**91.4%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	151	37	224	1741	1470	15.2%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	114	-	1210	2055	1324	91.4%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:8	-	603	1965:2005	665+100	78.8 : 78.8%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	262	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	271	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1232	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**135.6%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	77:22	-	1234	1860:2055	759+151	135.6 : 135.6%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	25:33	-	549	1998:1683	300+116	132.1 : 132.1%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	66:19	-	470	1949:1830	308+162	100.1 : 100.1%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	68	2047:1741	182+71	26.9 : 26.9%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	882	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**78.8**	**250.6**	**0.0**	**329.4**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**8.0**	**6.9**	**0.0**	**14.9**	**-**	**-**	**-**	**-**
1/1	224	224	-	-	-	0.2	0.1	-	0.2	3.9	2.0	0.1	2.1
1/2	1210	1210	-	-	-	5.3	4.9	-	10.2	30.3	36.0	4.9	40.8
2/1	22	22	-	-	-	0.2	0.1	-	0.3	51.9	0.5	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1+3/2	603	603	-	-	-	2.3	1.8	-	4.1	24.3	3.9	1.8	5.7
4/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1232	1232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**70.8**	**243.7**	**0.0**	**314.4**	**-**	**-**	**-**	**-**
1/1+1/2	1234	910	-	-	-	47.4	163.8	-	211.2	616.2	64.0	163.8	227.8
2/2+2/1	549	415	-	-	-	17.2	68.7	-	85.9	563.4	22.8	68.7	91.5
3/1+3/2	470	470	-	-	-	5.4	10.9	-	16.3	125.1	10.3	10.9	21.2
4/2+4/1	68	68	-	-	-	0.8	0.2	-	1.0	51.2	1.5	0.2	1.7
5/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	247	247	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

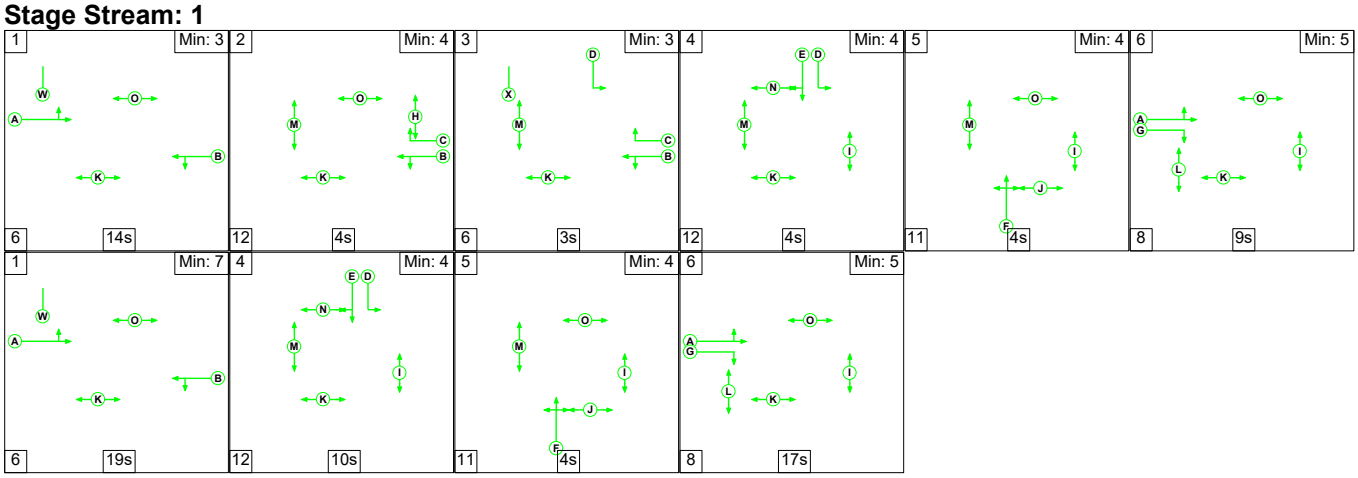
C1	Stream: 1 PRC for Signalled Lanes (%):	-50.6	Total Delay for Signalled Lanes (pcuHr):	314.41	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	14.94	Cycle Time (s): 180
	PRC Over All Lanes (%):	-50.6	Total Delay Over All Lanes(pcuHr):	329.35	

Full Input Data And Results

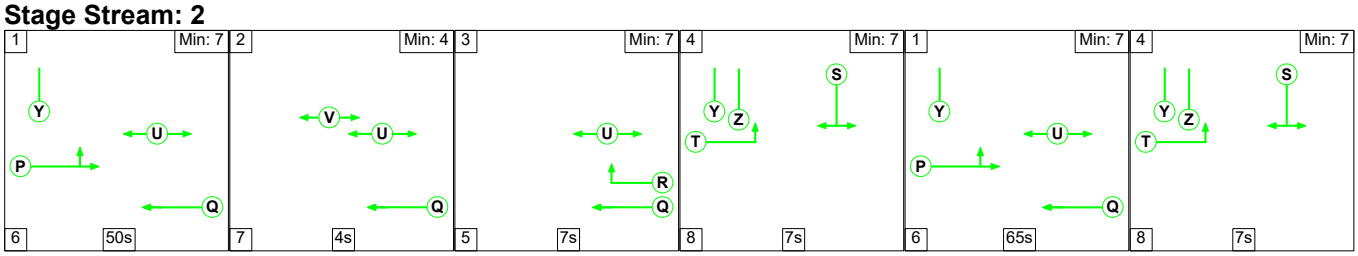
Scenario 11: '2038 + Comm + NWC AM' (FG11: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

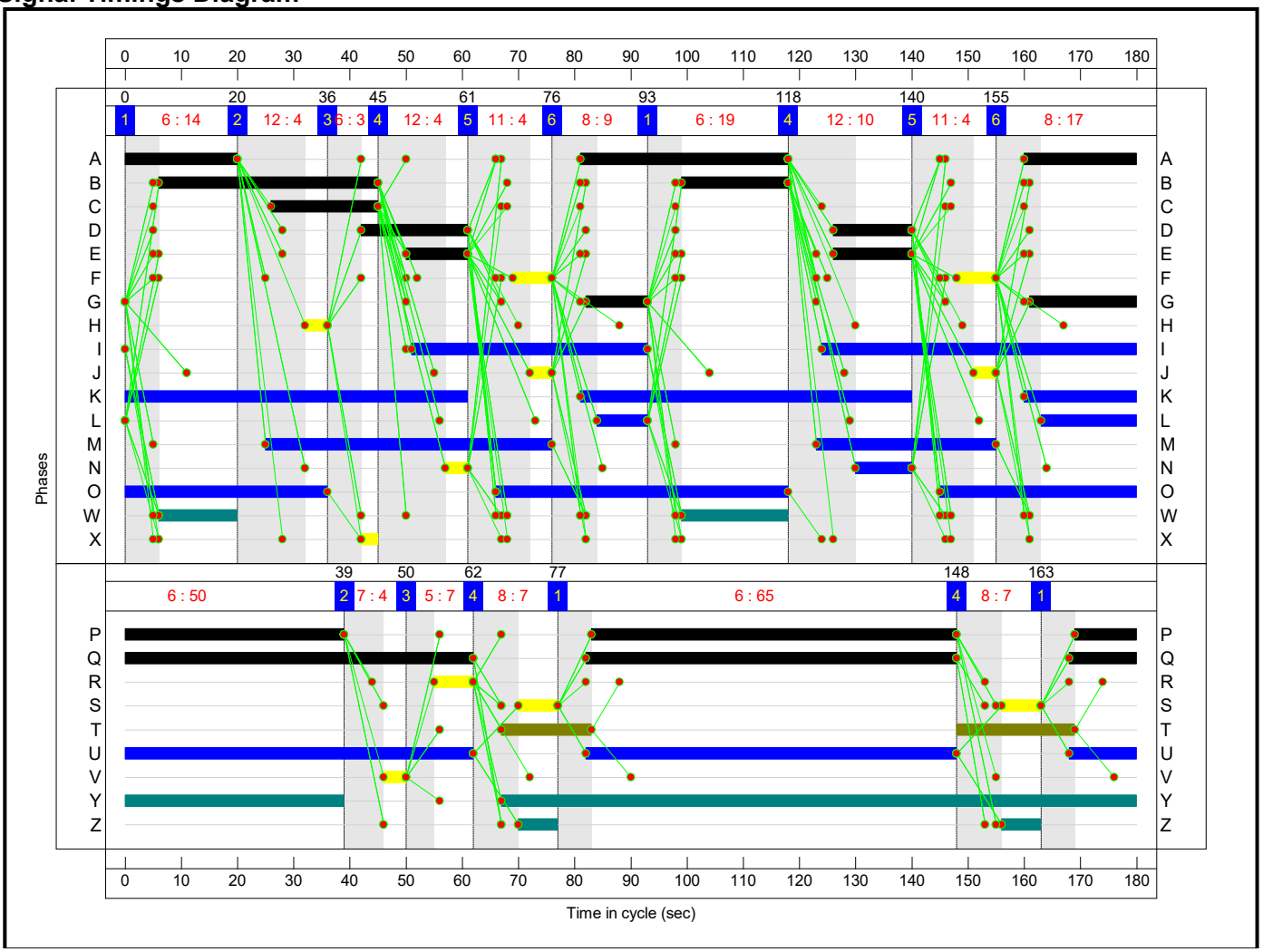
Stage	1	2	3	4	5	6	1	4	5	6
Duration	14	4	3	4	4	9	19	10	4	17
Change Point	0	20	36	45	61	76	93	118	140	155

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	50	4	7	7	65	7
Change Point	163	39	50	62	77	148

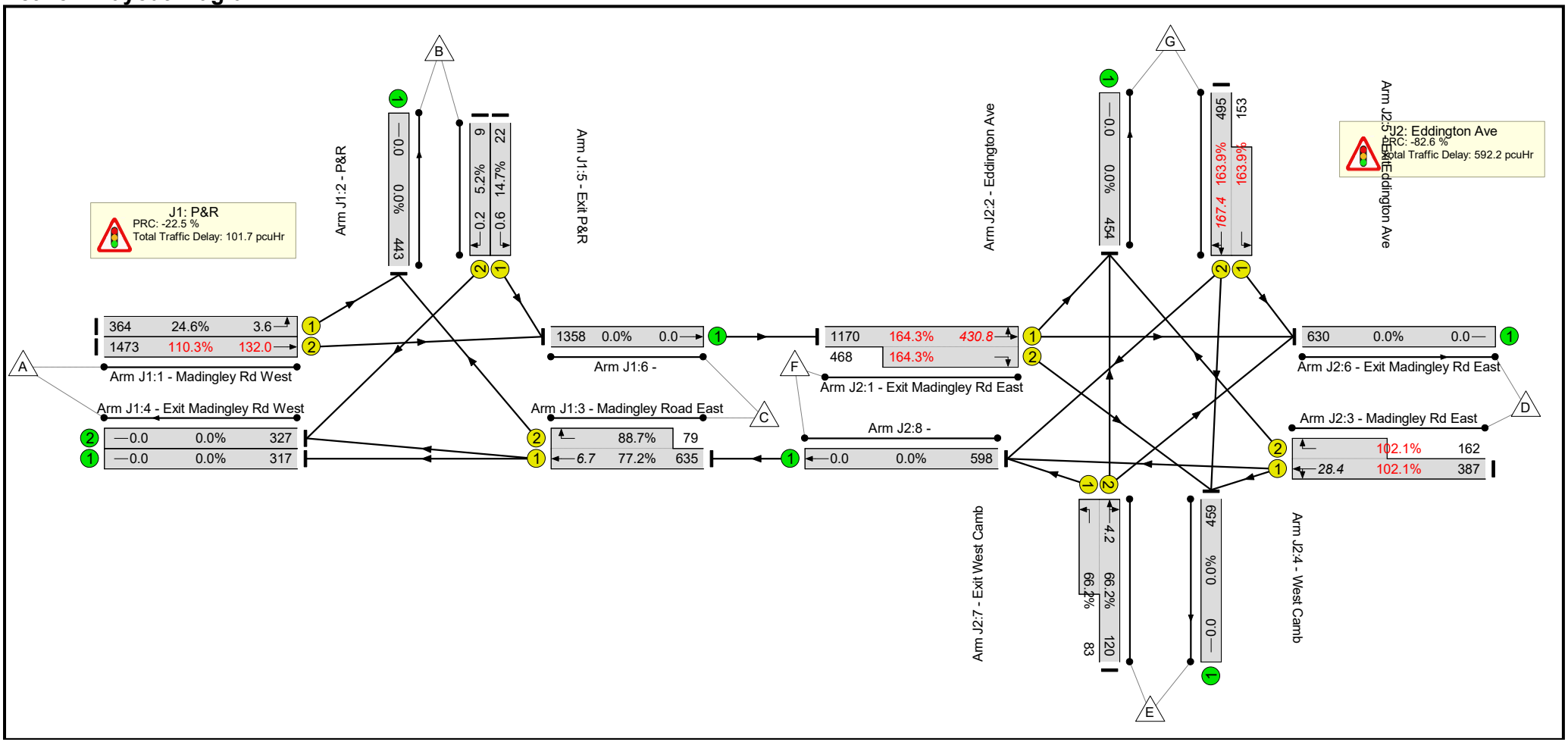
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**164.3%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**110.3%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	37	364	1741	1480	24.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	115	-	1473	2055	1336	110.3%
2/1	P&R Left	U	2	N/A	S		2	14	-	22	1687	150	14.7%
2/2	P&R Right	U	2	N/A	S		2	14	-	9	1935	172	5.2%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	140:7	-	714	1965:2005	823+89	77.2 : 88.7%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	327	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	443	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1495	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**164.3%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	77:30	-	1638	1867:2055	712+285	164.3 : 164.3%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	25:33	-	648	2013:1683	302+93	163.9 : 163.9%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	58:19	-	549	1936:1830	379+159	102.1 : 102.1%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	14	-	203	2040:1741	181+125	66.2 : 66.2%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	1029	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	717	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**152.9**	**541.0**	**0.0**	**694.0**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**26.1**	**75.7**	**0.0**	**101.7**	**-**	**-**	**-**	**-**
1/1	364	364	-	-	-	0.3	0.2	-	0.4	4.2	3.4	0.2	3.6
1/2	1473	1336	-	-	-	23.1	73.6	-	96.7	236.3	58.3	73.6	132.0
2/1	22	22	-	-	-	0.2	0.1	-	0.3	52.0	0.5	0.1	0.6
2/2	9	9	-	-	-	0.1	0.0	-	0.1	48.9	0.2	0.0	0.2
3/1+3/2	714	714	-	-	-	2.4	1.8	-	4.2	21.0	4.9	1.8	6.7
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1358	1358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**126.9**	**465.3**	**0.0**	**592.2**	**-**	**-**	**-**	**-**
1/1+1/2	1638	997	-	-	-	86.4	321.9	-	408.3	897.4	108.8	321.9	430.8
2/2+2/1	648	395	-	-	-	31.3	127.6	-	158.9	883.0	39.8	127.6	167.4
3/1+3/2	549	546	-	-	-	6.9	14.8	-	21.7	142.6	13.5	14.8	28.4
4/2+4/1	203	203	-	-	-	2.3	1.0	-	3.2	57.3	3.3	1.0	4.2
5/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

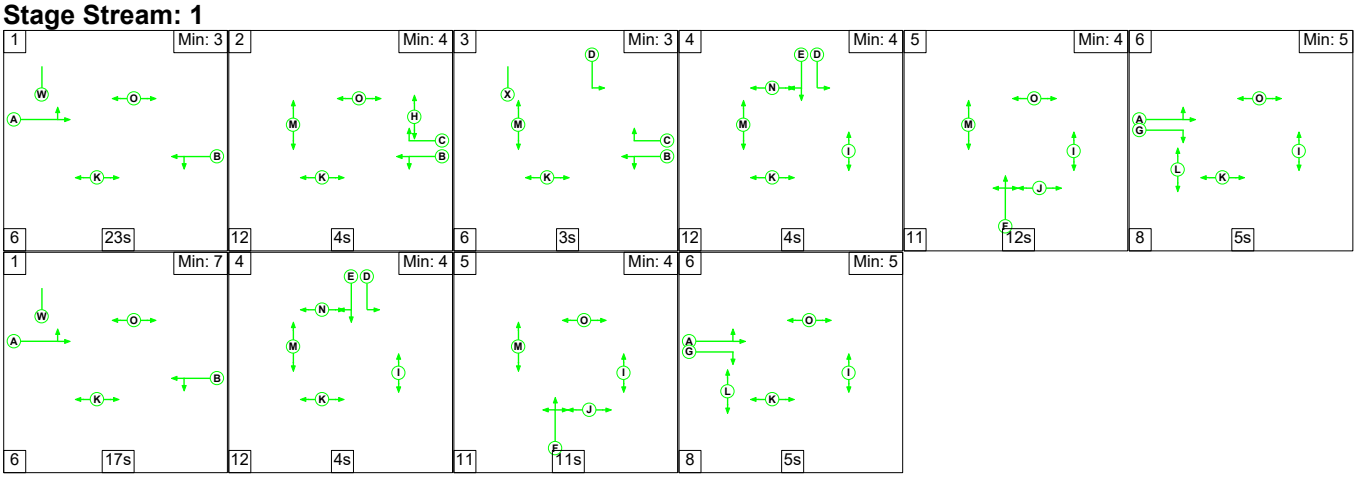
C1 Stream: 1 PRC for Signalled Lanes (%): -82.6 Total Delay for Signalled Lanes (pcuHr): 592.22 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): -22.5 Total Delay for Signalled Lanes (pcuHr): 101.74 Cycle Time (s): 180
PRC Over All Lanes (%): -82.6 Total Delay Over All Lanes(pcuHr): 693.96

Full Input Data And Results

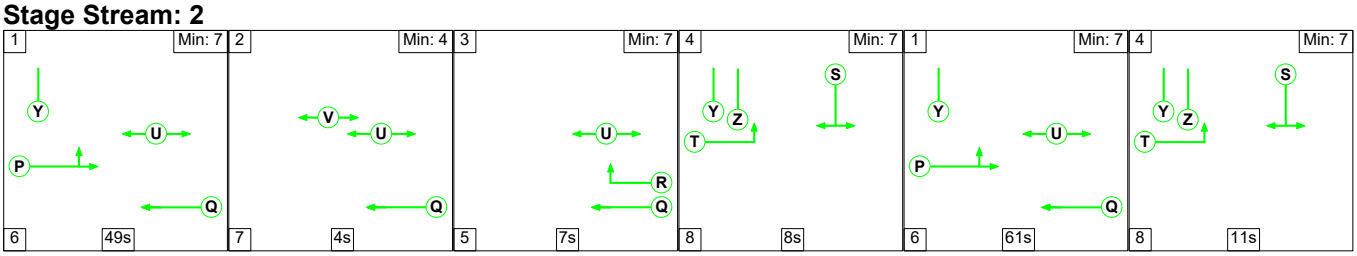
Scenario 12: '2038 Baseline PM' (FG8: '2038 Baseline PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

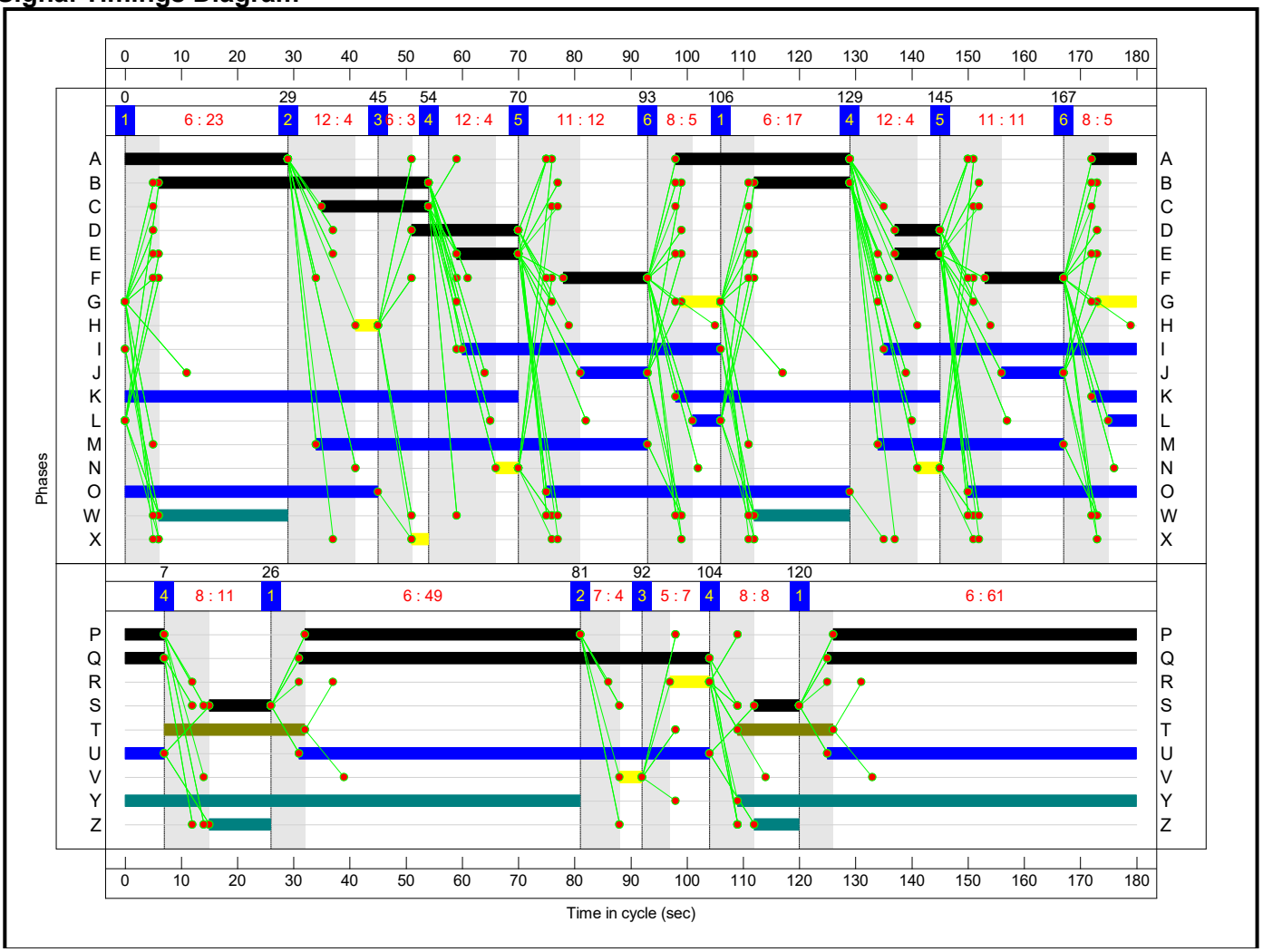
Stage	1	2	3	4	5	6	1	4	5	6
Duration	23	4	3	4	12	5	17	4	11	5
Change Point	0	29	45	54	70	93	106	129	145	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	49	4	7	8	61	11
Change Point	26	81	92	104	120	7

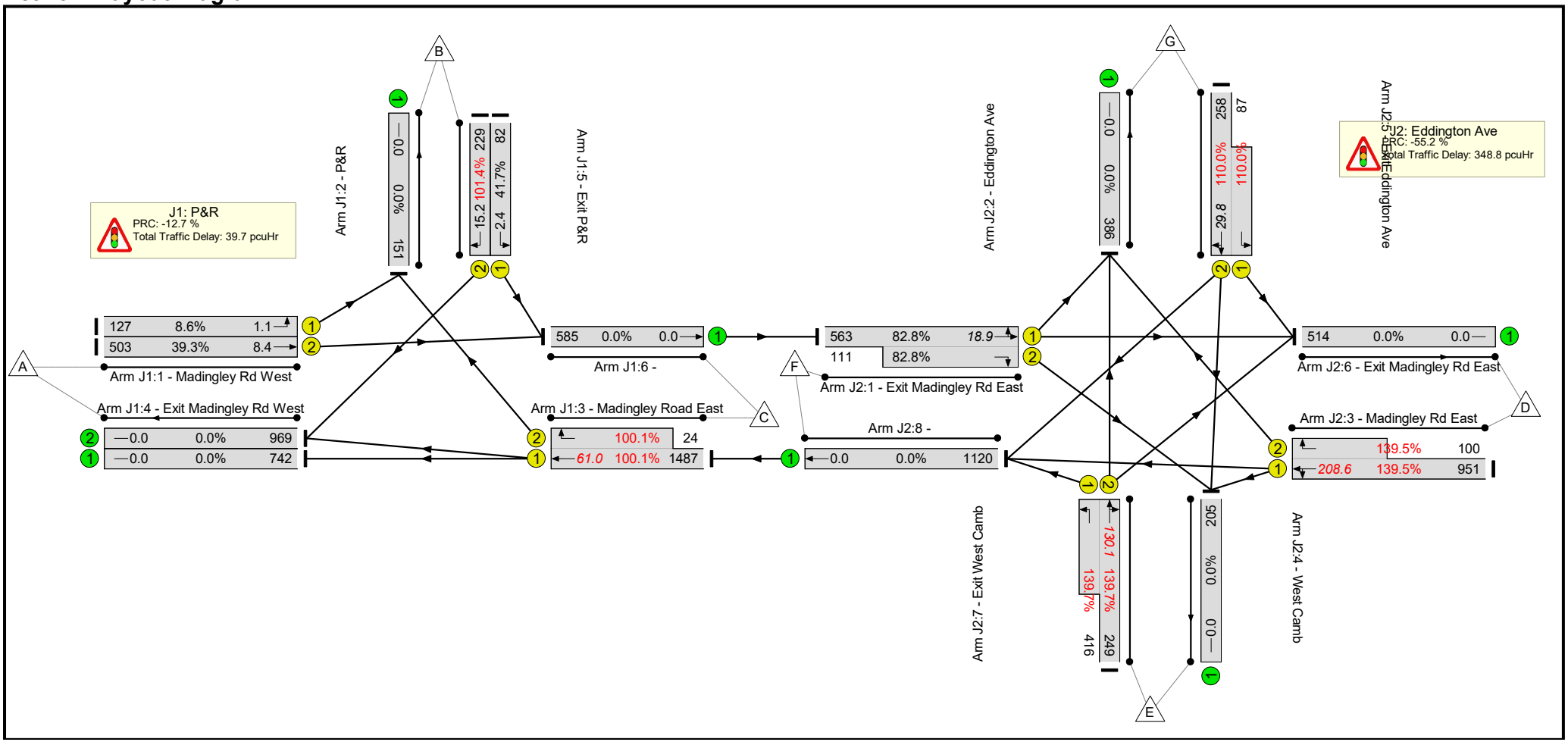
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.7%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.4%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	42	127	1741	1480	8.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	110	-	503	2055	1279	39.3%
2/1	P&R Left	U	2	N/A	S		2	19	-	82	1687	197	41.7%
2/2	P&R Right	U	2	N/A	S		2	19	-	229	1935	226	101.4%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	135:7	-	1511	1965:2005	1485+24	100.1 : 100.1%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	973	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	585	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**139.7%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	68:14	-	674	1856:2055	680+134	82.8 : 82.8%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	19:27	-	345	2011:1683	235+79	110.0 : 110.0%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	65:19	-	1051	1962:1830	682+72	139.5 : 139.5%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	29	-	665	2006:1741	178+298	139.7 : 139.7%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	468	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	1519	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**90.4**	**298.1**	**0.0**	**388.5**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**10.7**	**29.0**	**0.0**	**39.7**	**-**	**-**	**-**	**-**
1/1	127	127	-	-	-	0.1	0.0	-	0.1	3.5	1.0	0.0	1.1
1/2	503	503	-	-	-	1.3	0.3	-	1.6	11.6	8.1	0.3	8.4
2/1	82	82	-	-	-	0.8	0.4	-	1.2	52.7	2.0	0.4	2.4
2/2	229	226	-	-	-	3.4	8.4	-	11.8	185.5	6.8	8.4	15.2
3/1+3/2	1511	1509	-	-	-	5.1	19.8	-	25.0	59.5	41.2	19.8	61.0
4/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	969	969	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	151	151	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**79.7**	**269.1**	**0.0**	**348.8**	**-**	**-**	**-**	**-**
1/1+1/2	674	674	-	-	-	5.4	2.3	-	7.8	41.5	16.6	2.3	18.9
2/2+2/1	345	322	-	-	-	6.0	20.0	-	25.9	270.6	9.9	20.0	29.8
3/1+3/2	1051	753	-	-	-	41.7	150.6	-	192.3	658.6	58.0	150.6	208.6
4/2+4/1	665	476	-	-	-	26.6	96.2	-	122.8	664.7	33.9	96.2	130.1
5/1	386	386	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	514	514	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1120	1120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

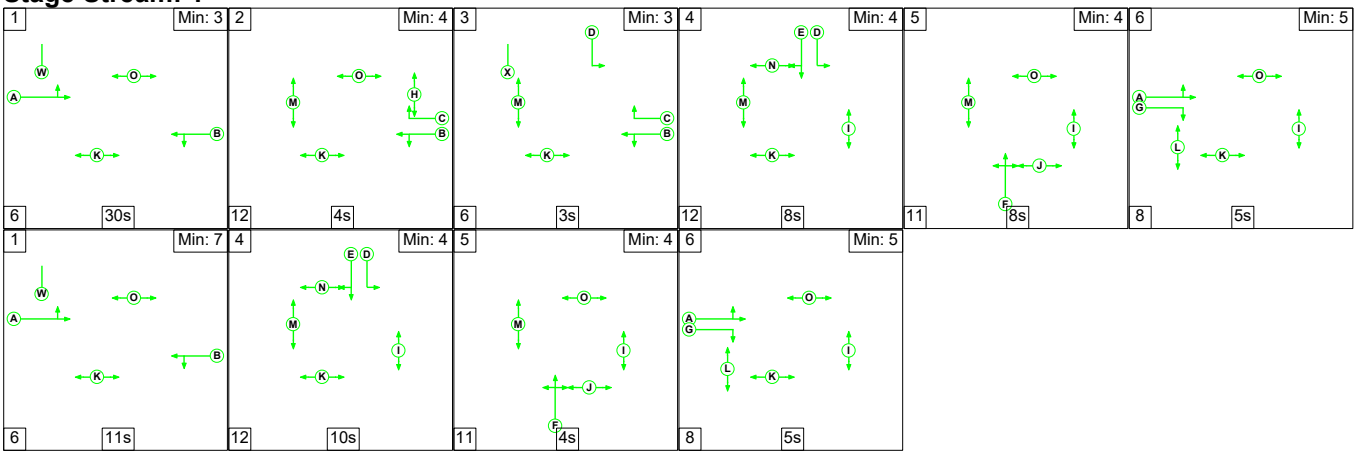
C1 Stream: 1 PRC for Signalled Lanes (%): -55.2 Total Delay for Signalled Lanes (pcuHr): 348.75 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): -12.7 Total Delay for Signalled Lanes (pcuHr): 39.73 Cycle Time (s): 180
PRC Over All Lanes (%): -55.2 Total Delay Over All Lanes(pcuHr): 388.48

Full Input Data And Results

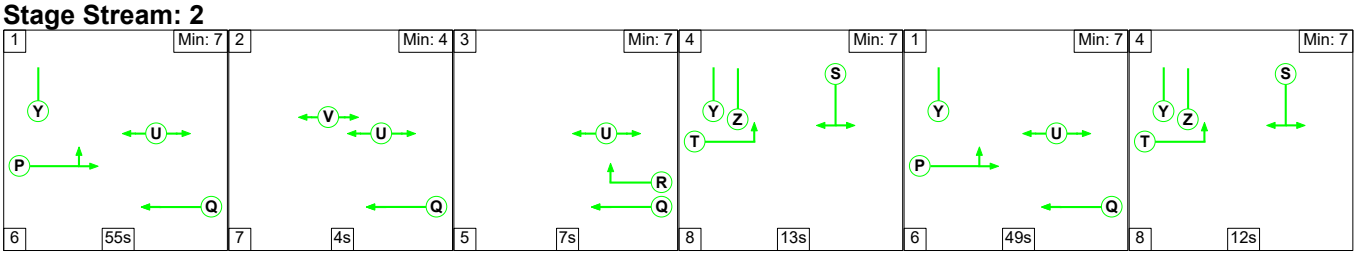
Scenario 13: '2033 + Comm + 2038 NWC AM' (FG14: '2033 + Comm + 2038 NWC PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

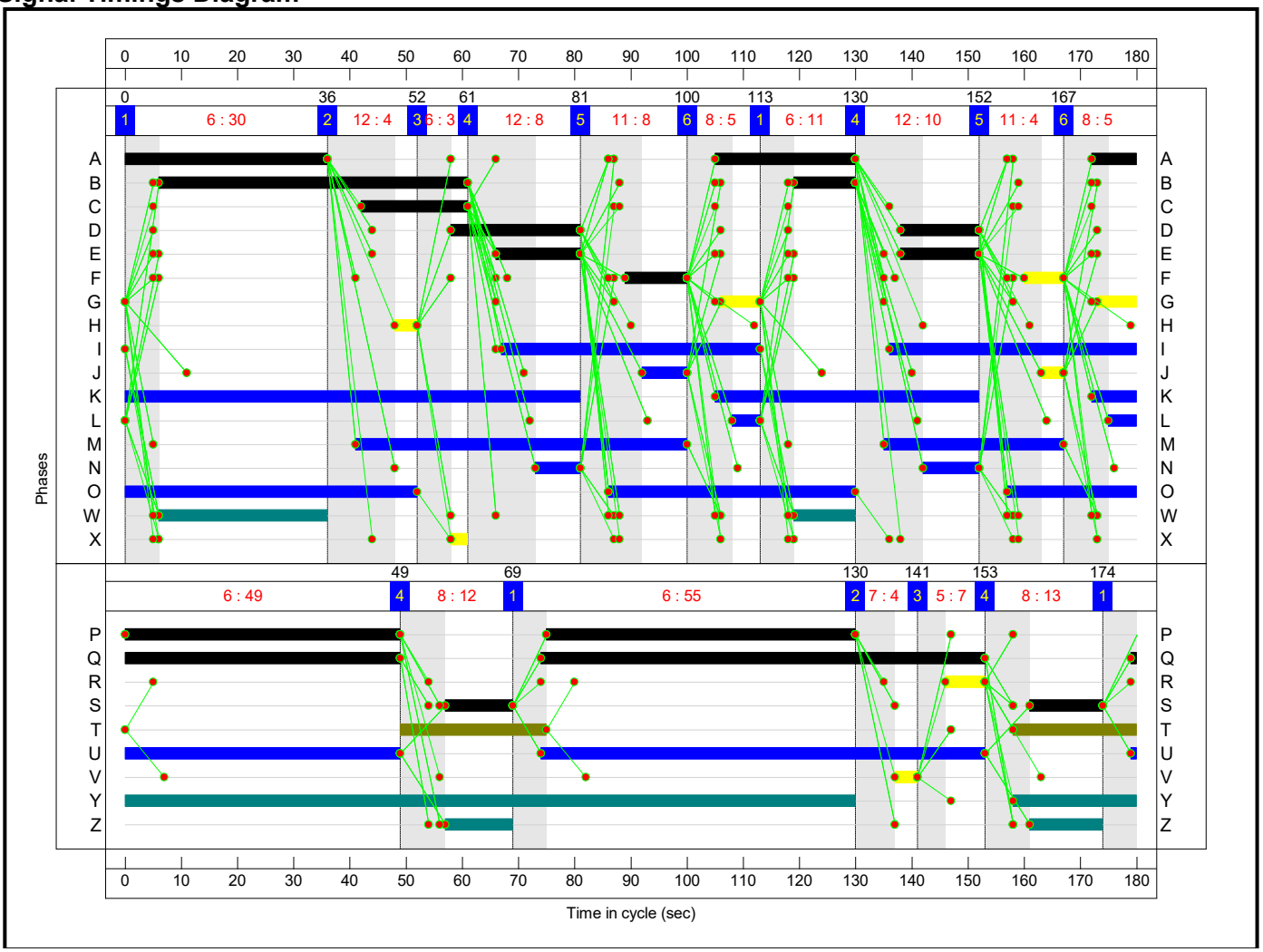
Stage	1	2	3	4	5	6	1	4	5	6
Duration	30	4	3	8	8	5	11	10	4	5
Change Point	0	36	52	61	81	100	113	130	152	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	55	4	7	13	49	12
Change Point	69	130	141	153	174	49

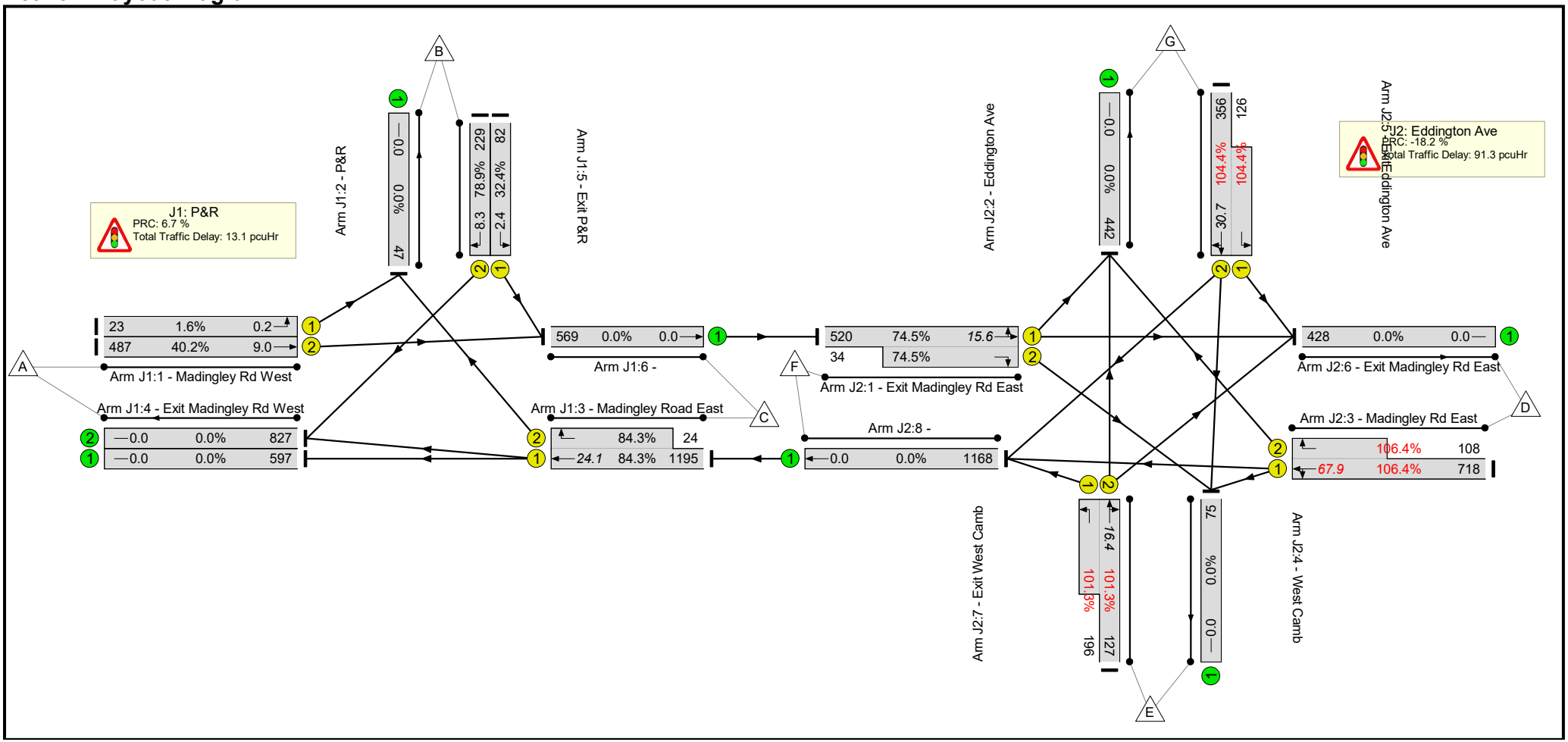
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.4%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**84.3%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	48	23	1741	1480	1.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	104	-	487	2055	1210	40.2%
2/1	P&R Left	U	2	N/A	S		2	25	-	82	1687	253	32.4%
2/2	P&R Right	U	2	N/A	S		2	25	-	229	1935	290	78.9%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	129:7	-	1219	1965:2005	1417+28	84.3 : 84.3%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	597	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	827	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	47	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	569	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.4%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	69:14	-	554	1830:2055	698+46	74.5 : 74.5%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	29:37	-	482	1987:1683	341+121	104.4 : 104.4%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	66:19	-	826	1964:1830	675+102	106.4 : 106.4%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	18	-	323	2009:1741	125+193	101.3 : 101.3%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	448	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	433	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	77	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	1227	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**39.4**	**65.0**	**0.0**	**104.4**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**8.1**	**5.0**	**0.0**	**13.1**	**-**	**-**	**-**	**-**
1/1	23	23	-	-	-	0.0	0.0	-	0.0	3.3	0.2	0.0	0.2
1/2	487	487	-	-	-	1.5	0.3	-	1.8	13.5	8.7	0.3	9.0
2/1	82	82	-	-	-	0.8	0.2	-	1.0	45.9	2.2	0.2	2.4
2/2	229	229	-	-	-	2.4	1.8	-	4.2	66.0	6.6	1.8	8.3
3/1+3/2	1219	1219	-	-	-	3.4	2.6	-	6.0	17.8	21.5	2.6	24.1
4/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	47	47	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**31.3**	**60.0**	**0.0**	**91.3**	**-**	**-**	**-**	**-**
1/1+1/2	554	554	-	-	-	4.2	1.4	-	5.6	36.6	14.1	1.4	15.6
2/2+2/1	482	462	-	-	-	7.3	17.1	-	24.4	182.2	13.6	17.1	30.7
3/1+3/2	826	776	-	-	-	15.8	31.4	-	47.2	205.5	36.6	31.4	67.9
4/2+4/1	323	320	-	-	-	4.0	10.1	-	14.1	157.5	6.3	10.1	16.4
5/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1168	1168	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

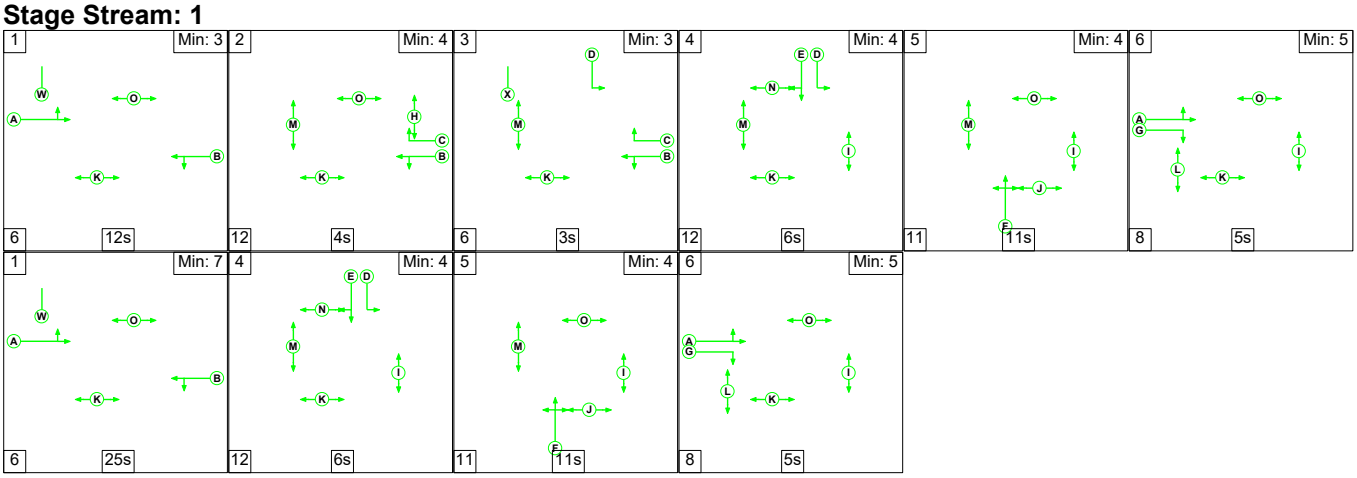
C1 Stream: 1 PRC for Signalled Lanes (%): -18.2 Total Delay for Signalled Lanes (pcuHr): 91.30 Cycle Time (s): 180
C1 Stream: 2 PRC for Signalled Lanes (%): 6.7 Total Delay for Signalled Lanes (pcuHr): 13.10 Cycle Time (s): 180
PRC Over All Lanes (%): -18.2 Total Delay Over All Lanes(pcuHr): 104.40

Full Input Data And Results

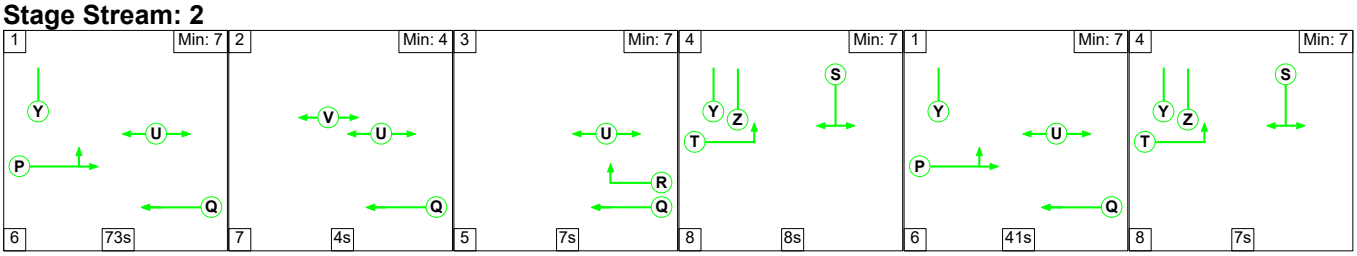
Scenario 14: '2038 + Comm + NWC PM' (FG12: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

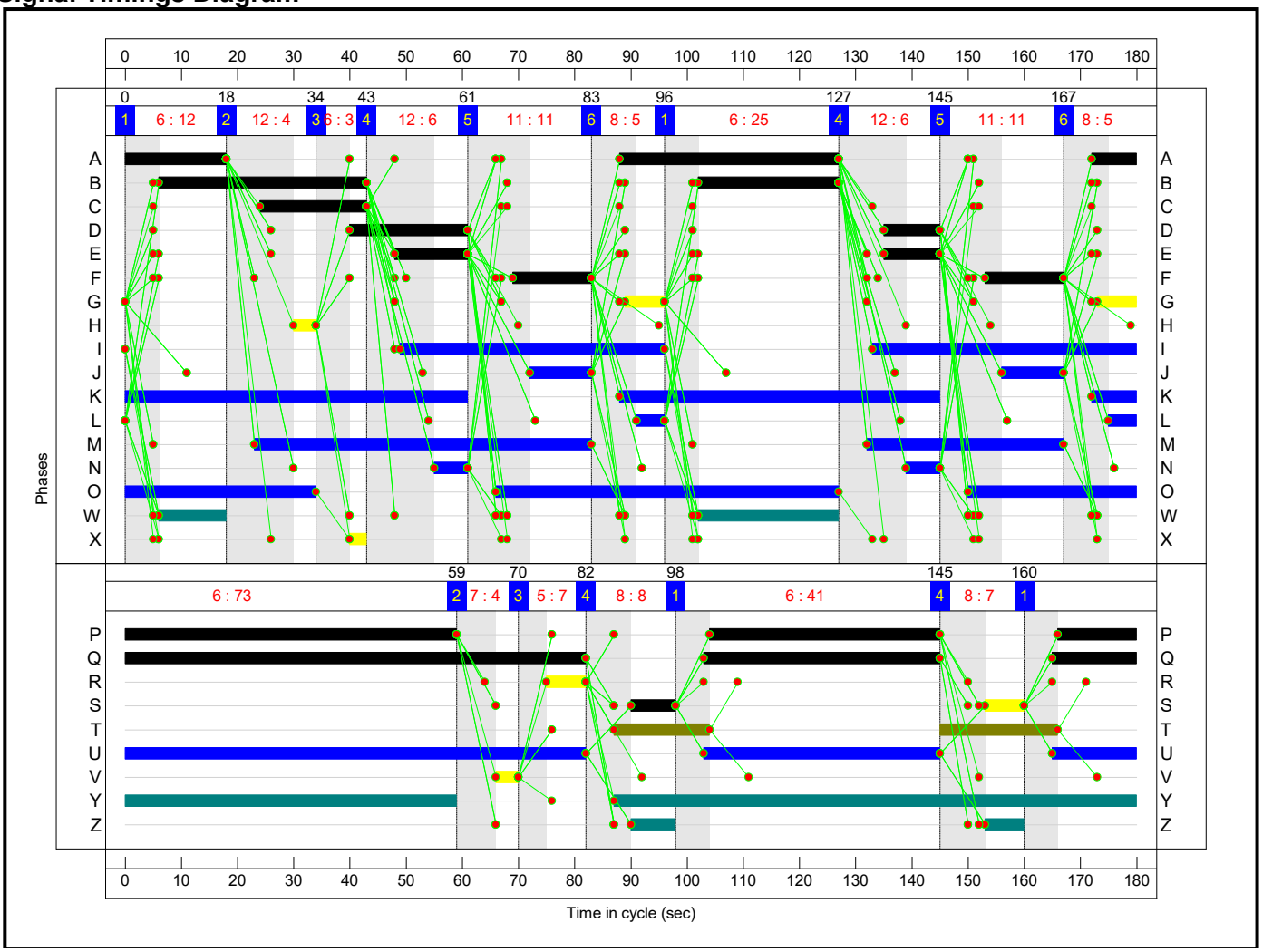
Stage	1	2	3	4	5	6	1	4	5	6
Duration	12	4	3	6	11	5	25	6	11	5
Change Point	0	18	34	43	61	83	96	127	145	167

Stage Stream: 2

Stage	1	2	3	4	1	4
Duration	73	4	7	8	41	7
Change Point	160	59	70	82	98	145

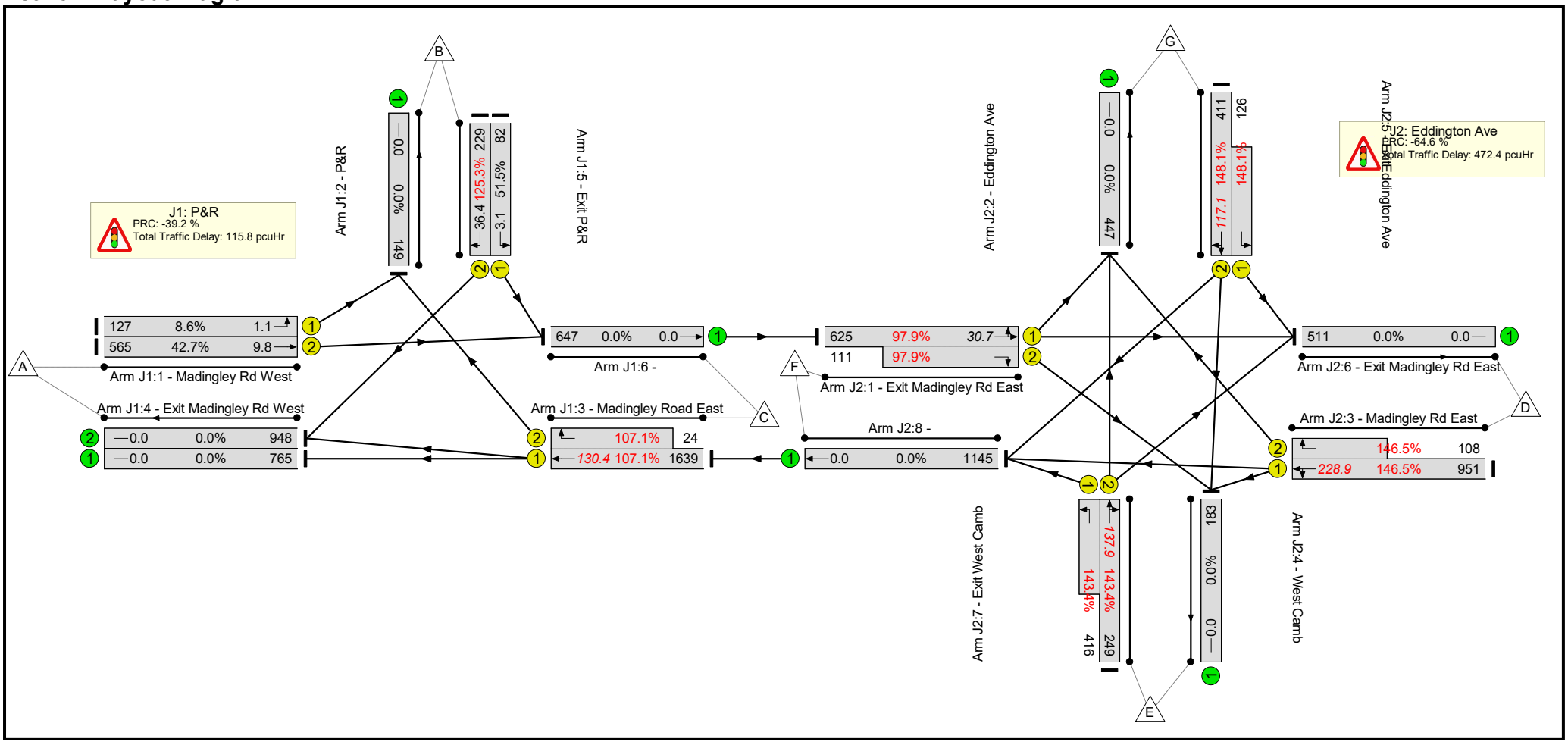
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Full Input Data And 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: Madingley Road / Eddington Avenue Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**148.1%**
J1: P&&R	-	-	**N/A**	-	-		-	-	-	-	-	-	**125.3%**
1/1	Madingley Rd West Left	U	2	N/A	P	T	2	152	38	127	1741	1480	8.6%
1/2	Madingley Rd West Ahead	U	2	N/A	P		2	114	-	565	2055	1324	42.7%
2/1	P&R Left	U	2	N/A	S		2	15	-	82	1687	159	51.5%
2/2	P&R Right	U	2	N/A	S		2	15	-	229	1935	183	125.3%
3/1+3/2	Madingley Road East Ahead Right	U	2	N/A	Q R		2:1	139:7	-	1663	1965:2005	1530+22	107.1 : 107.1%
4/1	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	819	Inf	Inf	0.0%
4/2	Exit Madingley Rd West	U	N/A	N/A	-		-	-	-	1049	Inf	Inf	0.0%
5/1	Exit P&R	U	N/A	N/A	-		-	-	-	151	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	647	Inf	Inf	0.0%
J2: Eddington Ave	-	-	**N/A**	-	-		-	-	-	-	-	-	**148.1%**
1/1+1/2	Exit Madingley Rd East Left Ahead Right	U	1	N/A	A G		2	65:14	-	736	1844:2055	639+113	97.9 : 97.9%
2/2+2/1	Eddington Ave Left Ahead Right	U	1	N/A	E D		2	23:31	-	537	1998:1683	277+85	148.1 : 148.1%
3/1+3/2	Madingley Rd East Right Left Ahead	U	1	N/A	B C		2:1	62:19	-	1059	1962:1830	649+74	146.5 : 146.5%
4/2+4/1	West Camb Ahead Right Left	U	1	N/A	F		2	28	-	665	2006:1741	174+290	143.4 : 143.4%
5/1	ExitEddington Ave	U	N/A	N/A	-		-	-	-	538	Inf	Inf	0.0%
6/1	Exit Madingley Rd East	U	N/A	N/A	-		-	-	-	570	Inf	Inf	0.0%
7/1	Exit West Camb	U	N/A	N/A	-		-	-	-	217	Inf	Inf	0.0%

Full Input Data And Results

8/1	Ahead	U	N/A	N/A	-		-	-	-	1672	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Madingley Road / Eddington Avenue Junction	**-**	**-**	**0**	**0**	**0**	**129.3**	**459.0**	**0.0**	**588.2**	**-**	**-**	**-**	**-**
J1: P&&R	**-**	**-**	**0**	**0**	**0**	**27.5**	**88.3**	**0.0**	**115.8**	**-**	**-**	**-**	**-**
1/1	127	127	-	-	-	0.1	0.0	-	0.1	3.5	1.0	0.0	1.1
1/2	565	565	-	-	-	1.4	0.4	-	1.8	11.3	9.4	0.4	9.8
2/1	82	82	-	-	-	1.0	0.5	-	1.5	66.2	2.6	0.5	3.1
2/2	229	183	-	-	-	7.6	25.4	-	33.0	518.6	11.0	25.4	36.4
3/1+3/2	1663	1552	-	-	-	17.5	62.0	-	79.4	172.0	68.4	62.0	130.4
4/1	765	765	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: Eddington Ave	**-**	**-**	**0**	**0**	**0**	**101.7**	**370.6**	**0.0**	**472.4**	**-**	**-**	**-**	**-**
1/1+1/2	736	736	-	-	-	6.6	10.1	-	16.7	81.7	20.5	10.1	30.7
2/2+2/1	537	363	-	-	-	22.3	88.7	-	111.0	744.2	28.4	88.7	117.1
3/1+3/2	1059	723	-	-	-	45.4	169.6	-	215.0	730.7	59.3	169.6	228.9
4/2+4/1	665	464	-	-	-	27.5	102.2	-	129.7	702.2	35.7	102.2	137.9
5/1	447	447	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	183	183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	1145	1145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

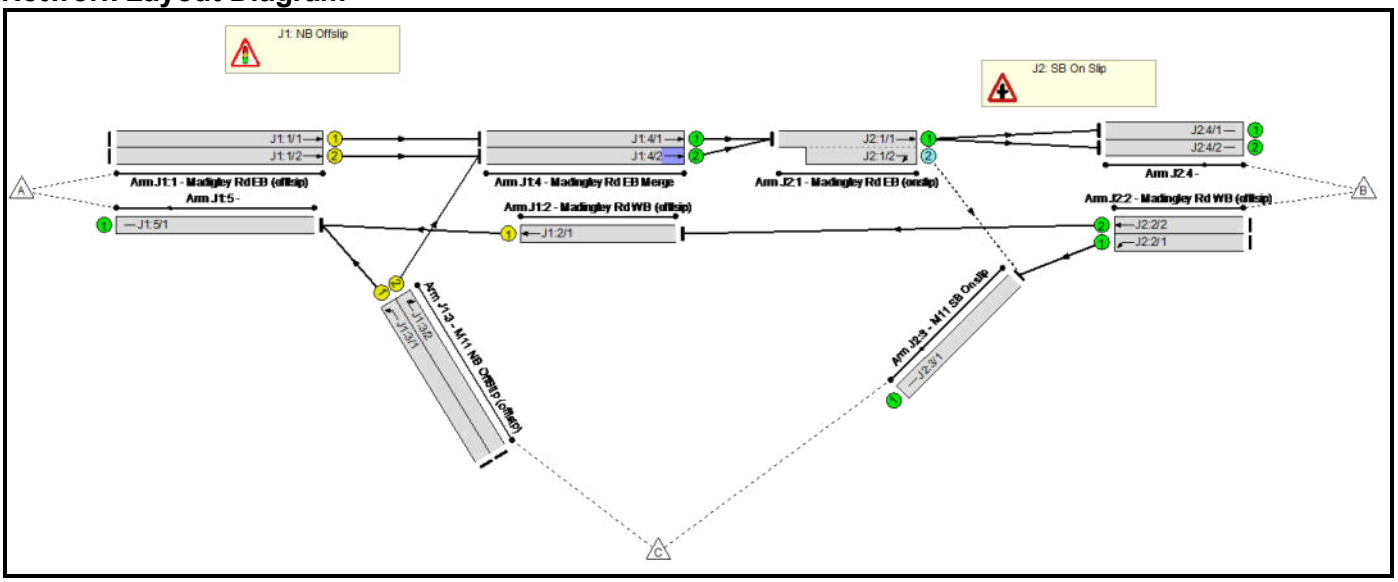
C1	Stream: 1 PRC for Signalled Lanes (%):	-64.6	Total Delay for Signalled Lanes (pcuHr):	472.38	Cycle Time (s): 180
C1	Stream: 2 PRC for Signalled Lanes (%):	-39.2	Total Delay for Signalled Lanes (pcuHr):	115.84	Cycle Time (s): 180
	PRC Over All Lanes (%):	-64.6	Total Delay Over All Lanes(pcuHr):	588.22	

Full Input Data And Results

User and Project Details

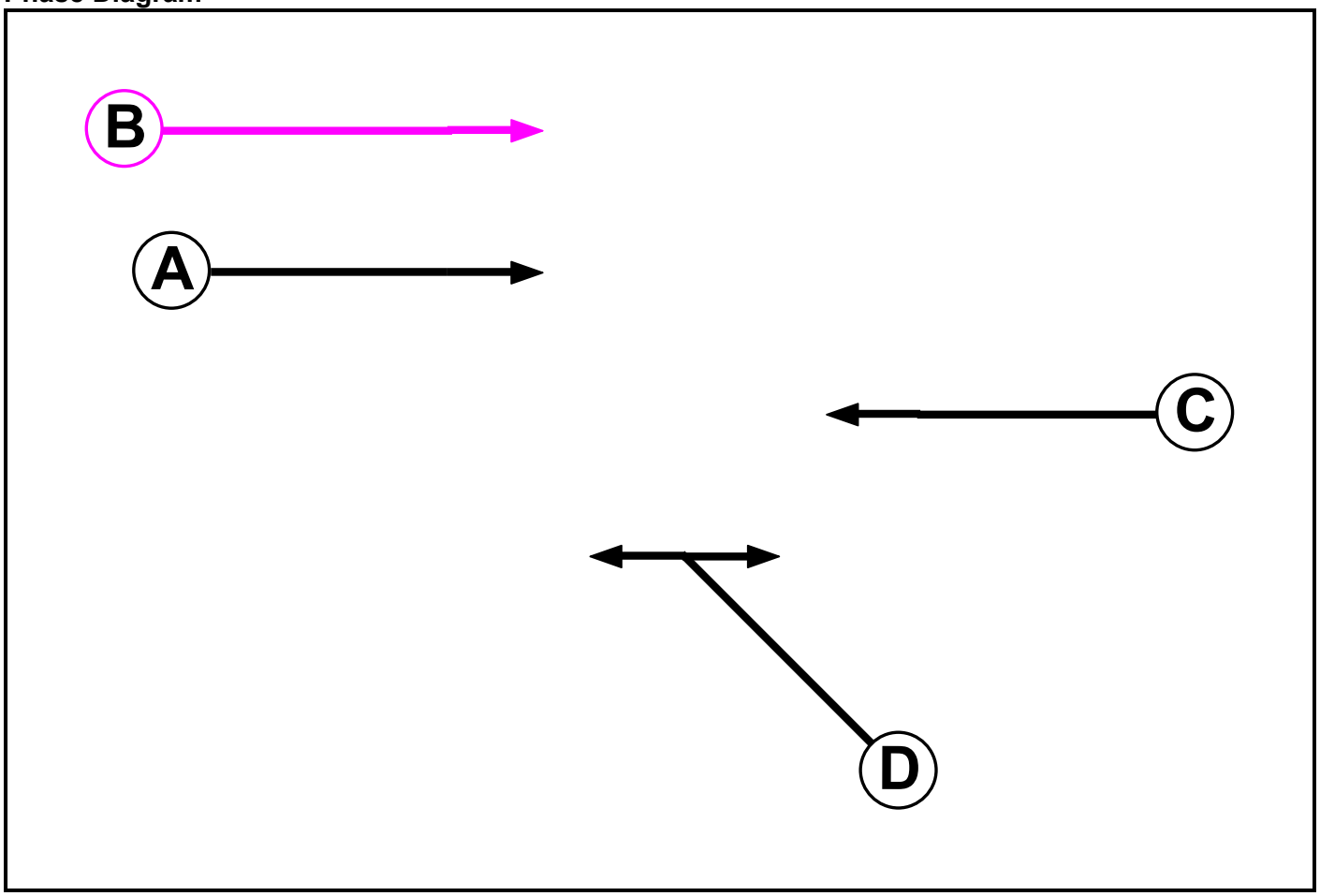
Project:	**North West Cambridge**
Title:	**M11 Slips / Madingley Road**
Client:	UoC
Design Layout Ref:	Existing Layout
File name:	Madingley Rd - M11 Slip.lsg3x
Company:	KMC
Address:	Cambridge

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

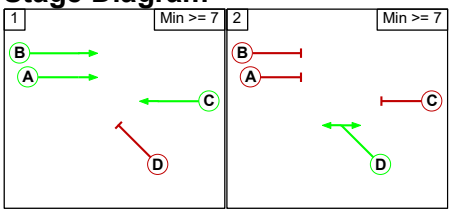
		Starting Phase			
		A	B	C	D
Terminating Phase	A		-	-	5
	B	-		-	5
	C	-	-		5
	D	5	5	5	

Phases in Stage

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

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

	To Stage		
From Stage		1	2
	1		5
	2	5	

Full Input Data And Results

Give-Way Lane Input Data

Junction: J1: NB Offslip
There are no Opposed Lanes in this Junction

Junction: J2: SB On Slip											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J2:1/2 (Madingley Rd EB (onslip))	J2:3/1 (U-Turn)	850	0	J2:2/2	0.35	All	-	-	-	-	-
				J2:2/1	0.35	All					

Full Input Data And Results

Lane Input Data

Junction: J1: NB Offslip

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)
J1:1/1 (Madigley Rd EB (offlsip))	U	B	2	3	60.0	Geom	-	4.00	0.00	Y	Arm J1:4 Ahead	Inf
J1:1/2 (Madigley Rd EB (offlsip))	U	A	2	3	60.0	Geom	-	4.00	0.00	N	Arm J1:4 Ahead	Inf
J1:2/1 (Madingley Rd WB (offlsip))	U	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm J1:5 Ahead	Inf
J1:3/1 (M11 NB OffSlip (offlsip))	U	D	2	3	60.0	Geom	-	3.10	0.00	Y	Arm J1:5 Left	30.00
J1:3/2 (M11 NB OffSlip (offlsip))	U	D	2	3	60.0	Geom	-	3.10	0.00	N	Arm J1:4 Right	10.00
J1:4/1 (Madingley Rd EB Merge)	U		2	3	60.0	Geom	-	3.40	0.00	Y	Arm J2:1 Ahead	Inf
J1:4/2 (Madingley Rd EB Merge)	U		2	3	60.0	Geom	-	3.00	0.00	N	Arm J2:1 Ahead	Inf
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: SB On Slip

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)
J2:1/1 (Madingley Rd EB (onslip))	U		2	3	60.0	Geom	-	3.40	0.00	N	Arm J2:4 Ahead	Inf
J2:1/2 (Madingley Rd EB (onslip))	O		2	3	11.0	Geom	-	3.00	0.00	N	Arm J2:3 U-Turn	10.00
J2:2/1 (Madingley Rd WB (offlsip))	U		2	3	60.0	Geom	-	3.20	0.00	Y	Arm J2:3 Left	20.00
J2:2/2 (Madingley Rd WB (offlsip))	U		2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:2 Ahead	Inf
J2:3/1 (M11 SB Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J2:4/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2024 Baseline AM'	08:00	09:00	01:00	
2: '2024 Baseline PM'	17:00	18:00	01:00	
3: '2027 Baseline AM'	08:00	09:00	01:00	
4: '2027 Baseline PM'	17:00	18:00	01:00	
5: '2033 Baseline AM'	08:00	09:00	01:00	
6: '2033 Baseline PM'	17:00	18:00	01:00	
7: '2038 Baseline AM'	08:00	09:00	01:00	
8: '2038 Baseline PM'	17:00	18:00	01:00	
9: '2027 + Comm + NWC AM'	08:00	09:00	01:00	
10: '2027 + Comm + NWC PM'	17:00	18:00	01:00	
11: '2033 + Comm + NWC AM'	08:00	09:00	01:00	
12: '2033 + Comm + NWC PM'	17:00	18:00	01:00	
13: '2033 + Comm + NWC (FULL) AM'	08:00	09:00	01:00	
14: '2033 + Comm + NWC (FULL) PM'	08:00	09:00	01:00	
15: '2038 + Comm + NWC AM'	17:00	18:00	01:00	
16: '2038 + Comm + NWC PM'	17:00	18:00	01:00	

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	555	151	706
	B	158	0	223	381
	C	233	660	0	893
	Tot.	391	1215	374	1980

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2024 Baseline AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	696
J1:2/1	158
J1:3/1	233
J1:3/2	660
J1:4/1	10
J1:4/2	1356
J1:5/1	391
Junction: J2: SB On Slip	
J2:1/1 (with short)	1366(In) 1215(Out)
J2:1/2 (short)	151
J2:2/1	223
J2:2/2	158
J2:3/1	374
J2:4/1	612
J2:4/2	603

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	209	283	492
	B	753	0	511	1264
	C	339	176	0	515
	Tot.	1092	385	794	2271

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2024 Baseline PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	482
J1:2/1	753
J1:3/1	339
J1:3/2	176
J1:4/1	10
J1:4/2	658
J1:5/1	1092
Junction: J2: SB On Slip	
J2:1/1 (with short)	668(In) 385(Out)
J2:1/2 (short)	283
J2:2/1	511
J2:2/2	753
J2:3/1	794
J2:4/1	197
J2:4/2	188

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2027 Baseline AM' (FG3: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	679	151	830
	B	230	0	231	461
	C	233	663	0	896
	Tot.	463	1342	382	2187

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2027 Baseline AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	820
J1:2/1	230
J1:3/1	233
J1:3/2	663
J1:4/1	10
J1:4/2	1483
J1:5/1	463
Junction: J2: SB On Slip	
J2:1/1 (with short)	1493(In) 1342(Out)
J2:1/2 (short)	151
J2:2/1	231
J2:2/2	230
J2:3/1	382
J2:4/1	675
J2:4/2	667

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2027 + Comm + NWC AM' (FG9: '2027 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	680	151	831
	B	231	0	233	464
	C	233	665	0	898
	Tot.	464	1345	384	2193

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2027 + Comm + NWC AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	821
J1:2/1	231
J1:3/1	233
J1:3/2	665
J1:4/1	10
J1:4/2	1486
J1:5/1	464
Junction: J2: SB On Slip	
J2:1/1 (with short)	1496(In) 1345(Out)
J2:1/2 (short)	151
J2:2/1	233
J2:2/2	231
J2:3/1	384
J2:4/1	677
J2:4/2	668

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2027 Baseline PM' (FG4: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	295	283	578
	B	843	0	515	1358
	C	339	184	0	523
	Tot.	1182	479	798	2459

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2027 Baseline PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	568
J1:2/1	843
J1:3/1	339
J1:3/2	184
J1:4/1	10
J1:4/2	752
J1:5/1	1182
Junction: J2: SB On Slip	
J2:1/1 (with short)	762(In) 479(Out)
J2:1/2 (short)	283
J2:2/1	515
J2:2/2	843
J2:3/1	798
J2:4/1	244
J2:4/2	235

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2027 + Comm + NWC PM' (FG10: '2027 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	296	283	579
	B	844	0	517	1361
	C	339	186	0	525
	Tot.	1183	482	800	2465

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2027 + Comm + NWC PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	569
J1:2/1	844
J1:3/1	339
J1:3/2	186
J1:4/1	10
J1:4/2	755
J1:5/1	1183
Junction: J2: SB On Slip	
J2:1/1 (with short)	765(In) 482(Out)
J2:1/2 (short)	283
J2:2/1	517
J2:2/2	844
J2:3/1	800
J2:4/1	246
J2:4/2	236

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2033 Baseline AM' (FG5: '2033 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	687	151	838
	B	242	0	231	473
	C	233	663	0	896
	Tot.	475	1350	382	2207

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2033 Baseline AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	828
J1:2/1	242
J1:3/1	233
J1:3/2	663
J1:4/1	10
J1:4/2	1491
J1:5/1	475
Junction: J2: SB On Slip	
J2:1/1 (with short)	1501(In) 1350(Out)
J2:1/2 (short)	151
J2:2/1	231
J2:2/2	242
J2:3/1	382
J2:4/1	679
J2:4/2	671

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2033 + Comm + NWC AM' (FG11: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	689	151	840
	B	245	0	266	511
	C	233	677	0	910
	Tot.	478	1366	417	2261

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2033 + Comm + NWC AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	830
J1:2/1	245
J1:3/1	233
J1:3/2	677
J1:4/1	10
J1:4/2	1507
J1:5/1	478
Junction: J2: SB On Slip	
J2:1/1 (with short)	1517(In) 1366(Out)
J2:1/2 (short)	151
J2:2/1	266
J2:2/2	245
J2:3/1	417
J2:4/1	687
J2:4/2	679

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2033 Baseline PM' (FG6: '2033 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	297	283	580
	B	847	0	515	1362
	C	339	184	0	523
	Tot.	1186	481	798	2465

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2033 Baseline PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	570
J1:2/1	847
J1:3/1	339
J1:3/2	184
J1:4/1	10
J1:4/2	754
J1:5/1	1186
Junction: J2: SB On Slip	
J2:1/1 (with short)	764(In) 481(Out)
J2:1/2 (short)	283
J2:2/1	515
J2:2/2	847
J2:3/1	798
J2:4/1	245
J2:4/2	236

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2033 + Comm + NWC PM' (FG12: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	300	283	583
	B	850	0	540	1390
	C	339	228	0	567
	Tot.	1189	528	823	2540

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2033 + Comm + NWC PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	573
J1:2/1	850
J1:3/1	339
J1:3/2	228
J1:4/1	10
J1:4/2	801
J1:5/1	1189
Junction: J2: SB On Slip	
J2:1/1 (with short)	811(In) 528(Out)
J2:1/2 (short)	283
J2:2/1	540
J2:2/2	850
J2:3/1	823
J2:4/1	269
J2:4/2	259

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2038 Baseline AM' (FG7: '2038 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1144	280	1424
	B	366	0	340	706
	C	275	966	0	1241
	Tot.	641	2110	620	3371

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2038 Baseline AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	1414
J1:2/1	366
J1:3/1	275
J1:3/2	966
J1:4/1	10
J1:4/2	2380
J1:5/1	641
Junction: J2: SB On Slip	
J2:1/1 (with short)	2390(In) 2110(Out)
J2:1/2 (short)	280
J2:2/1	340
J2:2/2	366
J2:3/1	620
J2:4/1	1060
J2:4/2	1050

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2033 + Comm + NWC (FULL) AM' (FG13: '2033 + Comm + NWC (FULL) AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	711	151	862
	B	248	0	281	529
	C	233	766	0	999
	Tot.	481	1477	432	2390

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2033 + Comm + NWC (FULL) AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	852
J1:2/1	248
J1:3/1	233
J1:3/2	766
J1:4/1	10
J1:4/2	1618
J1:5/1	481
Junction: J2: SB On Slip	
J2:1/1 (with short)	1628(In) 1477(Out)
J2:1/2 (short)	151
J2:2/1	281
J2:2/2	248
J2:3/1	432
J2:4/1	743
J2:4/2	734

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2038 + Comm + NWC AM' (FG15: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	1169	280	1449
	B	373	0	391	764
	C	275	1069	0	1344
	Tot.	648	2238	671	3557

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2038 + Comm + NWC AM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	1439
J1:2/1	373
J1:3/1	275
J1:3/2	1069
J1:4/1	10
J1:4/2	2508
J1:5/1	648
Junction: J2: SB On Slip	
J2:1/1 (with short)	2518(In) 2238(Out)
J2:1/2 (short)	280
J2:2/1	391
J2:2/2	373
J2:3/1	671
J2:4/1	1123
J2:4/2	1115

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2038 Baseline PM' (FG8: '2038 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	529	346	875
	B	1327	0	693	2020
	C	486	228	0	714
	Tot.	1813	757	1039	3609

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2038 Baseline PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	865
J1:2/1	1327
J1:3/1	486
J1:3/2	228
J1:4/1	10
J1:4/2	1093
J1:5/1	1813
Junction: J2: SB On Slip	
J2:1/1 (with short)	1103(In) 757(Out)
J2:1/2 (short)	346
J2:2/1	693
J2:2/2	1327
J2:3/1	1039
J2:4/1	383
J2:4/2	374

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2033 + Comm + NWC (FULL) PM' (FG14: '2033 + Comm + NWC (FULL) PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	301	283	584
	B	874	0	640	1514
	C	339	242	0	581
	Tot.	1213	543	923	2679

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2033 + Comm + NWC (FULL) PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	574
J1:2/1	874
J1:3/1	339
J1:3/2	242
J1:4/1	10
J1:4/2	816
J1:5/1	1213
Junction: J2: SB On Slip	
J2:1/1 (with short)	826(In) 543(Out)
J2:1/2 (short)	283
J2:2/1	640
J2:2/2	874
J2:3/1	923
J2:4/1	276
J2:4/2	267

Lane Saturation Flows

Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2038 + Comm + NWC PM' (FG16: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	533	346	879
	B	1354	0	819	2173
	C	486	286	0	772
	Tot.	1840	819	1165	3824

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2038 + Comm + NWC PM
Junction: J1: NB Offslip	
J1:1/1	10
J1:1/2	869
J1:2/1	1354
J1:3/1	486
J1:3/2	286
J1:4/1	10
J1:4/2	1155
J1:5/1	1840
Junction: J2: SB On Slip	
J2:1/1 (with short)	1165(In) 819(Out)
J2:1/2 (short)	346
J2:2/1	819
J2:2/2	1354
J2:3/1	1165
J2:4/1	414
J2:4/2	405

Lane Saturation Flows

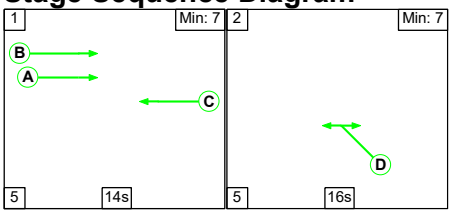
Junction: J1: NB Offslip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J1:1/1 (Madigley Rd EB (offlsip))	4.00	0.00	Y	Arm J1:4 Ahead	Inf	100.0 %	2015	2015
J1:1/2 (Madigley Rd EB (offlsip))	4.00	0.00	N	Arm J1:4 Ahead	Inf	100.0 %	2155	2155
J1:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J1:5 Ahead	Inf	100.0 %	1935	1935
J1:3/1 (M11 NB OffSlip (offlsip))	3.10	0.00	Y	Arm J1:5 Left	30.00	100.0 %	1833	1833
J1:3/2 (M11 NB OffSlip (offlsip))	3.10	0.00	N	Arm J1:4 Right	10.00	100.0 %	1796	1796
J1:4/1 (Madingley Rd EB Merge)	3.40	0.00	Y	Arm J2:1 Ahead	Inf	100.0 %	1955	1955
J1:4/2 (Madingley Rd EB Merge)	3.00	0.00	N	Arm J2:1 Ahead	Inf	100.0 %	2055	2055
J1:5/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Junction: J2: SB On Slip								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
J2:1/1 (Madingley Rd EB (onslip))	3.40	0.00	N	Arm J2:4 Ahead	Inf	100.0 %	2095	2095
J2:1/2 (Madingley Rd EB (onslip))	3.00	0.00	N	Arm J2:3 U-Turn	10.00	100.0 %	1787	1787
J2:2/1 (Madingley Rd WB (offlsip))	3.20	0.00	Y	Arm J2:3 Left	20.00	100.0 %	1800	1800
J2:2/2 (Madingley Rd WB (offlsip))	3.50	0.00	N	Arm J1:2 Ahead	Inf	100.0 %	2105	2105
J2:3/1 (M11 SB Onslip Lane 1)	Infinite Saturation Flow						Inf	Inf
J2:4/1	Infinite Saturation Flow						Inf	Inf
J2:4/2	Infinite Saturation Flow						Inf	Inf

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

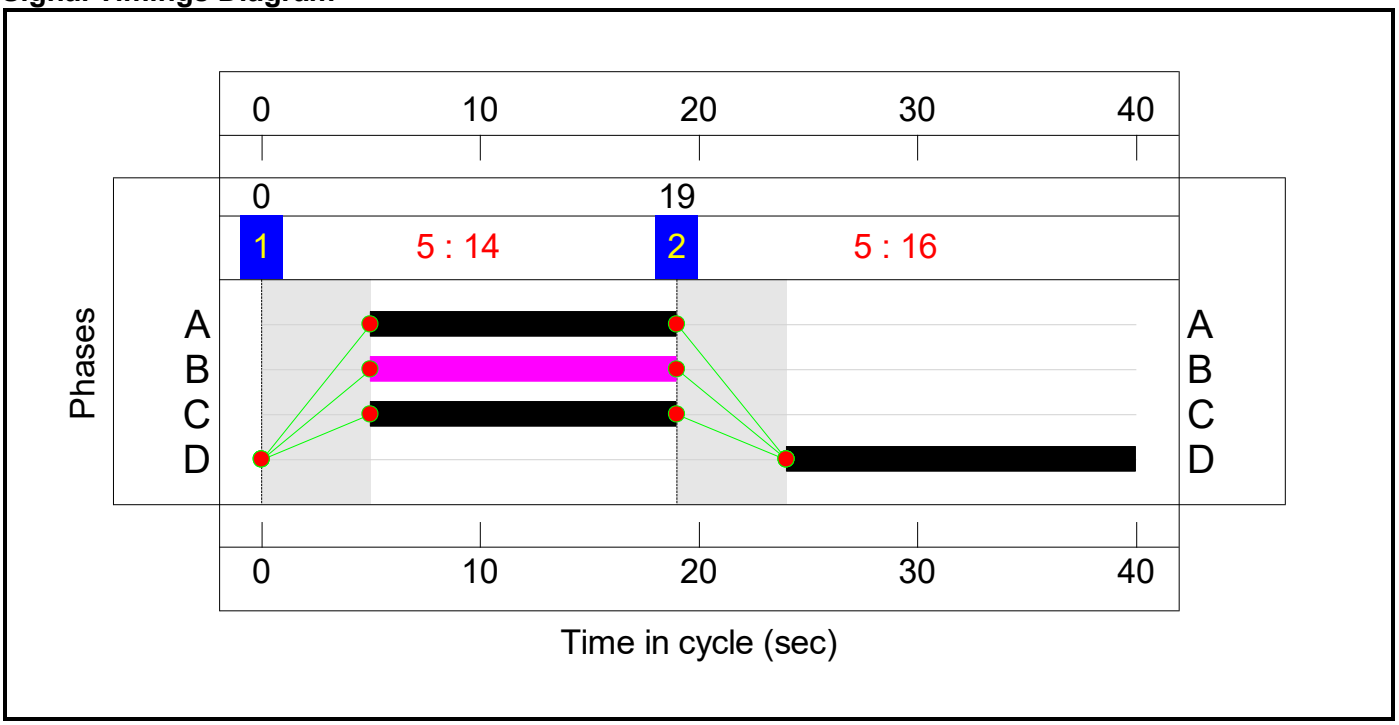
Stage Sequence Diagram



Stage Timings

Stage	1	2
Duration	14	16
Change Point	0	19

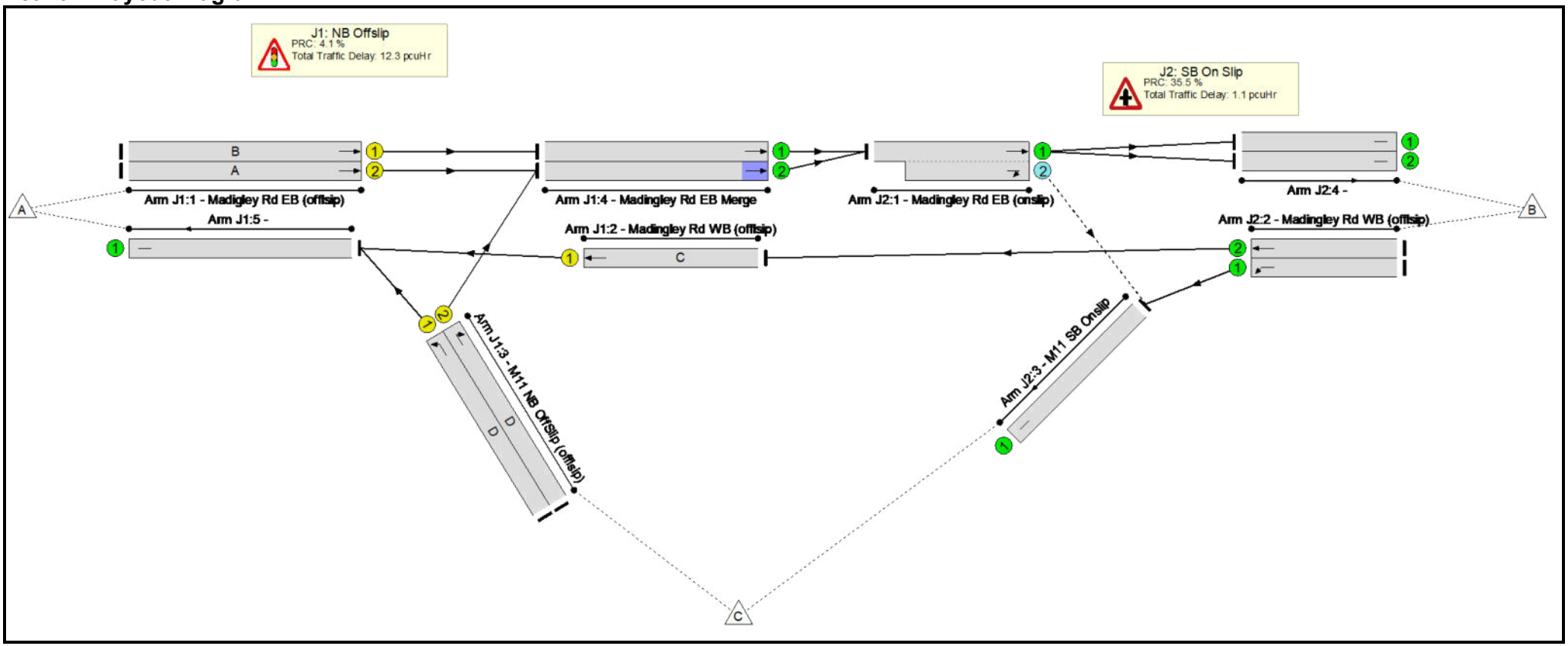
Signal Timings Diagram



Full Input Data And Results

Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.5%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**86.5%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	14	-	10	2015	756	1.3%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	14	-	696	2155	808	86.1%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	14	-	158	1935	726	21.8%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	16	-	233	1833	779	29.9%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	16	-	660	1796	763	86.5%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1356	2055	2055	66.0%
5/1		U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**66.4%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1366	2095:1787	1829+227	66.4 : 66.4%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	223	1800	1800	12.4%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	158	2105	2105	7.5%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	612	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	603	Inf	Inf	0.0%

Full Input Data And Results

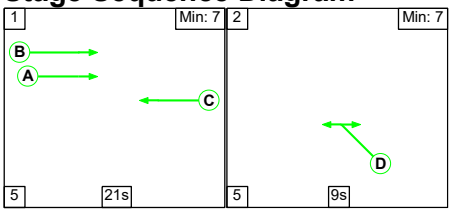
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**151**	**0**	**0**	**5.0**	**8.4**	**0.0**	**13.4**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**5.0**	**7.3**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	10.5	0.1	0.0	0.1
1/2	696	696	-	-	-	2.2	2.9	-	5.2	26.8	7.0	2.9	9.9
2/1	158	158	-	-	-	0.4	0.1	-	0.5	11.7	1.2	0.1	1.3
3/1	233	233	-	-	-	0.5	0.2	-	0.7	10.9	1.7	0.2	1.9
3/2	660	660	-	-	-	1.9	3.0	-	4.9	26.9	6.6	3.0	9.6
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1356	1356	-	-	-	0.0	1.0	-	1.0	2.6	0.0	1.0	1.0
5/1	391	391	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**151**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1+1/2	1366	1366	151	0	0	0.0	1.0	-	1.0	2.6	0.0	1.0	1.0
2/1	223	223	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2	158	158	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
3/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 4.1 Total Delay for Signalled Lanes (pcuHr): 11.36 Cycle Time (s): 40
PRC Over All Lanes (%): 4.1 Total Delay Over All Lanes(pcuHr): 13.43

Full Input Data And Results

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

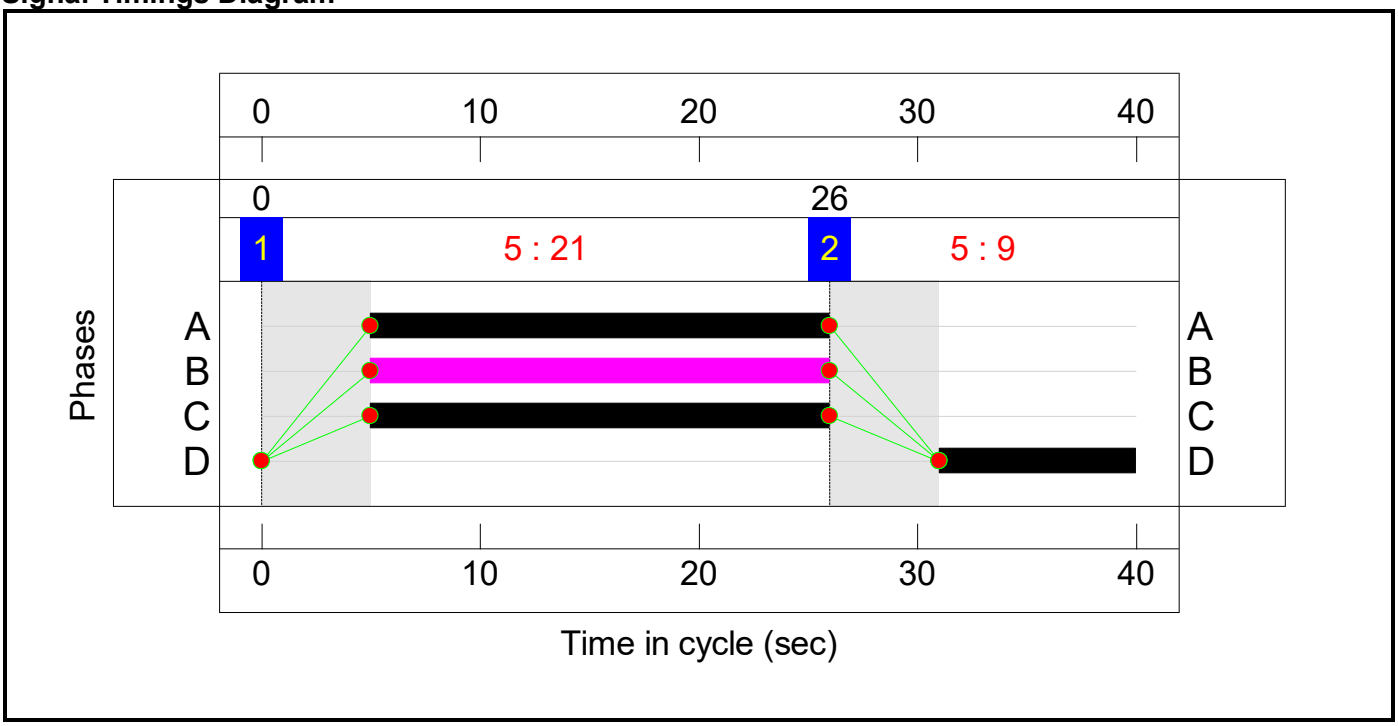
Stage Sequence Diagram



Stage Timings

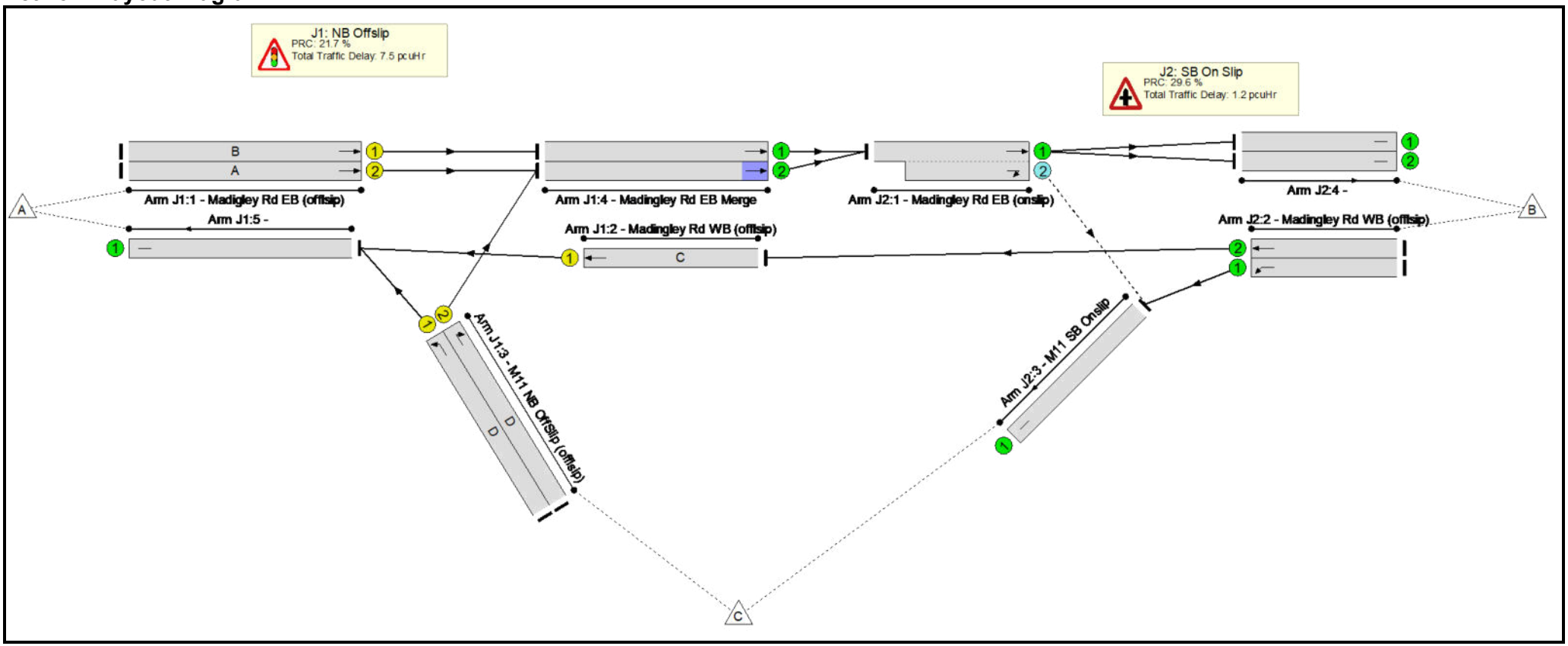
Stage	1	2
Duration	21	9
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.0%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.0%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	21	-	10	2015	1108	0.9%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	21	-	482	2155	1185	40.7%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	21	-	753	1935	1064	70.8%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	9	-	339	1833	458	74.0%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	9	-	176	1796	449	39.2%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	658	2055	2055	32.0%
5/1		U	N/A	N/A	-		-	-	-	1092	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.4%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	668	2095:1787	758+408	50.8 : 69.4%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	511	1800	1800	28.4%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	753	2105	2105	35.8%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	794	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	197	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	188	Inf	Inf	0.0%

Full Input Data And Results

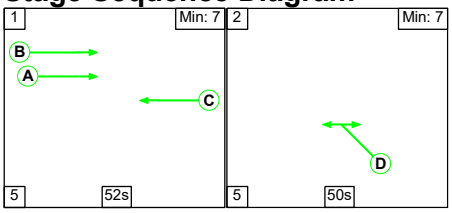
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**283**	**0**	**0**	**4.0**	**4.6**	**0.0**	**8.7**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**4.0**	**3.5**	**0.0**	**7.5**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	5.9	0.1	0.0	0.1
1/2	482	482	-	-	-	0.7	0.3	-	1.0	7.8	3.1	0.3	3.4
2/1	753	753	-	-	-	1.4	1.2	-	2.6	12.4	6.1	1.2	7.3
3/1	339	339	-	-	-	1.3	1.4	-	2.7	28.6	3.4	1.4	4.8
3/2	176	176	-	-	-	0.6	0.3	-	0.9	19.1	1.6	0.3	1.9
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	658	658	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
5/1	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**283**	**0**	**0**	**0.0**	**1.1**	**0.0**	**1.2**	**-**	**-**	**-**	**-**
1/1+1/2	668	668	283	0	0	0.0	0.7	-	0.7	3.7	1.6	0.7	2.3
2/1	511	511	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/2	753	753	-	-	-	0.0	0.3	-	0.3	1.3	0.0	0.3	0.3
3/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 21.7 Total Delay for Signalled Lanes (pcuHr): 7.27 Cycle Time (s): 40
PRC Over All Lanes (%): 21.7 Total Delay Over All Lanes(pcuHr): 8.66

Full Input Data And Results

Scenario 3: '2027 Baseline AM' (FG3: '2027 Baseline AM', Plan 1: 'Network Control Plan 1')

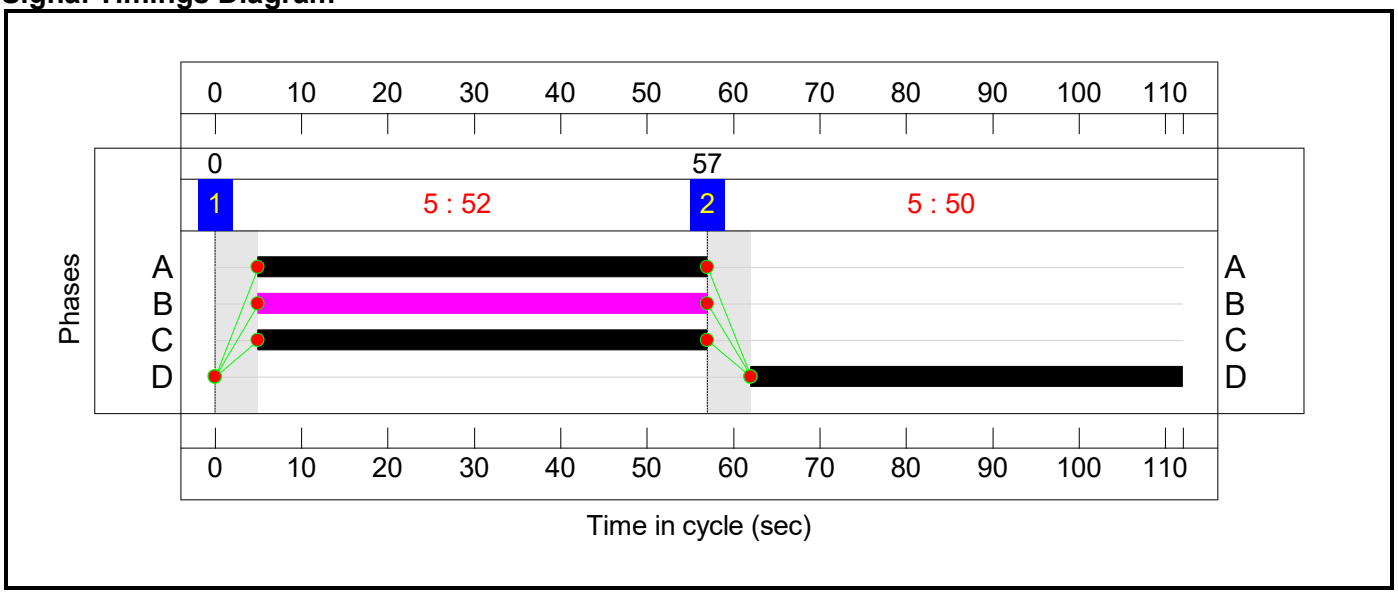
Stage Sequence Diagram



Stage Timings

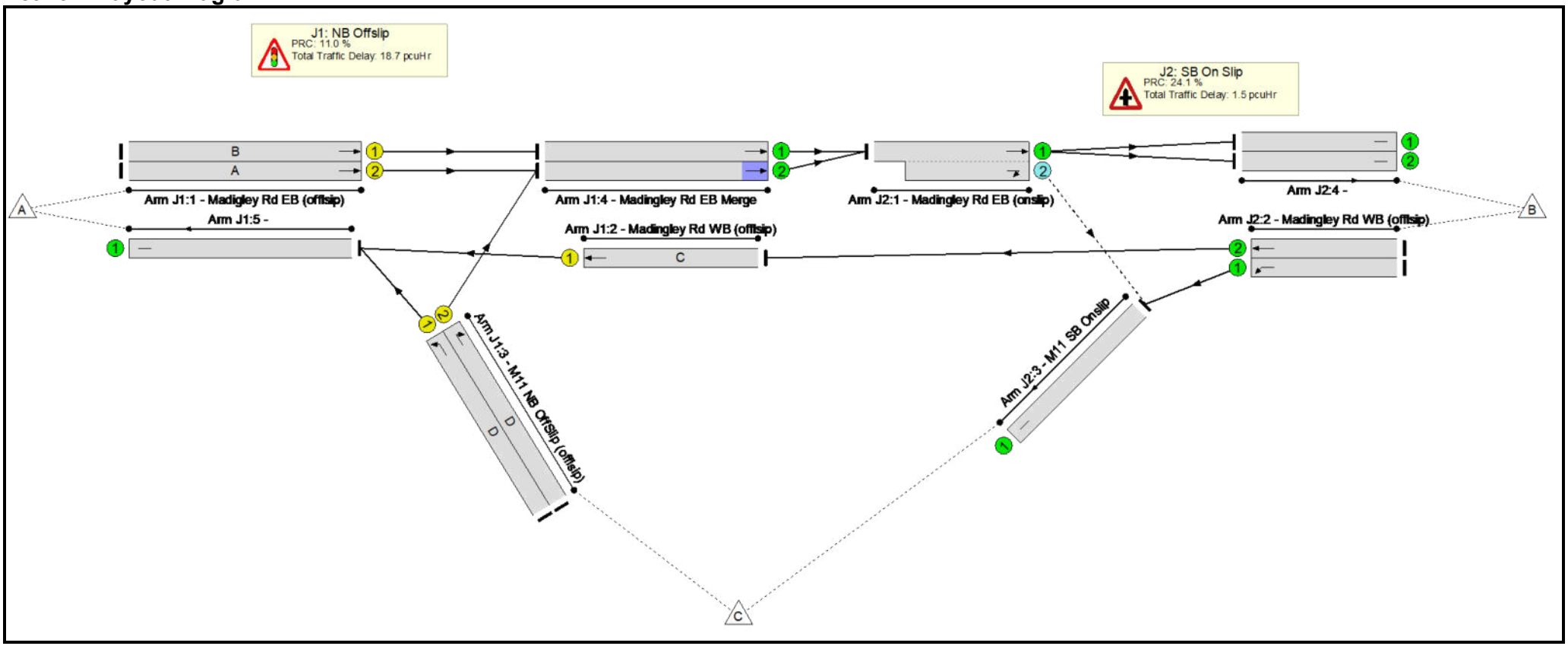
Stage	1	2
Duration	52	50
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.1%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.1%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	52	-	10	2015	954	1.0%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	52	-	820	2155	1020	80.4%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	52	-	230	1935	916	25.1%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	50	-	233	1833	835	27.9%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	50	-	663	1796	818	81.1%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1483	2055	2055	72.2%
5/1		U	N/A	N/A	-		-	-	-	463	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.5%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1493	2095:1787	1851+208	72.5 : 72.5%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	231	1800	1800	12.8%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	230	2105	2105	10.9%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	675	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	667	Inf	Inf	0.0%

Full Input Data And Results

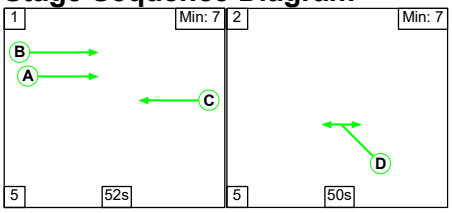
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**151**	**0**	**0**	**13.0**	**7.2**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**13.0**	**5.8**	**0.0**	**18.7**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	17.7	0.2	0.0	0.2
1/2	820	820	-	-	-	5.7	2.0	-	7.7	33.9	21.6	2.0	23.7
2/1	230	230	-	-	-	1.1	0.2	-	1.3	20.3	4.2	0.2	4.4
3/1	233	233	-	-	-	1.2	0.2	-	1.4	22.0	4.5	0.2	4.7
3/2	663	663	-	-	-	4.8	2.1	-	6.9	37.7	17.7	2.1	19.8
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1483	1483	-	-	-	0.0	1.3	-	1.3	3.2	0.2	1.3	1.5
5/1	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**151**	**0**	**0**	**0.0**	**1.4**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1+1/2	1493	1493	151	0	0	0.0	1.3	-	1.3	3.2	17.8	1.3	19.1
2/1	231	231	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2	230	230	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	667	667	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 11.0 Total Delay for Signalled Lanes (pcuHr): 17.43 Cycle Time (s): 112
PRC Over All Lanes (%): 11.0 Total Delay Over All Lanes(pcuHr): 20.19

Full Input Data And Results

Scenario 4: '2027 + Comm + NWC AM' (FG9: '2027 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

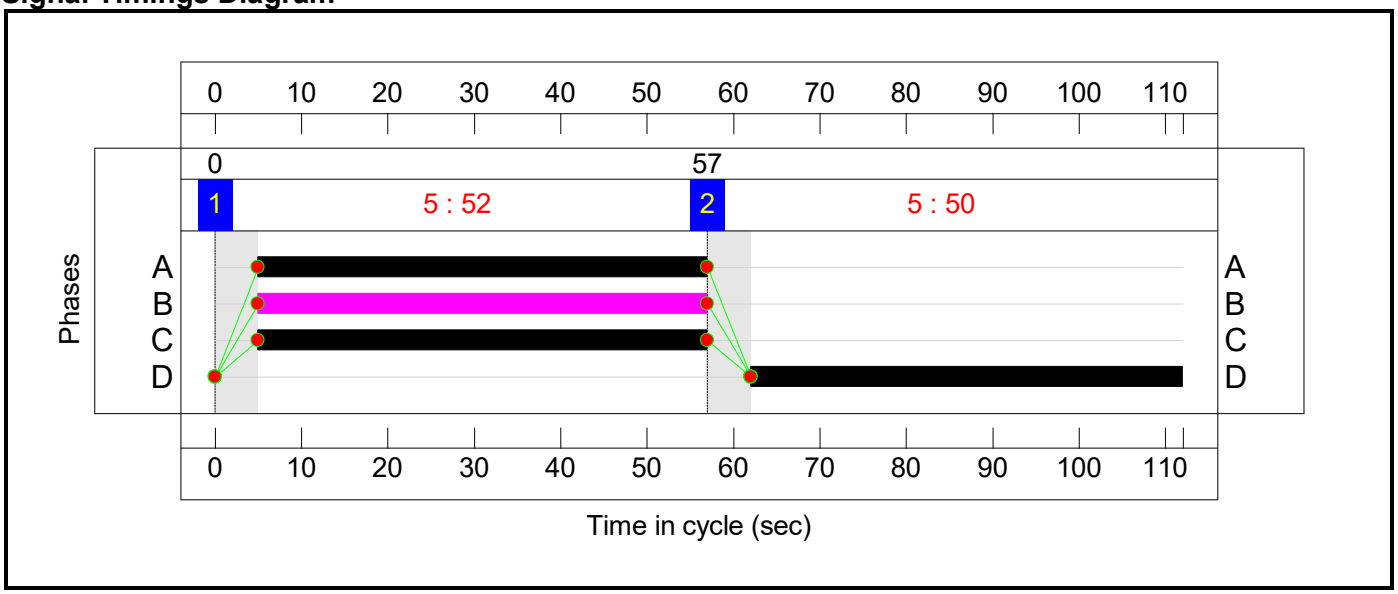
Stage Sequence Diagram



Stage Timings

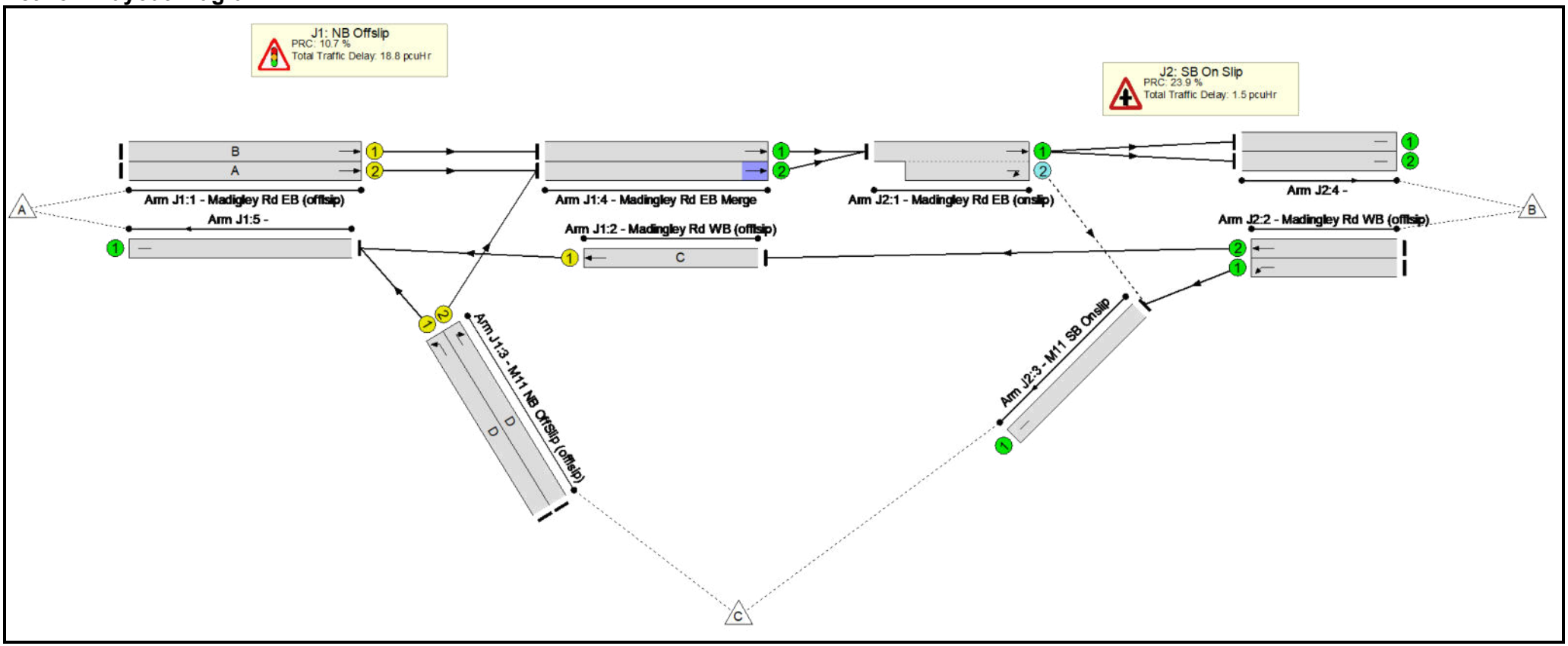
Stage	1	2
Duration	52	50
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.3%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.3%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	52	-	10	2015	954	1.0%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	52	-	821	2155	1020	80.5%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	52	-	231	1935	916	25.2%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	50	-	233	1833	835	27.9%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	50	-	665	1796	818	81.3%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1486	2055	2055	72.3%
5/1		U	N/A	N/A	-		-	-	-	464	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.7%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1496	2095:1787	1851+208	72.7 : 72.7%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	233	1800	1800	12.9%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	231	2105	2105	11.0%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	384	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	677	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	668	Inf	Inf	0.0%

Full Input Data And Results

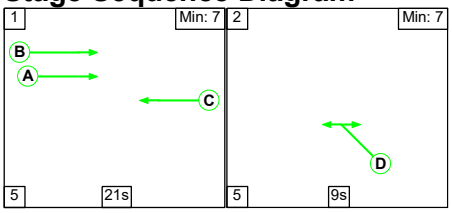
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**151**	**0**	**0**	**13.0**	**7.3**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**13.0**	**5.8**	**0.0**	**18.8**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	17.7	0.2	0.0	0.2
1/2	821	821	-	-	-	5.7	2.0	-	7.7	34.0	21.7	2.0	23.7
2/1	231	231	-	-	-	1.1	0.2	-	1.3	20.3	4.2	0.2	4.4
3/1	233	233	-	-	-	1.2	0.2	-	1.4	22.0	4.5	0.2	4.7
3/2	665	665	-	-	-	4.9	2.1	-	7.0	37.8	17.7	2.1	19.9
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1486	1486	-	-	-	0.0	1.3	-	1.3	3.2	0.2	1.3	1.5
5/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**151**	**0**	**0**	**0.0**	**1.5**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1+1/2	1496	1496	151	0	0	0.0	1.3	-	1.3	3.2	17.8	1.3	19.1
2/1	233	233	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2	231	231	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	677	677	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	668	668	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.7 Total Delay for Signalled Lanes (pcuHr): 17.52 Cycle Time (s): 112
PRC Over All Lanes (%): 10.7 Total Delay Over All Lanes(pcuHr): 20.29

Full Input Data And Results

Scenario 5: '2027 Baseline PM' (FG4: '2027 Baseline PM', Plan 1: 'Network Control Plan 1')

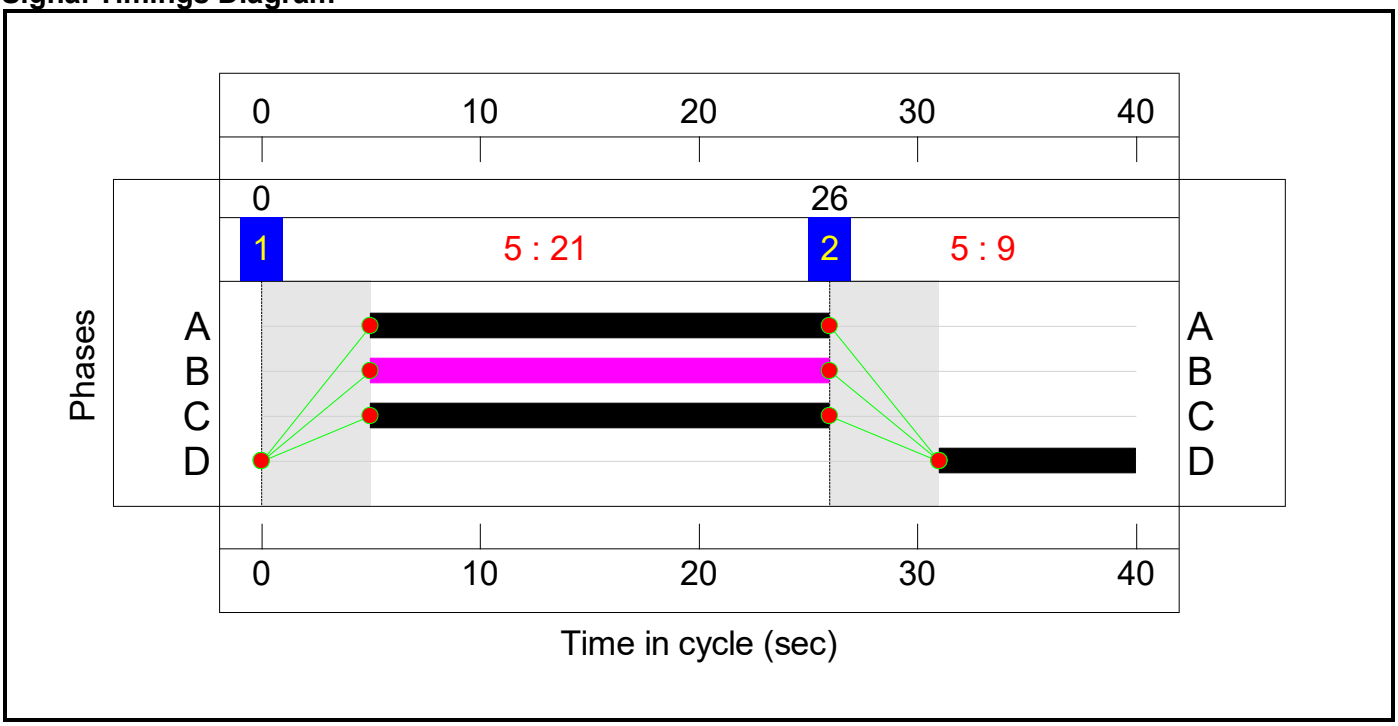
Stage Sequence Diagram



Stage Timings

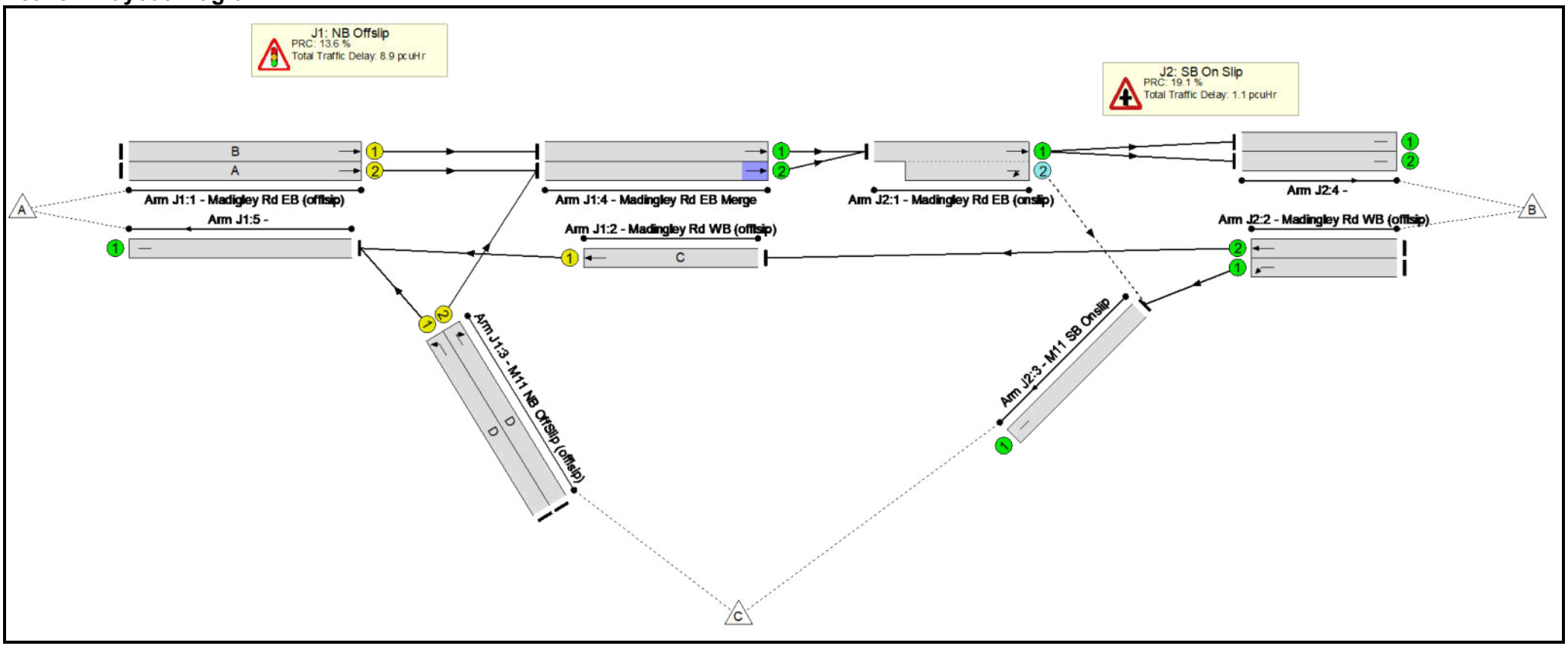
Stage	1	2
Duration	21	9
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.2%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.2%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	21	-	10	2015	1108	0.9%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	21	-	568	2155	1185	47.9%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	21	-	843	1935	1064	79.2%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	9	-	339	1833	458	74.0%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	9	-	184	1796	449	41.0%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	752	2055	2055	36.6%
5/1		U	N/A	N/A	-		-	-	-	1182	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.5%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	762	2095:1787	1090+375	44.0 : 75.5%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	515	1800	1800	28.6%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	843	2105	2105	40.0%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	244	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%

Full Input Data And Results

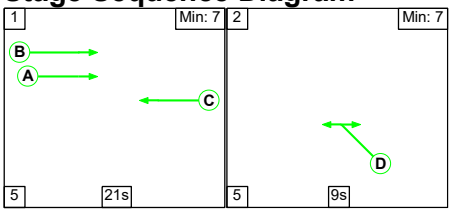
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**283**	**0**	**0**	**4.6**	**5.4**	**0.0**	**10.0**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**4.5**	**4.4**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	5.9	0.1	0.0	0.1
1/2	568	568	-	-	-	0.9	0.5	-	1.3	8.4	3.8	0.5	4.2
2/1	843	843	-	-	-	1.7	1.9	-	3.6	15.2	7.3	1.9	9.1
3/1	339	339	-	-	-	1.3	1.4	-	2.7	28.6	3.4	1.4	4.8
3/2	184	184	-	-	-	0.6	0.3	-	1.0	19.3	1.7	0.3	2.0
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	752	752	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	1182	1182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**283**	**0**	**0**	**0.1**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1+1/2	762	762	283	0	0	0.1	0.5	-	0.6	2.8	2.3	0.5	2.8
2/1	515	515	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/2	843	843	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	244	244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.6 Total Delay for Signalled Lanes (pcuHr): 8.58 Cycle Time (s): 40
PRC Over All Lanes (%): 13.6 Total Delay Over All Lanes(pcuHr): 10.00

Full Input Data And Results

Scenario 6: '2027 + Comm + NWC PM' (FG10: '2027 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

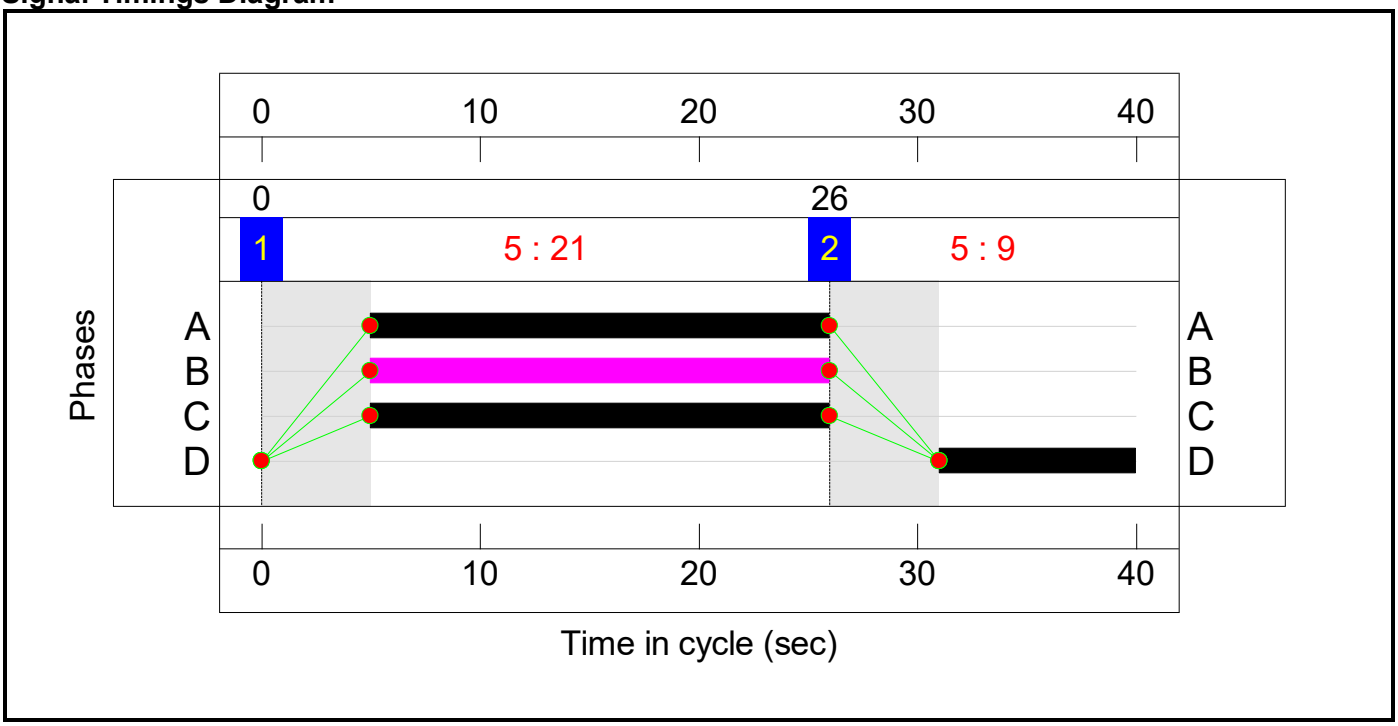
Stage Sequence Diagram



Stage Timings

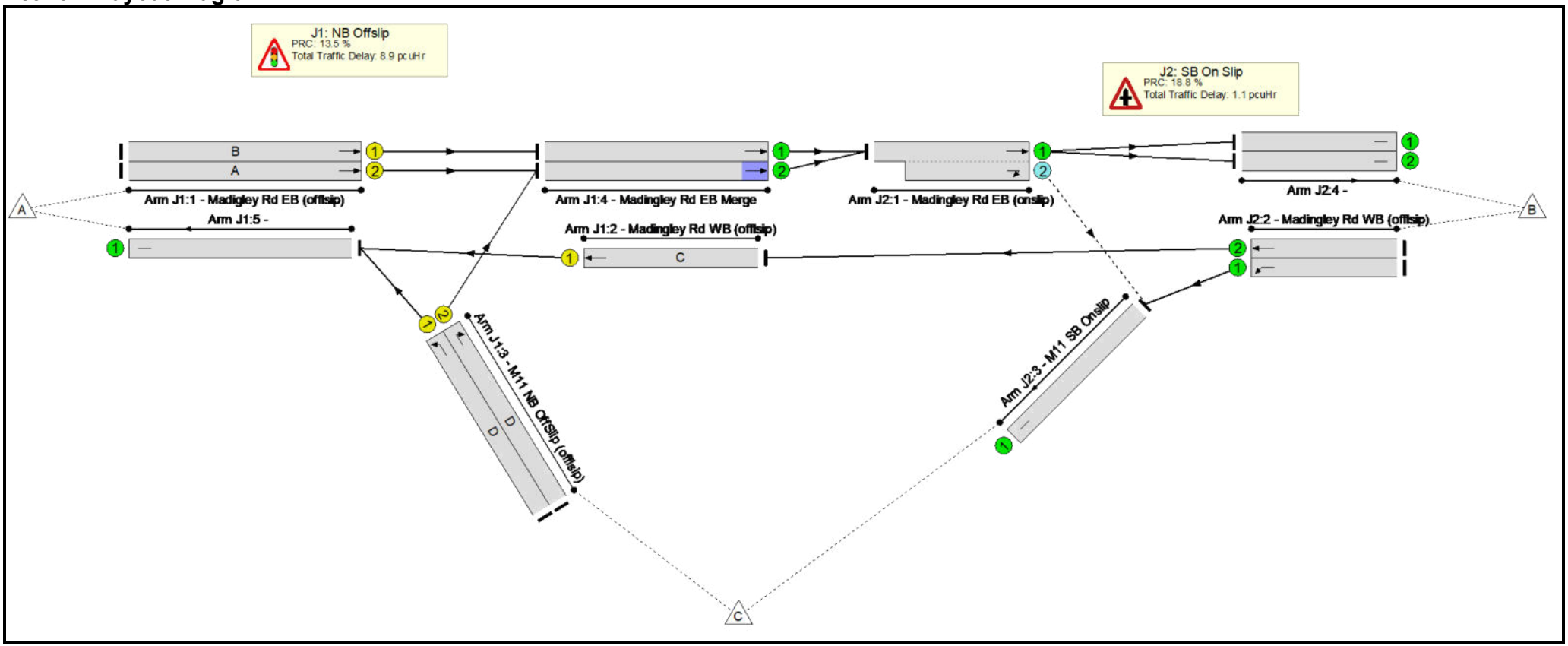
Stage	1	2
Duration	21	9
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.3%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	21	-	10	2015	1108	0.9%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	21	-	569	2155	1185	48.0%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	21	-	844	1935	1064	79.3%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	9	-	339	1833	458	74.0%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	9	-	186	1796	449	41.4%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	755	2055	2055	36.7%
5/1		U	N/A	N/A	-		-	-	-	1183	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.7%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	765	2095:1787	1100+374	43.8 : 75.7%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	517	1800	1800	28.7%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	844	2105	2105	40.1%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	800	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	246	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Full Input Data And Results

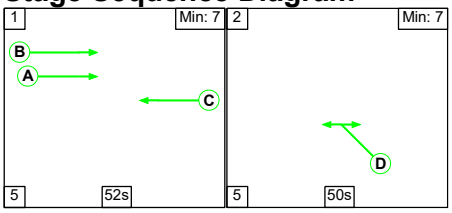
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**283**	**0**	**0**	**4.6**	**5.5**	**0.0**	**10.0**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**4.5**	**4.4**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	5.9	0.1	0.0	0.1
1/2	569	569	-	-	-	0.9	0.5	-	1.3	8.4	3.8	0.5	4.3
2/1	844	844	-	-	-	1.7	1.9	-	3.6	15.2	7.3	1.9	9.2
3/1	339	339	-	-	-	1.3	1.4	-	2.7	28.6	3.4	1.4	4.8
3/2	186	186	-	-	-	0.6	0.4	-	1.0	19.4	1.7	0.4	2.1
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	755	755	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	1183	1183	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**283**	**0**	**0**	**0.1**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1+1/2	765	765	283	0	0	0.1	0.5	-	0.6	2.8	2.3	0.5	2.8
2/1	517	517	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/2	844	844	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	246	246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.5 Total Delay for Signalled Lanes (pcuHr): 8.61 Cycle Time (s): 40
PRC Over All Lanes (%): 13.5 Total Delay Over All Lanes(pcuHr): 10.03

Full Input Data And Results

Scenario 7: '2033 Baseline AM' (FG5: '2033 Baseline AM', Plan 1: 'Network Control Plan 1')

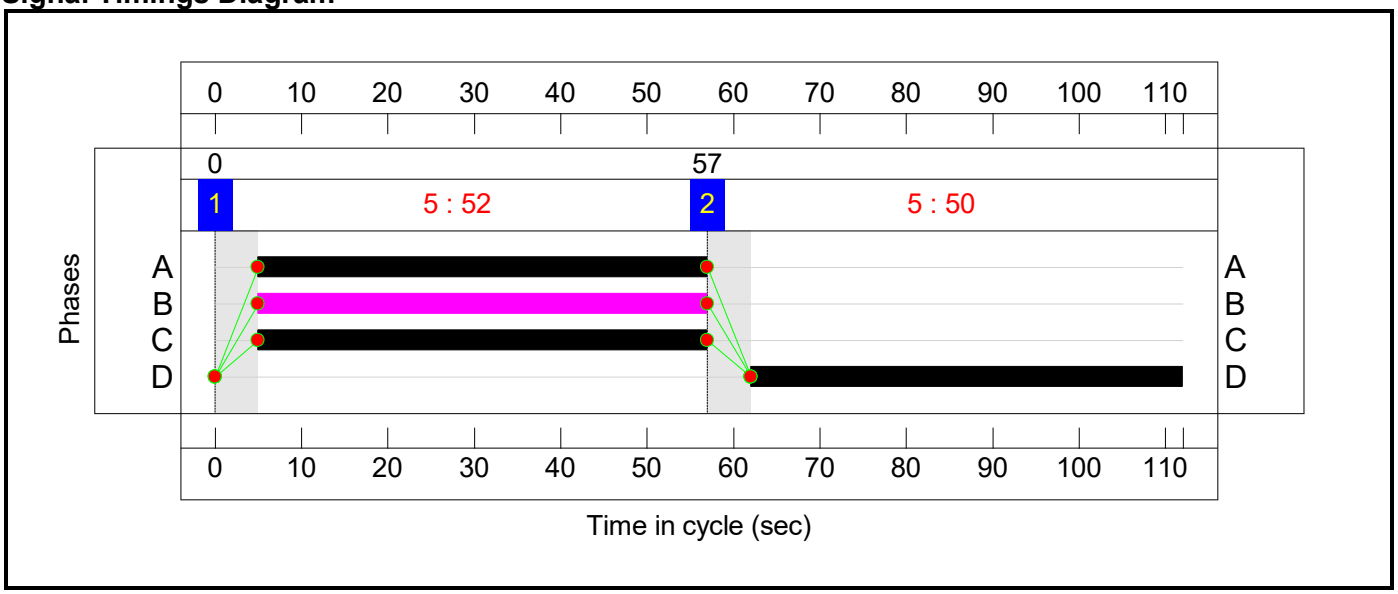
Stage Sequence Diagram



Stage Timings

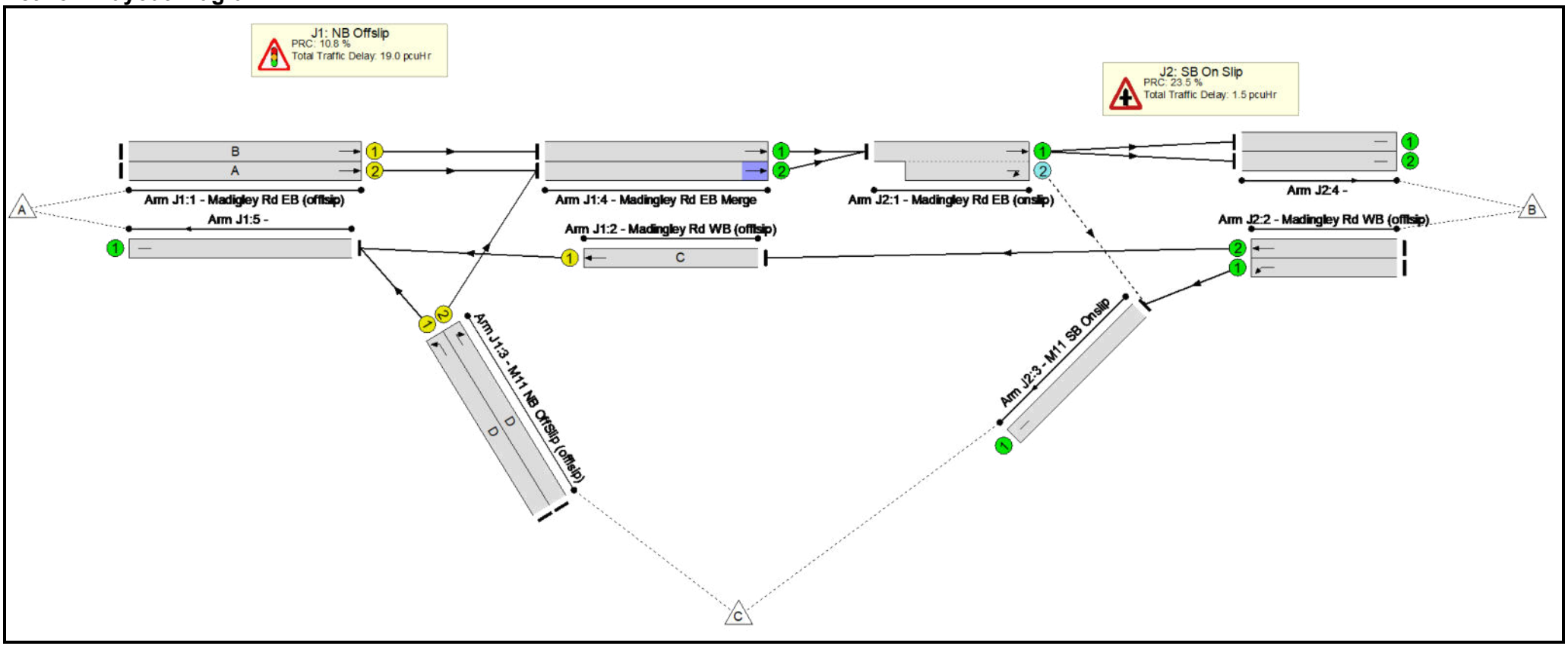
Stage	1	2
Duration	52	50
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.2%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.2%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	52	-	10	2015	954	1.0%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	52	-	828	2155	1020	81.2%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	52	-	242	1935	916	26.4%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	50	-	233	1833	835	27.9%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	50	-	663	1796	818	81.1%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1491	2055	2055	72.6%
5/1		U	N/A	N/A	-		-	-	-	475	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.9%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1501	2095:1787	1852+207	72.9 : 72.9%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	231	1800	1800	12.8%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	242	2105	2105	11.5%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	382	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%

Full Input Data And Results

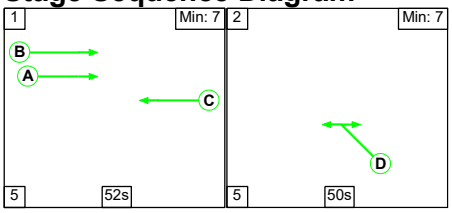
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**151**	**0**	**0**	**13.1**	**7.4**	**0.0**	**20.5**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**13.1**	**5.9**	**0.0**	**19.0**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	17.7	0.2	0.0	0.2
1/2	828	828	-	-	-	5.8	2.1	-	7.9	34.4	21.9	2.1	24.0
2/1	242	242	-	-	-	1.2	0.2	-	1.4	20.4	4.5	0.2	4.7
3/1	233	233	-	-	-	1.2	0.2	-	1.4	22.0	4.5	0.2	4.7
3/2	663	663	-	-	-	4.8	2.1	-	6.9	37.7	17.7	2.1	19.8
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1491	1491	-	-	-	0.0	1.3	-	1.3	3.2	0.2	1.3	1.5
5/1	475	475	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**151**	**0**	**0**	**0.0**	**1.5**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1+1/2	1501	1501	151	0	0	0.0	1.3	-	1.3	3.2	18.4	1.3	19.7
2/1	231	231	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/2	242	242	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	382	382	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 10.8 Total Delay for Signalled Lanes (pcuHr): 17.70 Cycle Time (s): 112
PRC Over All Lanes (%): 10.8 Total Delay Over All Lanes(pcuHr): 20.52

Full Input Data And Results

Scenario 8: '2033 + Comm + NWC AM' (FG11: '2033 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

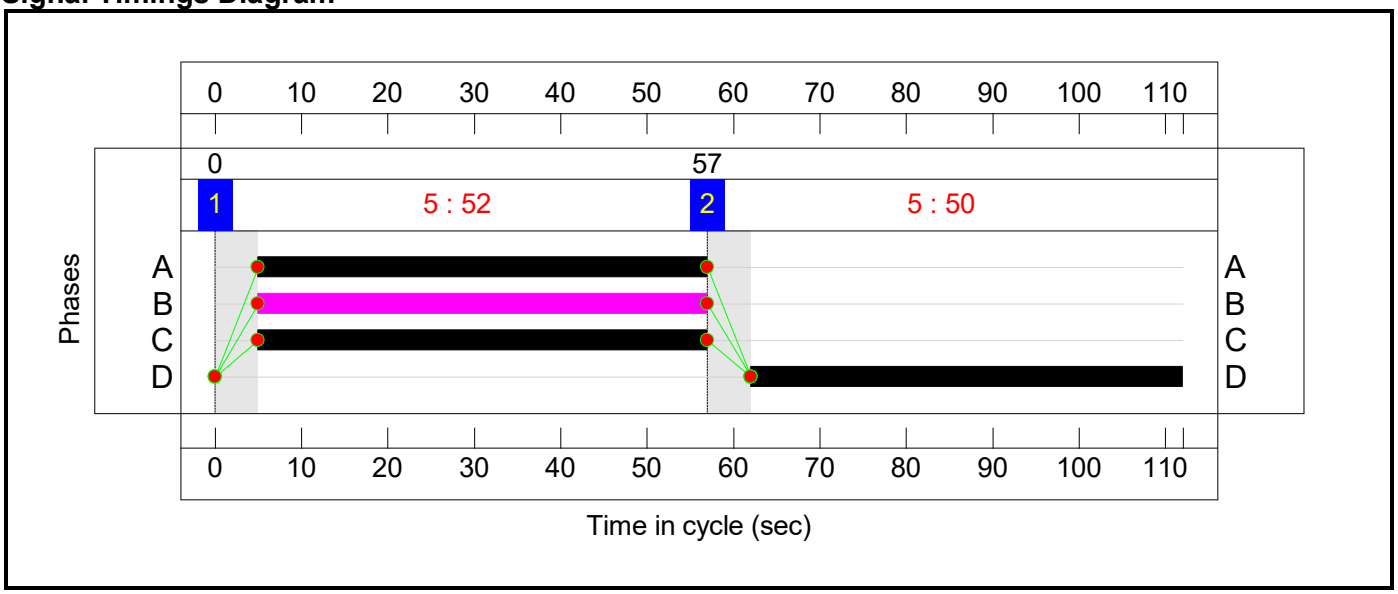
Stage Sequence Diagram



Stage Timings

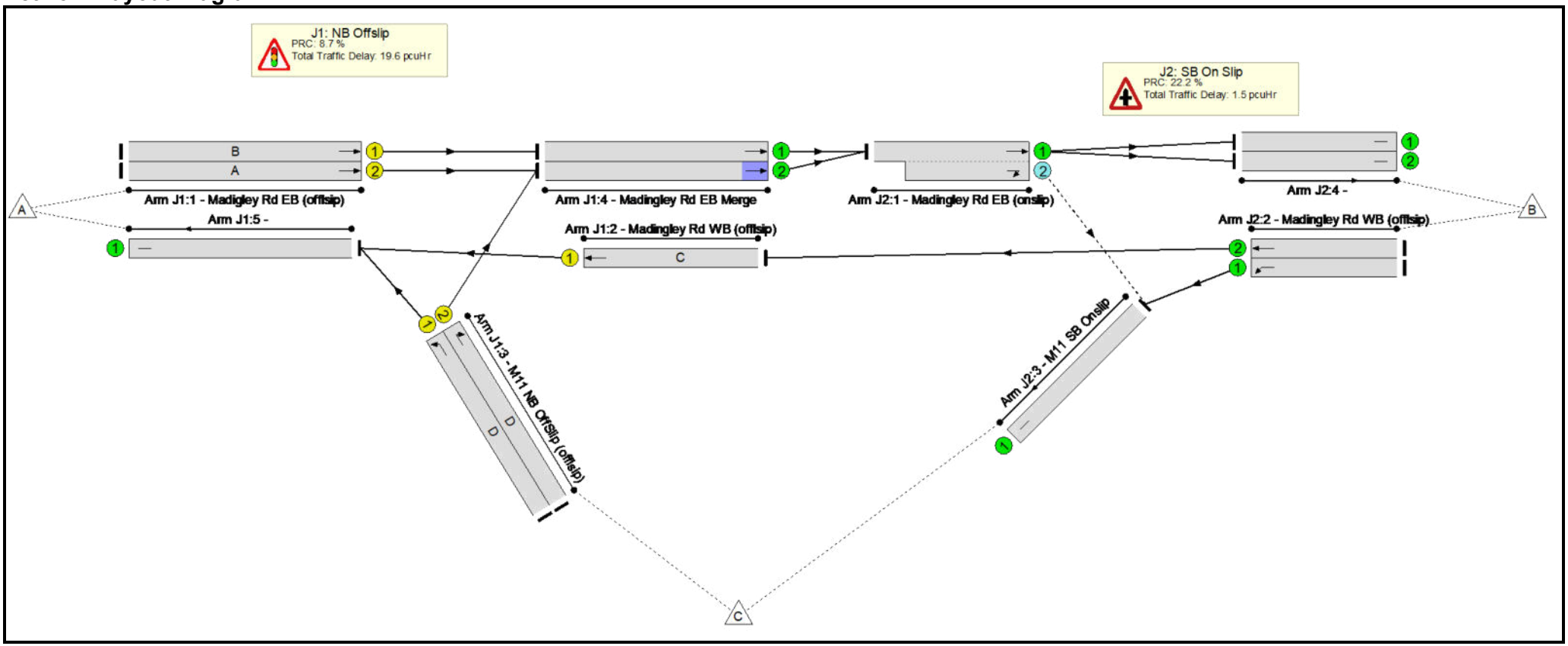
Stage	1	2
Duration	52	50
Change Point	0	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.8%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.8%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	52	-	10	2015	954	1.0%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	52	-	830	2155	1020	81.4%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	52	-	245	1935	916	26.8%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	50	-	233	1833	835	27.9%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	50	-	677	1796	818	82.8%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1507	2055	2055	73.3%
5/1		U	N/A	N/A	-		-	-	-	478	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**73.7%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1517	2095:1787	1855+205	73.7 : 73.7%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	266	1800	1800	14.8%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	245	2105	2105	11.6%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%

Full Input Data And Results

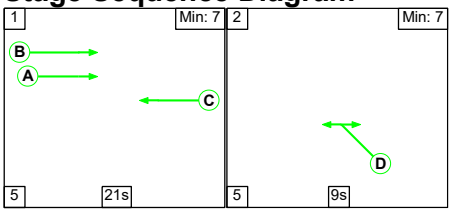
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**151**	**0**	**0**	**13.4**	**7.8**	**0.0**	**21.1**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**13.3**	**6.2**	**0.0**	**19.6**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	17.7	0.2	0.0	0.2
1/2	830	830	-	-	-	5.8	2.1	-	8.0	34.6	21.9	2.1	24.0
2/1	245	245	-	-	-	1.2	0.2	-	1.4	20.5	4.6	0.2	4.7
3/1	233	233	-	-	-	1.2	0.2	-	1.4	22.0	4.5	0.2	4.7
3/2	677	677	-	-	-	5.0	2.3	-	7.3	39.0	18.2	2.3	20.6
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1507	1507	-	-	-	0.0	1.4	-	1.4	3.3	0.2	1.4	1.6
5/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**151**	**0**	**0**	**0.0**	**1.5**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1+1/2	1517	1517	151	0	0	0.0	1.4	-	1.4	3.3	18.4	1.4	19.8
2/1	266	266	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	245	245	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 8.7 Total Delay for Signalled Lanes (pcuHr): 18.18 Cycle Time (s): 112
PRC Over All Lanes (%): 8.7 Total Delay Over All Lanes(pcuHr): 21.11

Full Input Data And Results

Scenario 9: '2033 Baseline PM' (FG6: '2033 Baseline PM', Plan 1: 'Network Control Plan 1')

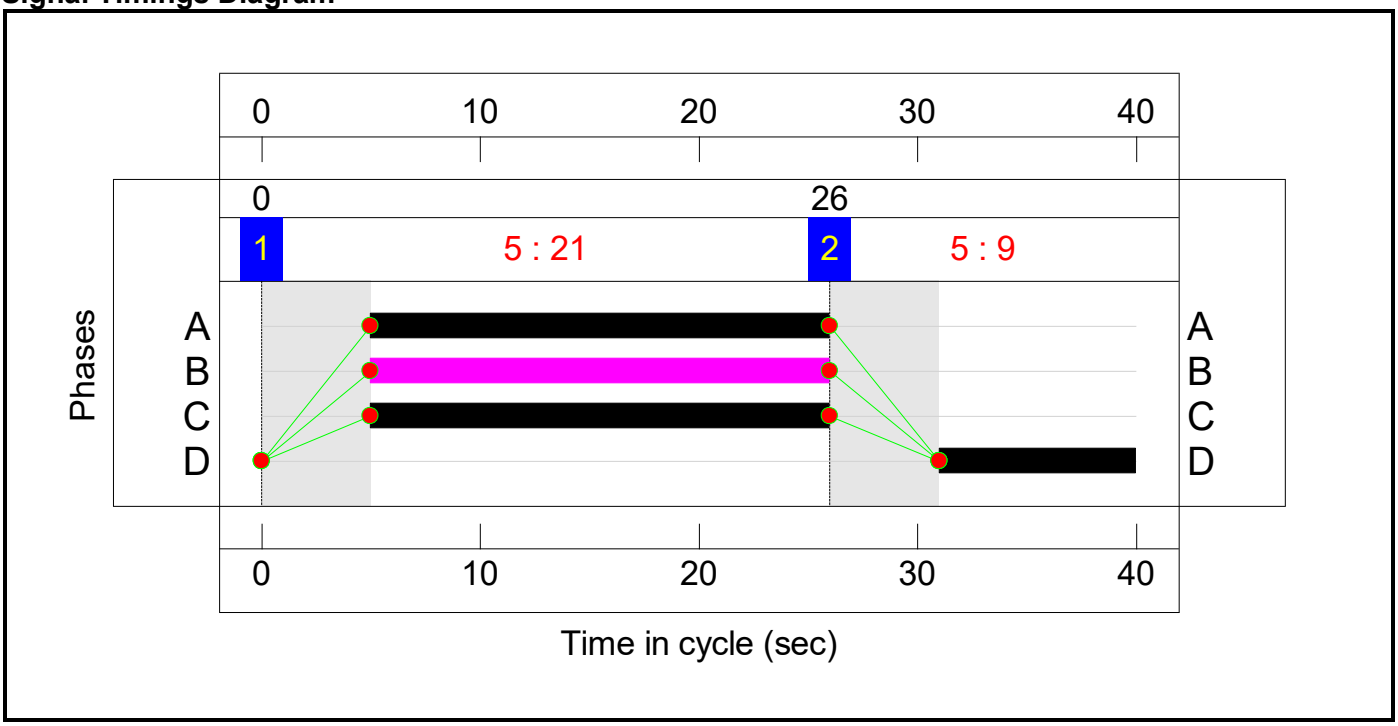
Stage Sequence Diagram



Stage Timings

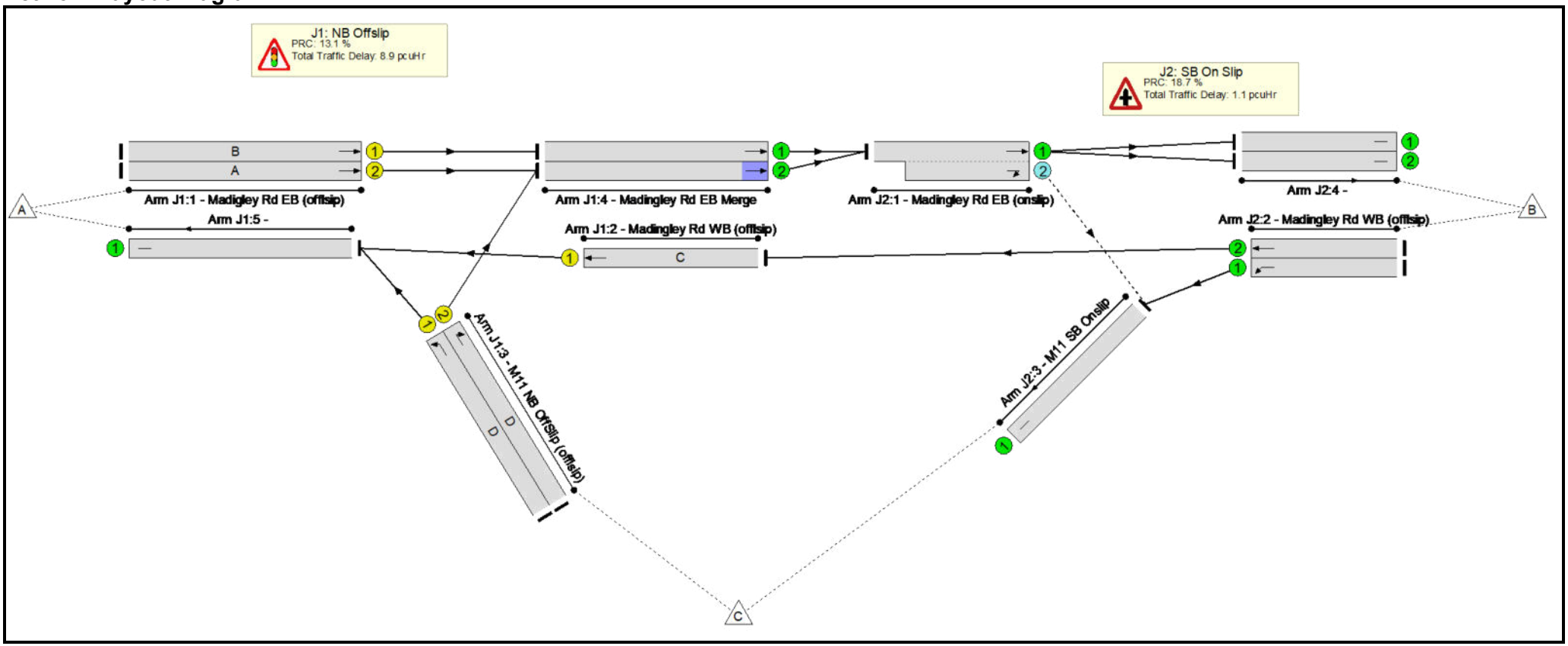
Stage	1	2
Duration	21	9
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.6%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.6%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	21	-	10	2015	1108	0.9%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	21	-	570	2155	1185	48.1%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	21	-	847	1935	1064	79.6%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	9	-	339	1833	458	74.0%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	9	-	184	1796	449	41.0%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	754	2055	2055	36.7%
5/1		U	N/A	N/A	-		-	-	-	1186	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.8%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	764	2095:1787	1094+373	44.0 : 75.8%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	515	1800	1800	28.6%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	847	2105	2105	40.2%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	798	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	245	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Full Input Data And Results

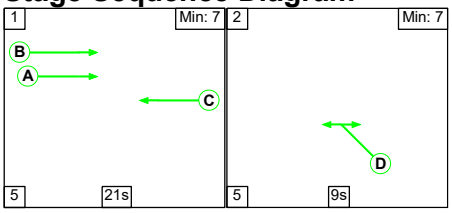
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**283**	**0**	**0**	**4.6**	**5.5**	**0.0**	**10.1**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**4.5**	**4.4**	**0.0**	**8.9**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	5.9	0.1	0.0	0.1
1/2	570	570	-	-	-	0.9	0.5	-	1.3	8.4	3.8	0.5	4.3
2/1	847	847	-	-	-	1.7	1.9	-	3.6	15.3	7.5	1.9	9.4
3/1	339	339	-	-	-	1.3	1.4	-	2.7	28.6	3.4	1.4	4.8
3/2	184	184	-	-	-	0.6	0.3	-	1.0	19.3	1.7	0.3	2.0
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	754	754	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**283**	**0**	**0**	**0.1**	**1.1**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1+1/2	764	764	283	0	0	0.1	0.5	-	0.6	2.8	2.3	0.5	2.8
2/1	515	515	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/2	847	847	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 13.1 Total Delay for Signalled Lanes (pcuHr): 8.64 Cycle Time (s): 40
PRC Over All Lanes (%): 13.1 Total Delay Over All Lanes(pcuHr): 10.07

Full Input Data And Results

Scenario 10: '2033 + Comm + NWC PM' (FG12: '2033 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

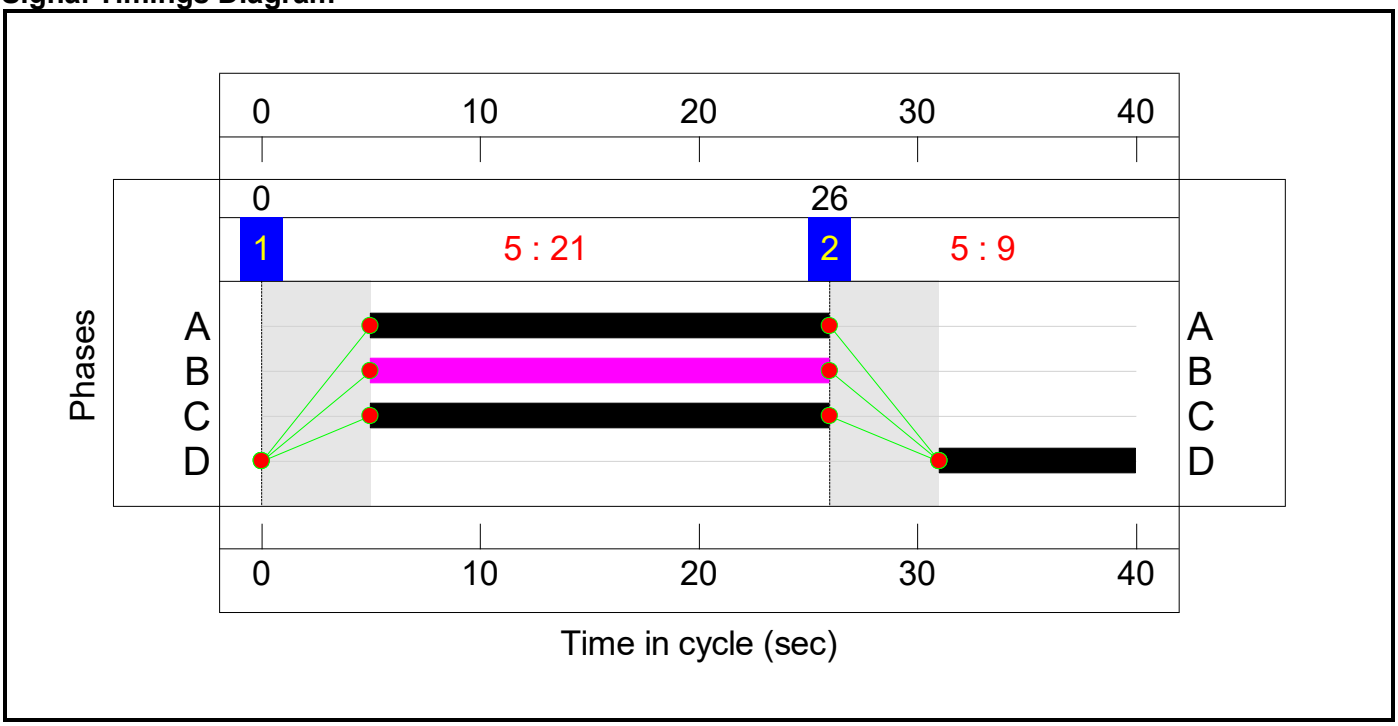
Stage Sequence Diagram



Stage Timings

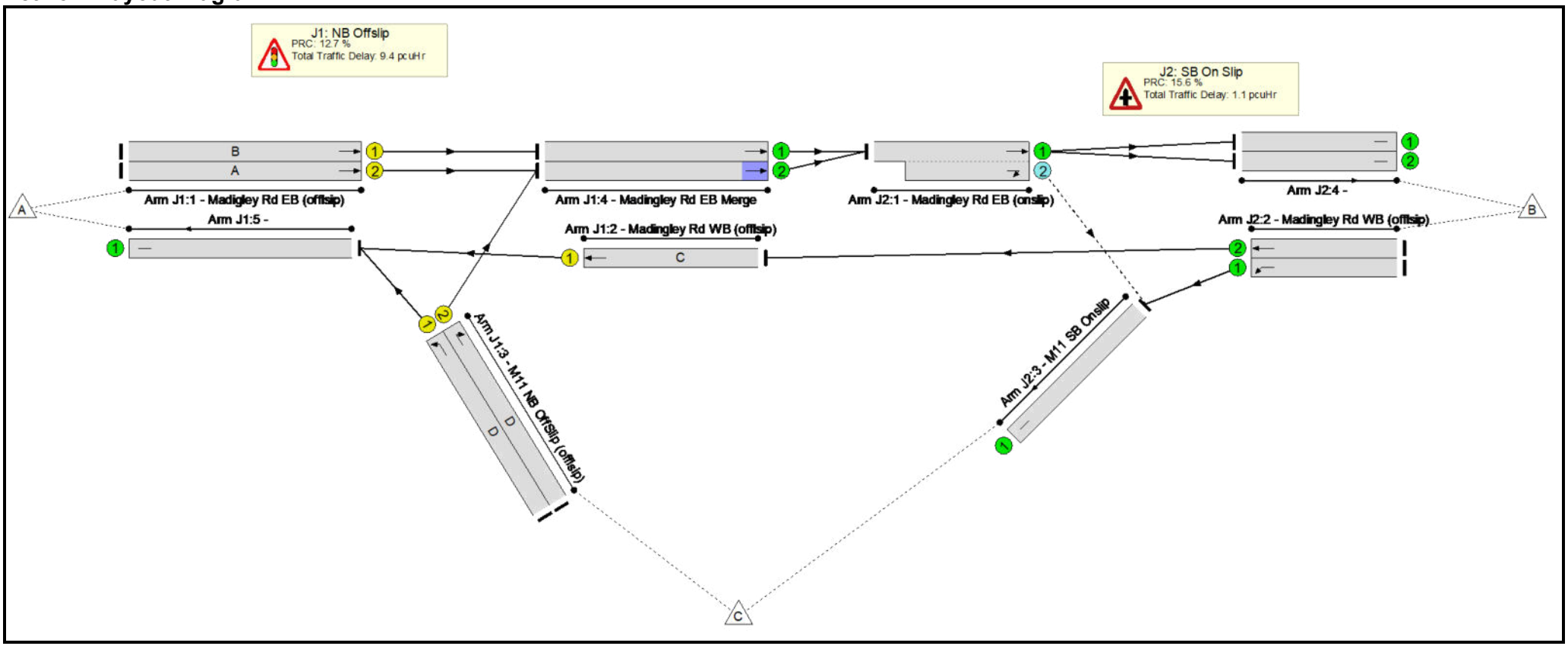
Stage	1	2
Duration	21	9
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.9%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.9%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	21	-	10	2015	1108	0.9%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	21	-	573	2155	1185	48.3%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	21	-	850	1935	1064	79.9%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	9	-	339	1833	458	74.0%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	9	-	228	1796	449	50.8%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	801	2055	2055	39.0%
5/1		U	N/A	N/A	-		-	-	-	1189	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.9%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	811	2095:1787	1272+363	41.5 : 77.9%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	540	1800	1800	30.0%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	850	2105	2105	40.4%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	823	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	259	Inf	Inf	0.0%

Full Input Data And Results

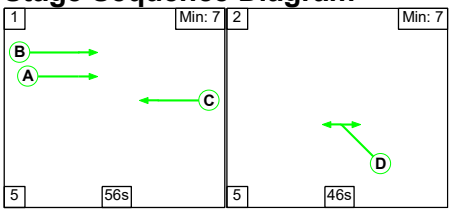
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**283**	**0**	**0**	**4.8**	**5.7**	**0.0**	**10.5**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**4.7**	**4.6**	**0.0**	**9.4**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	5.9	0.1	0.0	0.1
1/2	573	573	-	-	-	0.9	0.5	-	1.3	8.5	3.8	0.5	4.3
2/1	850	850	-	-	-	1.7	1.9	-	3.7	15.5	7.6	1.9	9.5
3/1	339	339	-	-	-	1.3	1.4	-	2.7	28.6	3.4	1.4	4.8
3/2	228	228	-	-	-	0.8	0.5	-	1.3	21.0	2.2	0.5	2.7
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	801	801	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
5/1	1189	1189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**283**	**0**	**0**	**0.1**	**1.0**	**0.0**	**1.1**	**-**	**-**	**-**	**-**
1/1+1/2	811	811	283	0	0	0.1	0.5	-	0.6	2.5	2.5	0.5	3.0
2/1	540	540	-	-	-	0.0	0.2	-	0.2	1.4	0.0	0.2	0.2
2/2	850	850	-	-	-	0.0	0.3	-	0.3	1.4	0.0	0.3	0.3
3/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	259	259	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.7 Total Delay for Signalled Lanes (pcuHr): 9.04 Cycle Time (s): 40
PRC Over All Lanes (%): 12.7 Total Delay Over All Lanes(pcuHr): 10.48

Full Input Data And Results

Scenario 11: '2038 Baseline AM' (FG7: '2038 Baseline AM', Plan 1: 'Network Control Plan 1')

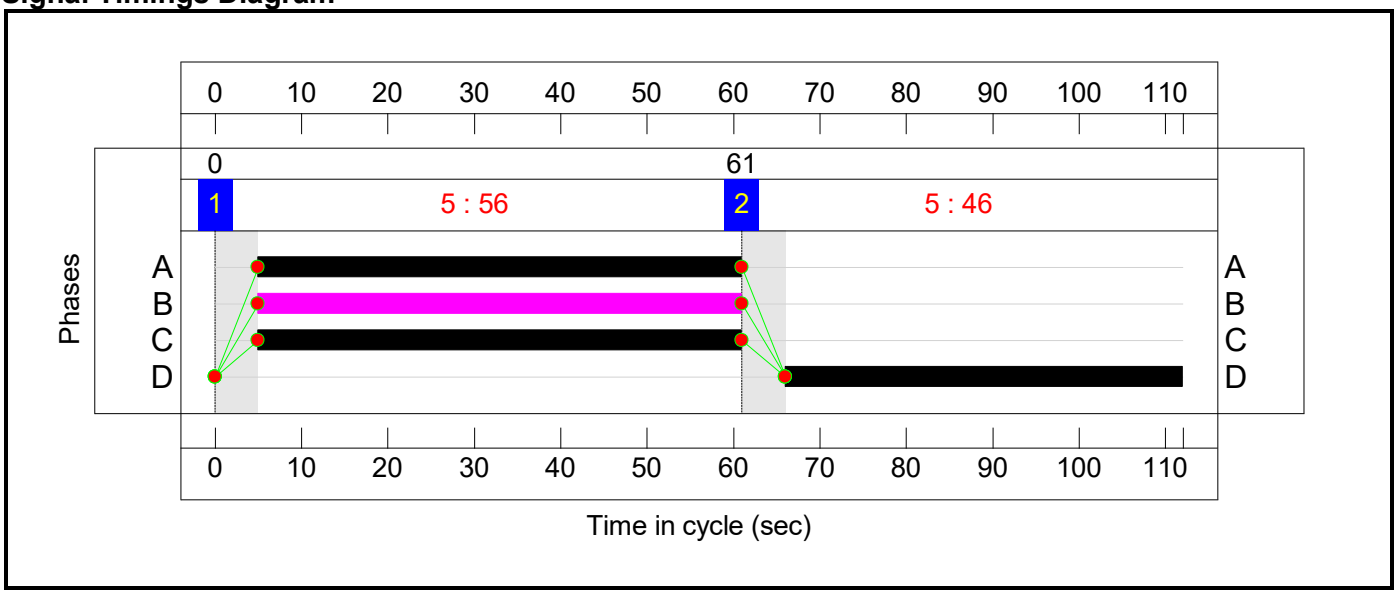
Stage Sequence Diagram



Stage Timings

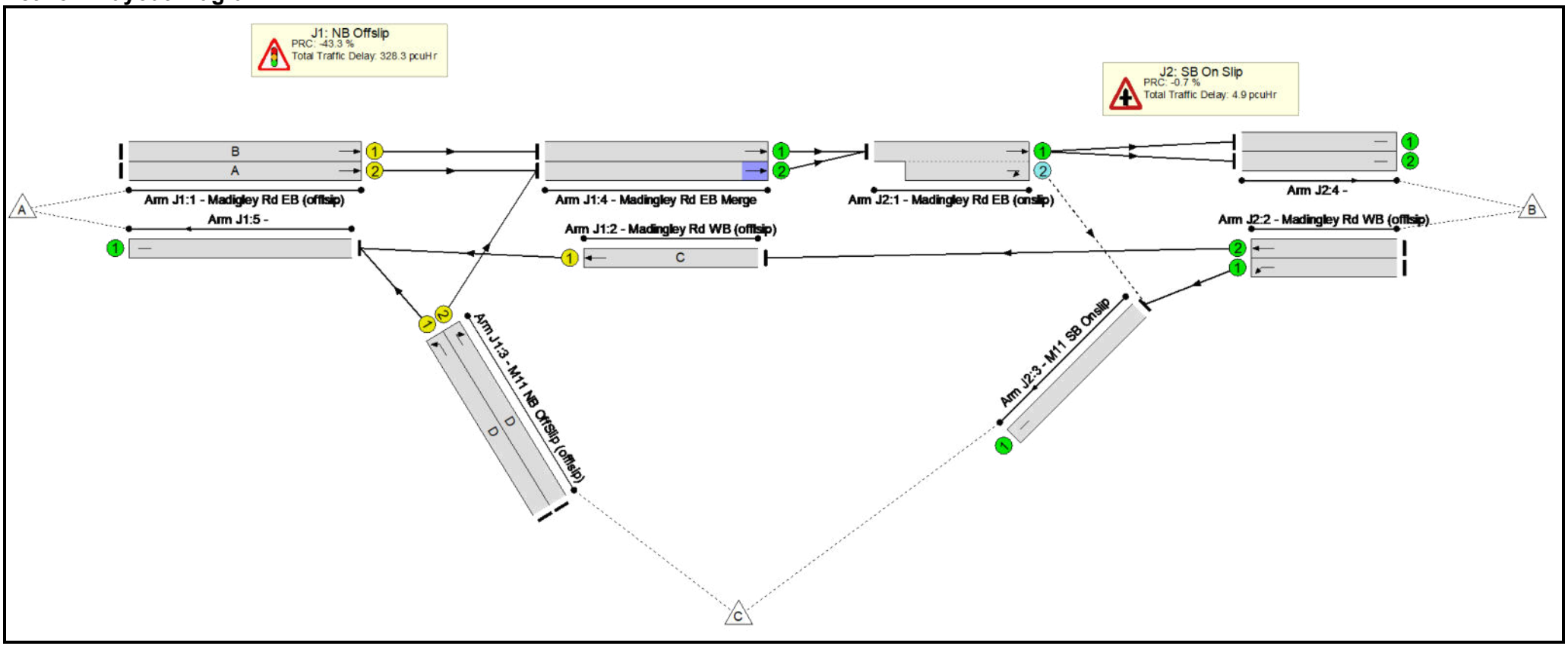
Stage	1	2
Duration	56	46
Change Point	0	61

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.9%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**128.9%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	56	-	10	2015	1025	1.0%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	56	-	1414	2155	1097	128.9%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	56	-	366	1935	985	37.2%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	46	-	275	1833	769	35.8%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	46	-	966	1796	754	128.2%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	2380	2055	2055	90.0%
5/1		U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.6%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	2390	2095:1787	1813+241	90.6 : 90.3%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	340	1800	1800	18.9%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	366	2105	2105	17.4%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	620	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1060	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1050	Inf	Inf	0.0%

Full Input Data And Results

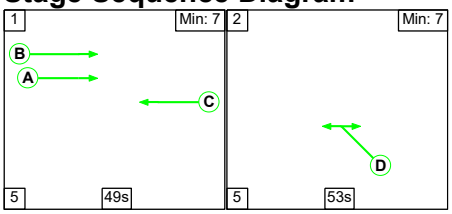
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**217**	**0**	**0**	**54.3**	**279.0**	**0.0**	**333.2**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**54.2**	**274.1**	**0.0**	**328.3**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	15.5	0.2	0.0	0.2
1/2	1414	1097	-	-	-	27.5	160.8	-	188.3	479.4	53.9	160.8	214.7
2/1	366	366	-	-	-	1.7	0.3	-	2.0	19.6	6.8	0.3	7.1
3/1	275	275	-	-	-	1.7	0.3	-	2.0	25.8	5.8	0.3	6.1
3/2	966	754	-	-	-	23.2	108.4	-	131.6	490.3	42.5	108.4	150.8
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1850	1850	-	-	-	0.2	4.3	-	4.5	8.7	0.9	4.3	5.2
5/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**217**	**0**	**0**	**0.1**	**4.8**	**0.0**	**4.9**	**-**	**-**	**-**	**-**
1/1+1/2	1860	1860	217	0	0	0.1	4.6	-	4.7	9.0	35.9	4.6	40.5
2/1	340	340	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	366	366	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	557	557	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	827	827	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -43.3 Total Delay for Signalled Lanes (pcuHr): 323.85 Cycle Time (s): 112
PRC Over All Lanes (%): -43.3 Total Delay Over All Lanes(pcuHr): 333.23

Full Input Data And Results

Scenario 12: '2033 + Comm + NWC (FULL) AM' (FG13: '2033 + Comm + NWC (FULL) AM', Plan 1: 'Network Control Plan 1')

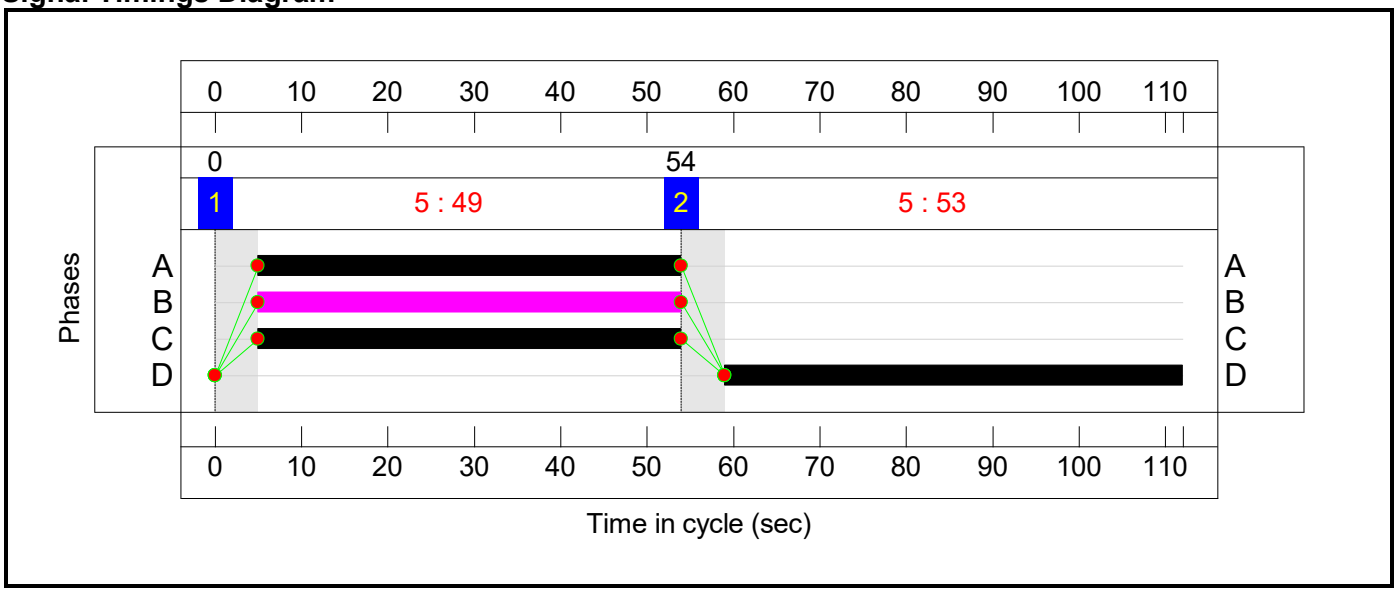
Stage Sequence Diagram



Stage Timings

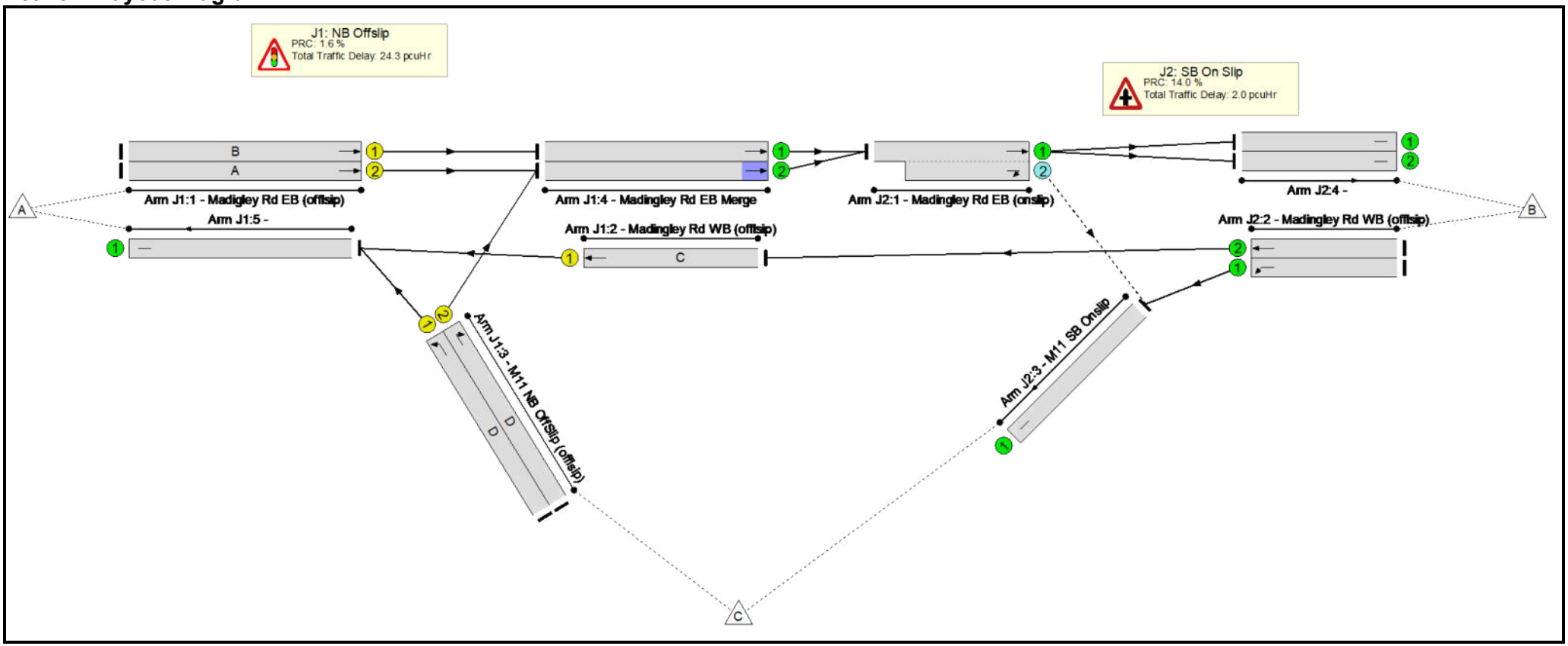
Stage	1	2
Duration	49	53
Change Point	0	54

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.6%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	49	-	10	2015	900	1.1%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	49	-	852	2155	962	88.6%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	49	-	248	1935	864	28.7%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	53	-	233	1833	884	26.4%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	53	-	766	1796	866	88.5%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1618	2055	2055	78.7%
5/1		U	N/A	N/A	-		-	-	-	481	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**79.0%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1628	2095:1787	1871+191	79.0 : 79.0%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	281	1800	1800	15.6%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	248	2105	2105	11.8%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	432	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	743	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	734	Inf	Inf	0.0%

Full Input Data And Results

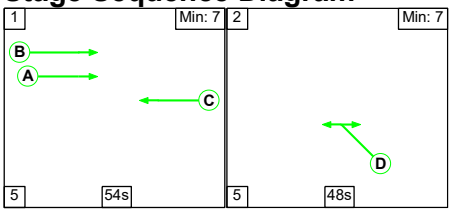
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**151**	**0**	**0**	**14.8**	**11.5**	**0.0**	**26.3**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**14.8**	**9.4**	**0.0**	**24.3**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.1	19.5	0.2	0.0	0.2
1/2	852	852	-	-	-	6.7	3.6	-	10.3	43.7	24.1	3.6	27.8
2/1	248	248	-	-	-	1.4	0.2	-	1.6	22.6	4.9	0.2	5.1
3/1	233	233	-	-	-	1.1	0.2	-	1.3	20.0	4.3	0.2	4.5
3/2	766	766	-	-	-	5.6	3.6	-	9.1	43.0	21.5	3.6	25.1
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1618	1618	-	-	-	0.0	1.8	-	1.9	4.2	0.3	1.8	2.2
5/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**151**	**0**	**0**	**0.0**	**2.0**	**0.0**	**2.0**	**-**	**-**	**-**	**-**
1/1+1/2	1628	1628	151	0	0	0.0	1.9	-	1.9	4.1	21.8	1.9	23.6
2/1	281	281	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/2	248	248	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	743	743	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 22.40 Cycle Time (s): 112
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 26.30

Full Input Data And Results

Scenario 13: '2038 + Comm + NWC AM' (FG15: '2038 + Comm + NWC AM', Plan 1: 'Network Control Plan 1')

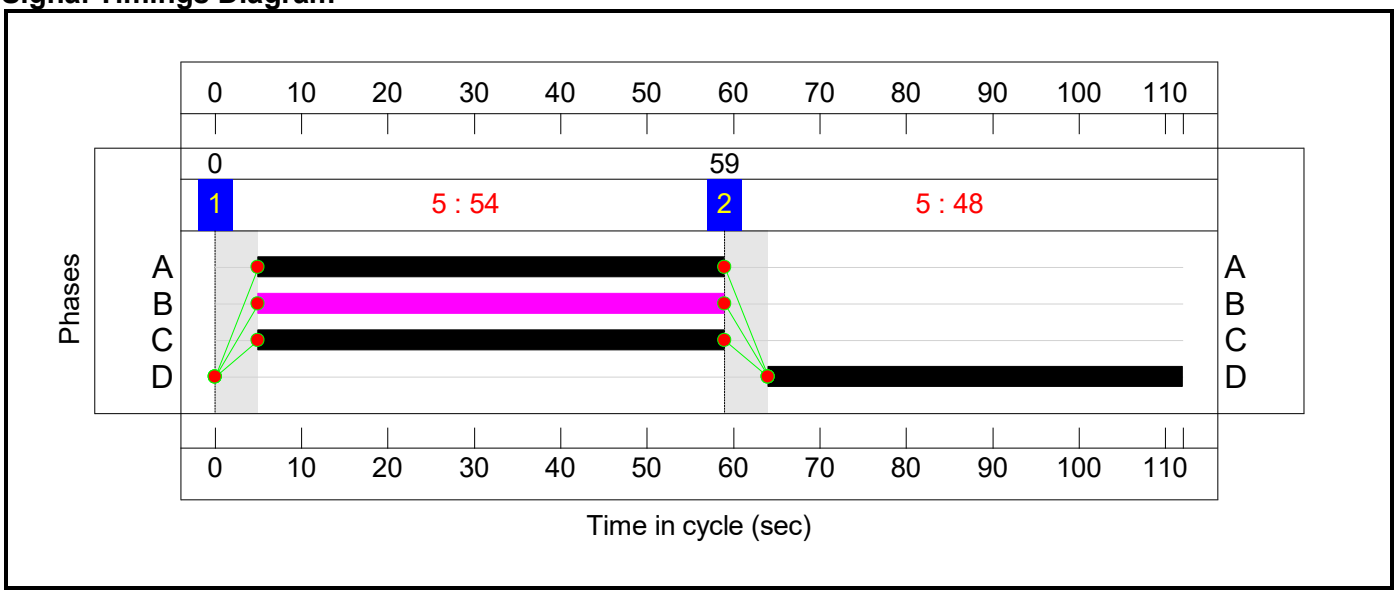
Stage Sequence Diagram



Stage Timings

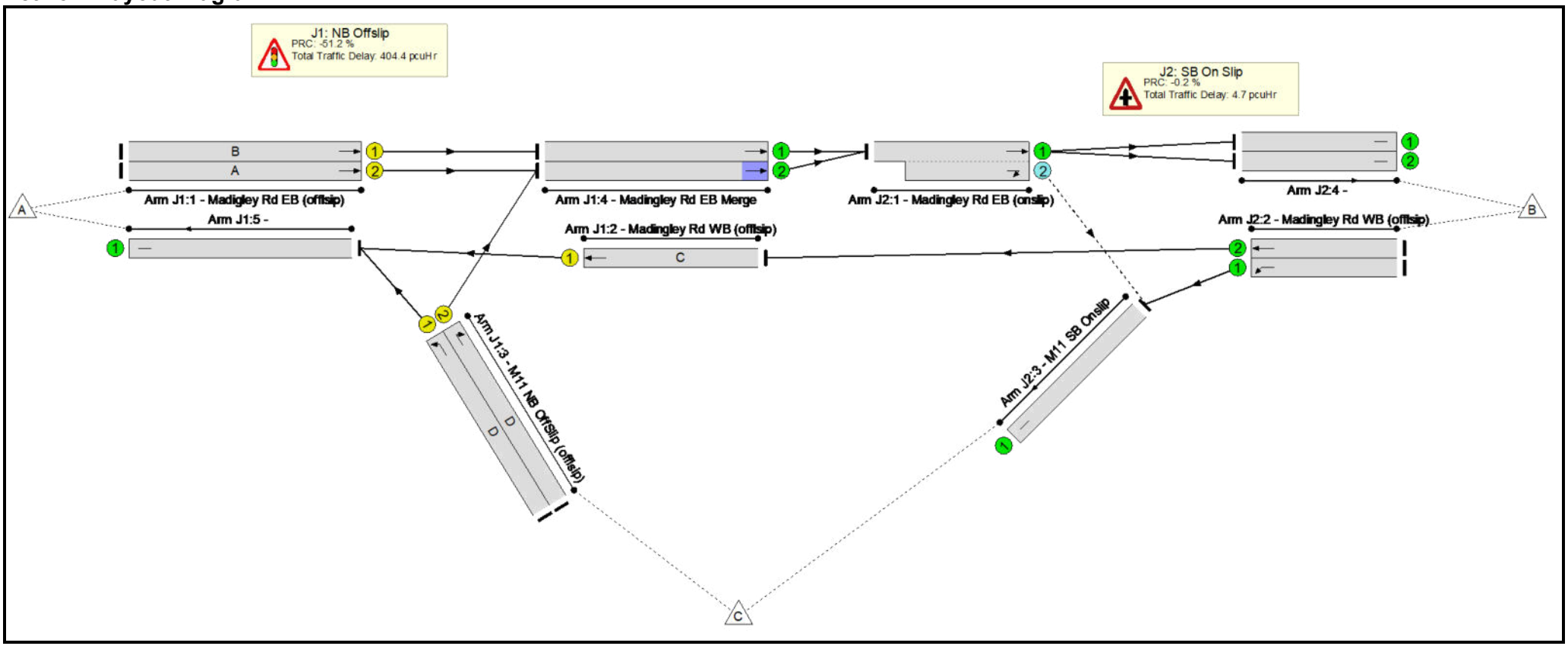
Stage	1	2
Duration	54	48
Change Point	0	59

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**136.0%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**136.0%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	54	-	10	2015	990	1.0%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	54	-	1439	2155	1058	136.0%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	54	-	373	1935	950	39.3%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	48	-	275	1833	802	34.3%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	48	-	1069	1796	786	136.0%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	2508	2055	2055	89.7%
5/1		U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**90.2%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	2518	2095:1787	1827+229	90.2 : 90.1%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	391	1800	1800	21.7%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	373	2105	2105	17.7%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	671	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	1123	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	1115	Inf	Inf	0.0%

Full Input Data And Results

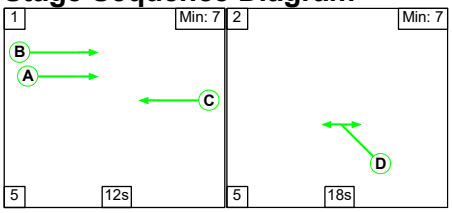
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**206**	**0**	**0**	**63.9**	**345.2**	**0.0**	**409.1**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**63.8**	**340.5**	**0.0**	**404.4**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	16.6	0.2	0.0	0.2
1/2	1439	1058	-	-	-	31.5	192.2	-	223.7	559.7	56.6	192.2	248.9
2/1	373	373	-	-	-	1.9	0.3	-	2.2	21.1	7.3	0.3	7.6
3/1	275	275	-	-	-	1.6	0.3	-	1.9	24.3	5.7	0.3	5.9
3/2	1069	786	-	-	-	28.7	143.5	-	172.2	579.9	50.0	143.5	193.5
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	1844	1844	-	-	-	0.1	4.2	-	4.3	8.5	0.8	4.2	5.0
5/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**206**	**0**	**0**	**0.1**	**4.7**	**0.0**	**4.7**	**-**	**-**	**-**	**-**
1/1+1/2	1854	1854	206	0	0	0.1	4.4	-	4.5	8.7	34.2	4.4	38.6
2/1	391	391	-	-	-	0.0	0.1	-	0.1	1.3	0.0	0.1	0.1
2/2	373	373	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
3/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	820	820	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -51.2 Total Delay for Signalled Lanes (pcuHr): 400.01 Cycle Time (s): 112
PRC Over All Lanes (%): -51.2 Total Delay Over All Lanes(pcuHr): 409.06

Full Input Data And Results

Scenario 14: '2038 Baseline PM' (FG8: '2038 Baseline PM', Plan 1: 'Network Control Plan 1')

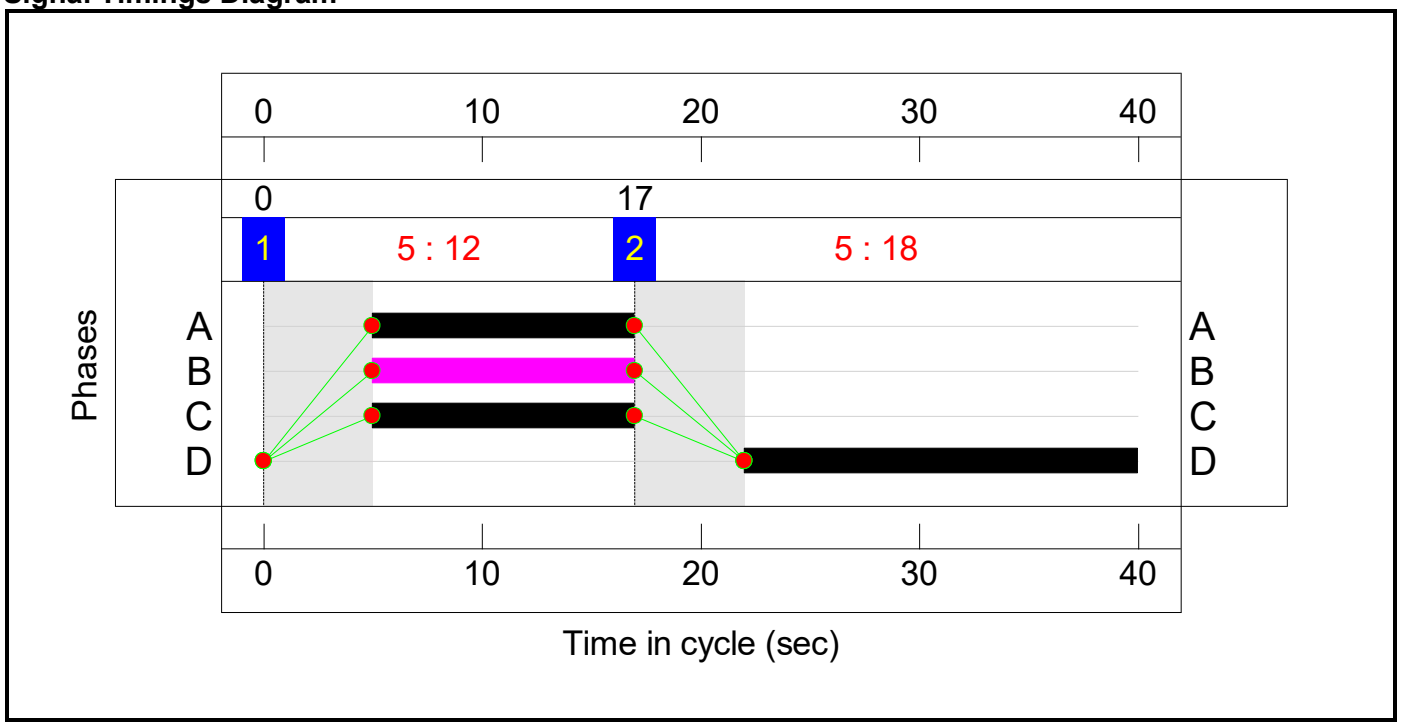
Stage Sequence Diagram



Stage Timings

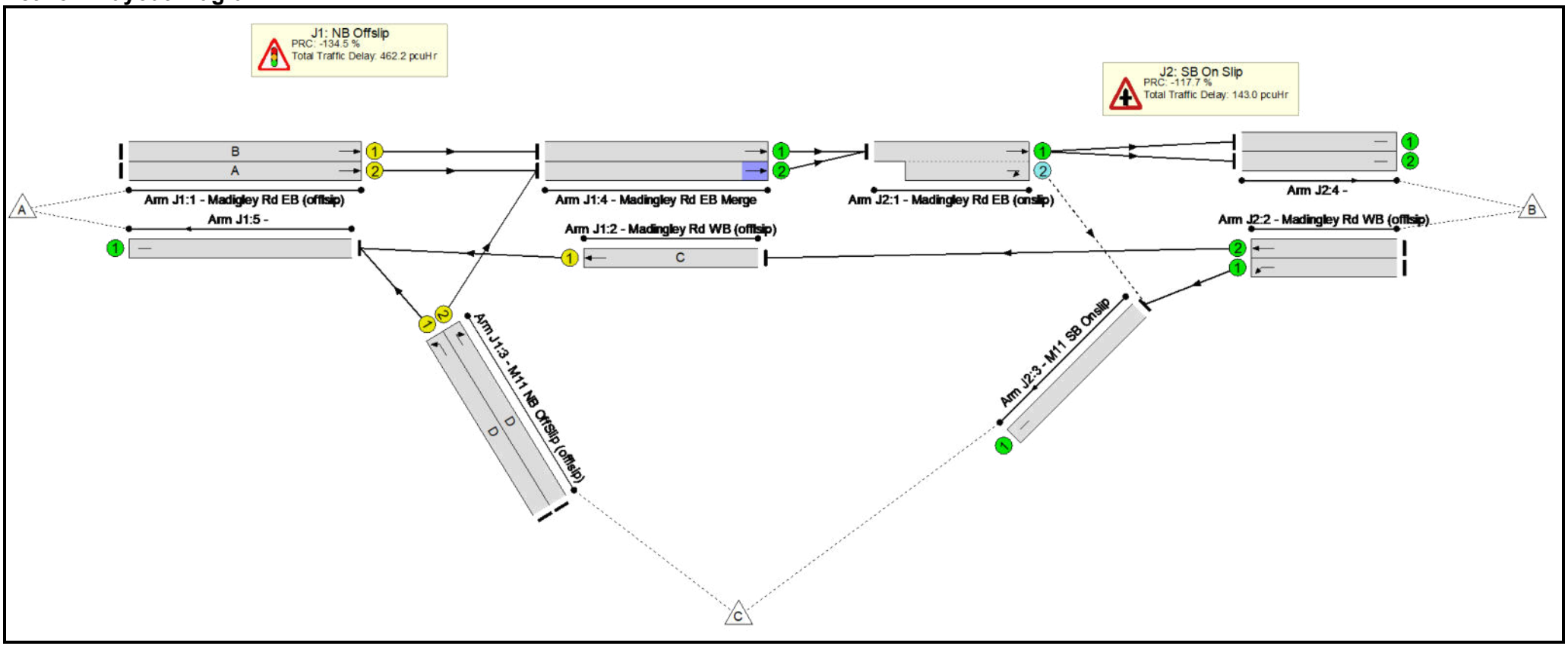
Stage	1	2
Duration	12	18
Change Point	0	17

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**211.0%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**211.0%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	12	-	10	2015	655	1.5%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	12	-	865	2155	700	123.5%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	12	-	1327	1935	629	211.0%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	18	-	486	1833	871	55.8%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	18	-	228	1796	853	26.7%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1093	2055	2055	45.2%
5/1		U	N/A	N/A	-		-	-	-	1813	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**196.0%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1103	2095:1787	523+143	126.0 : 196.0%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	693	1800	1800	38.5%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	1327	2105	2105	63.0%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	1039	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	383	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%

Full Input Data And Results

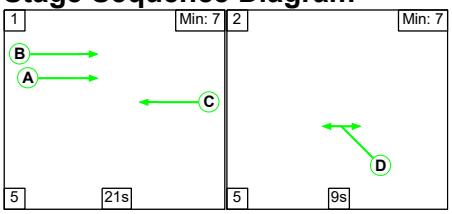
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**143**	**0**	**0**	**29.8**	**575.4**	**0.0**	**605.2**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**26.1**	**436.1**	**0.0**	**462.2**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	12.2	0.1	0.0	0.1
1/2	865	700	-	-	-	6.3	84.9	-	91.2	379.4	11.4	84.9	96.3
2/1	1327	629	-	-	-	18.4	350.0	-	368.4	999.3	23.3	350.0	373.3
3/1	486	486	-	-	-	1.0	0.6	-	1.6	12.2	3.8	0.6	4.4
3/2	228	228	-	-	-	0.4	0.2	-	0.6	9.2	1.5	0.2	1.7
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	928	928	-	-	-	0.0	0.4	-	0.4	1.6	0.0	0.4	0.4
5/1	1115	1115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**143**	**0**	**0**	**3.7**	**139.3**	**0.0**	**143.0**	**-**	**-**	**-**	**-**
1/1+1/2	938	801	143	0	0	3.7	138.2	-	141.9	544.2	9.0	138.2	147.1
2/1	693	693	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
2/2	1327	1327	-	-	-	0.0	0.9	-	0.9	2.3	0.0	0.9	0.9
3/1	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	334	334	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	325	325	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -134.5 Total Delay for Signalled Lanes (pcuHr): 461.79 Cycle Time (s): 40
PRC Over All Lanes (%): -134.5 Total Delay Over All Lanes(pcuHr): 605.23

Full Input Data And Results

Scenario 15: '2033 + Comm + NWC (FULL) PM' (FG14: '2033 + Comm + NWC (FULL) PM', Plan 1: 'Network Control Plan 1')

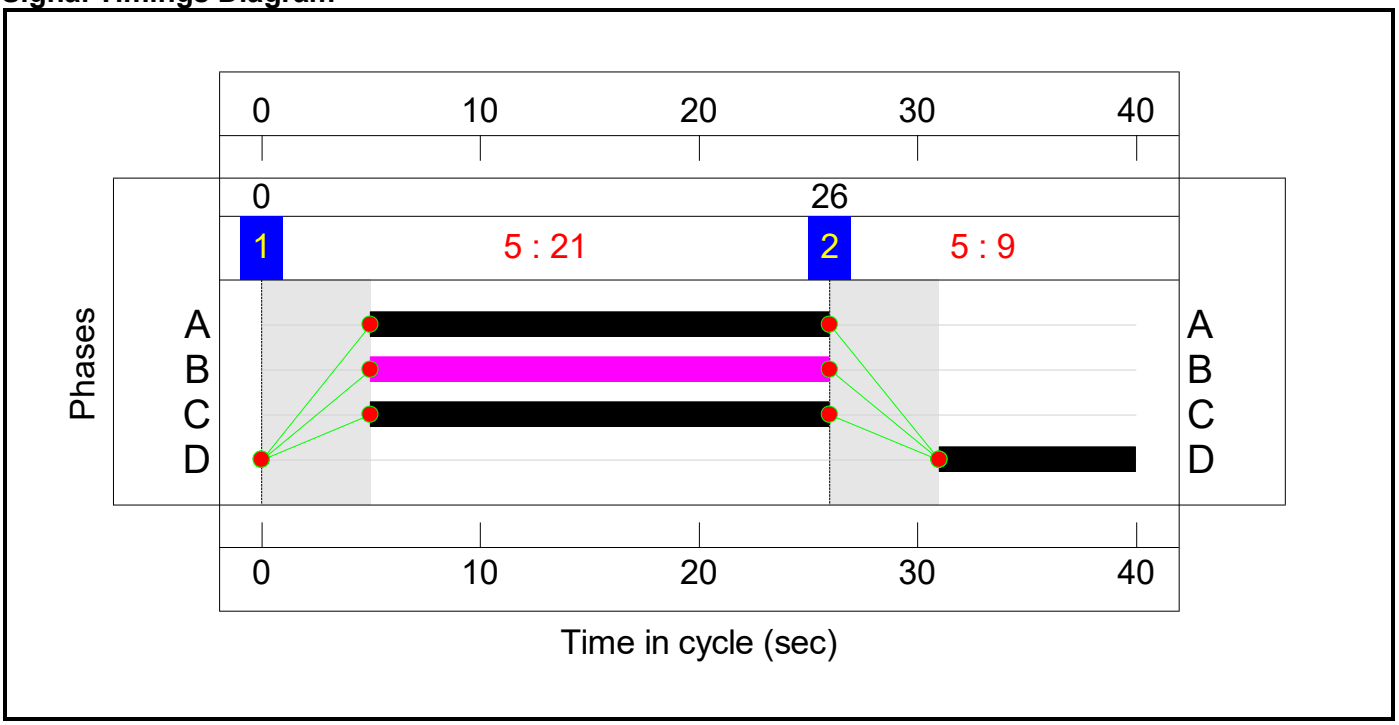
Stage Sequence Diagram



Stage Timings

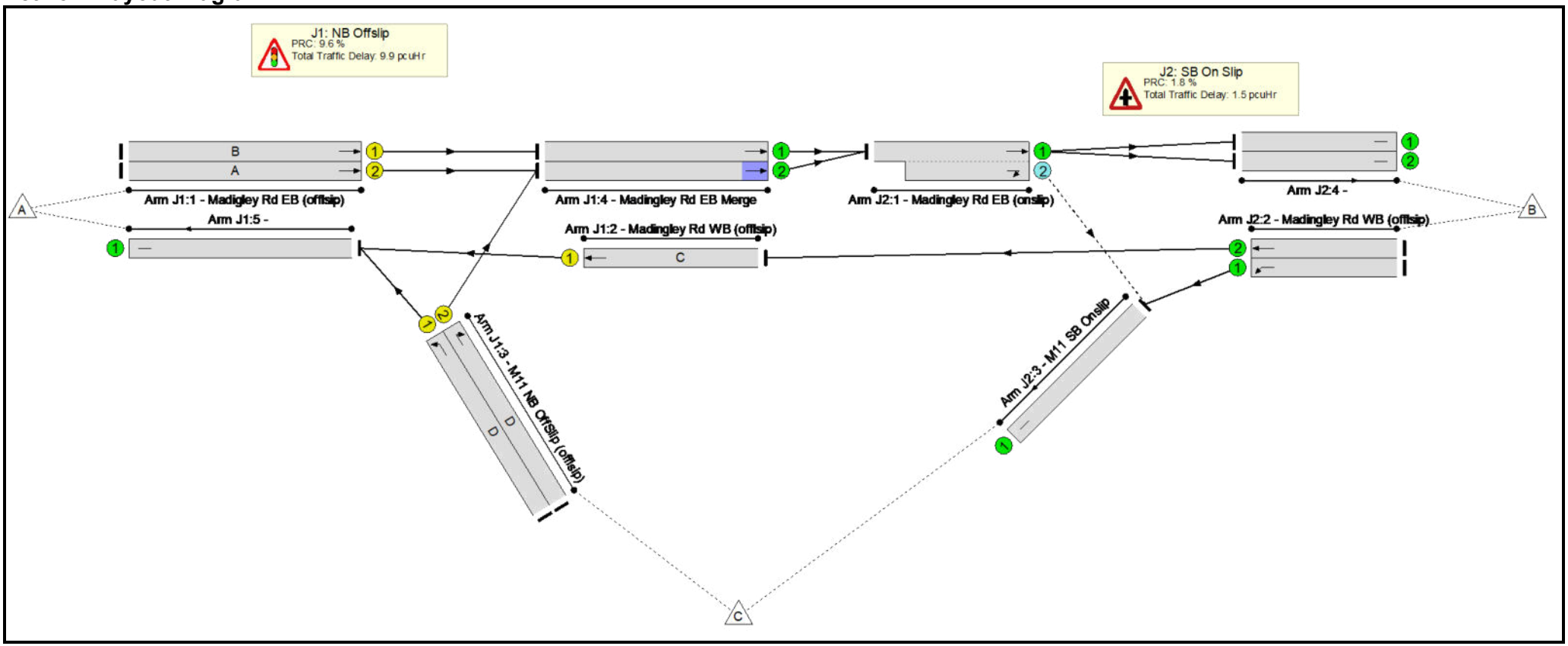
Stage	1	2
Duration	21	9
Change Point	0	26

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**82.1%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	21	-	10	2015	1108	0.9%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	21	-	574	2155	1185	48.4%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	21	-	874	1935	1064	82.1%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	9	-	339	1833	458	74.0%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	9	-	242	1796	449	53.9%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	816	2055	2055	39.7%
5/1		U	N/A	N/A	-		-	-	-	1213	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.4%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	826	2095:1787	1149+320	47.3 : 88.4%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	640	1800	1800	35.6%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	874	2105	2105	41.5%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	923	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	276	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	267	Inf	Inf	0.0%

Full Input Data And Results

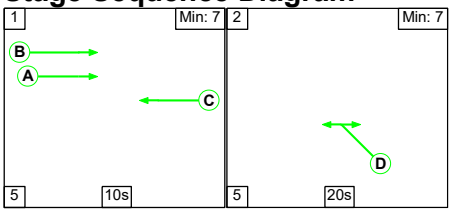
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**283**	**0**	**0**	**5.1**	**6.3**	**0.0**	**11.3**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**4.9**	**5.0**	**0.0**	**9.9**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	5.9	0.1	0.0	0.1
1/2	574	574	-	-	-	0.9	0.5	-	1.4	8.5	3.8	0.5	4.3
2/1	874	874	-	-	-	1.8	2.2	-	4.0	16.6	7.8	2.2	10.0
3/1	339	339	-	-	-	1.3	1.4	-	2.7	28.6	3.4	1.4	4.8
3/2	242	242	-	-	-	0.9	0.6	-	1.5	21.7	2.3	0.6	2.9
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	816	816	-	-	-	0.0	0.3	-	0.3	1.5	0.0	0.3	0.3
5/1	1213	1213	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**283**	**0**	**0**	**0.2**	**1.3**	**0.0**	**1.5**	**-**	**-**	**-**	**-**
1/1+1/2	826	826	283	0	0	0.2	0.6	-	0.8	3.6	2.7	0.6	3.4
2/1	640	640	-	-	-	0.0	0.3	-	0.3	1.6	0.0	0.3	0.3
2/2	874	874	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
3/1	923	923	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	276	276	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.6 Total Delay for Signalled Lanes (pcuHr): 9.55 Cycle Time (s): 40
PRC Over All Lanes (%): 1.8 Total Delay Over All Lanes(pcuHr): 11.35

Full Input Data And Results

Scenario 16: '2038 + Comm + NWC PM' (FG16: '2038 + Comm + NWC PM', Plan 1: 'Network Control Plan 1')

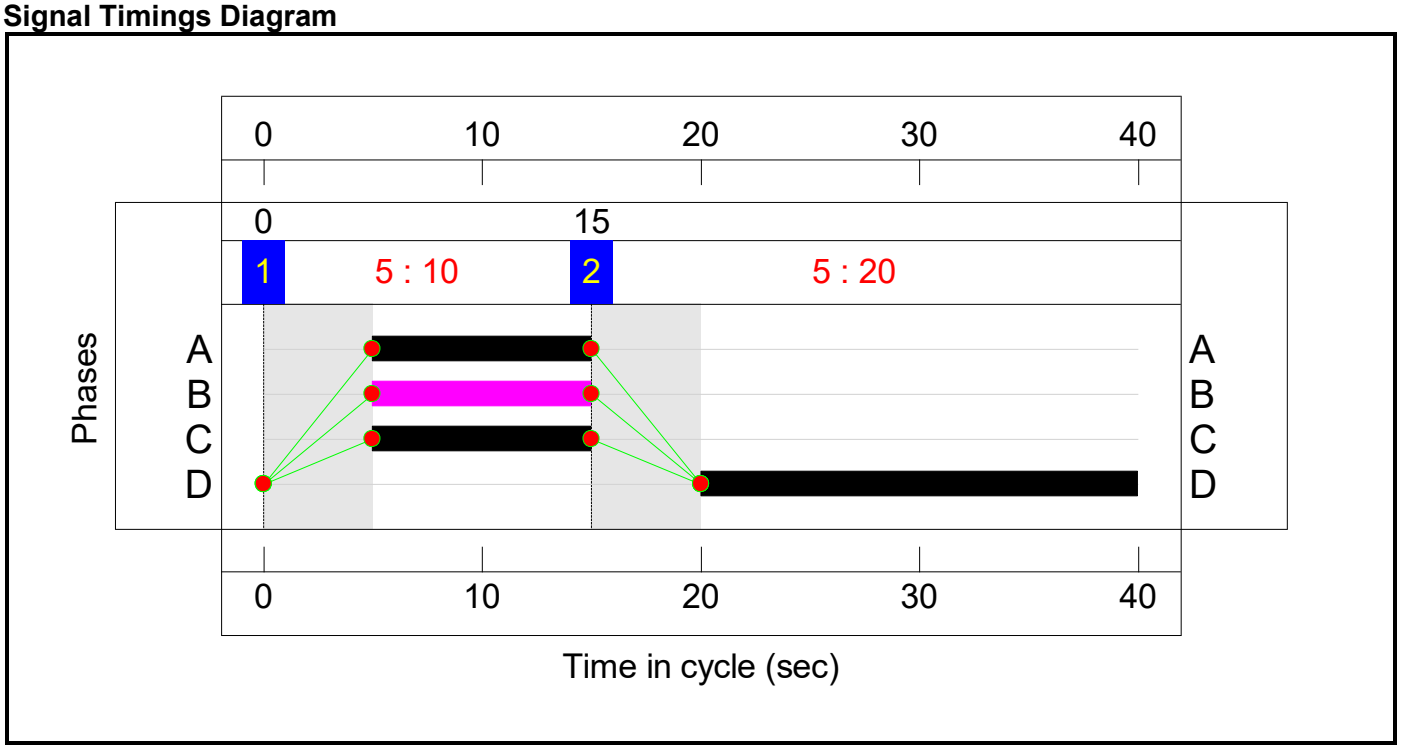
Stage Sequence Diagram



Stage Timings

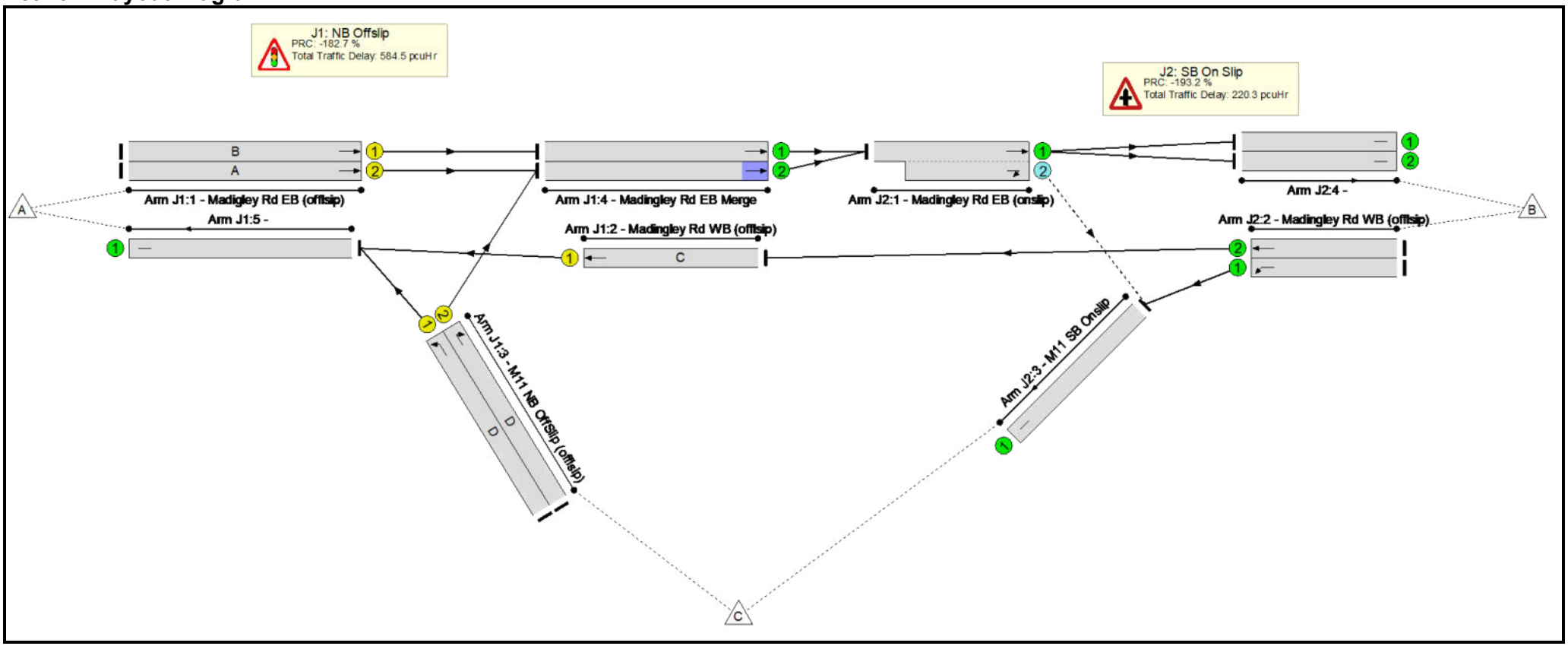
Stage	1	2
Duration	10	20
Change Point	0	15

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M11 Slips / Madingley Road	-	-	**N/A**	-	-		-	-	-	-	-	-	**263.9%**
J1: NB Offslip	-	-	**N/A**	-	-		-	-	-	-	-	-	**254.5%**
1/1	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	B		1	10	-	10	2015	554	1.8%
1/2	Madigley Rd EB (offlsip) Ahead	U	N/A	N/A	A		1	10	-	869	2155	593	146.6%
2/1	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	C		1	10	-	1354	1935	532	254.5%
3/1	M11 NB OffSlip (offlsip) Left	U	N/A	N/A	D		1	20	-	486	1833	962	50.5%
3/2	M11 NB OffSlip (offlsip) Right	U	N/A	N/A	D		1	20	-	286	1796	943	30.3%
4/1	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	10	1955	1955	0.5%
4/2	Madingley Rd EB Merge Ahead	U	N/A	N/A	-		-	-	-	1155	2055	2055	42.8%
5/1		U	N/A	N/A	-		-	-	-	1840	Inf	Inf	0.0%
J2: SB On Slip	-	-	**N/A**	-	-		-	-	-	-	-	-	**263.9%**
1/1+1/2	Madingley Rd EB (onslip) U-Turn Ahead	U+O	N/A	N/A	-		-	-	-	1165	2095:1787	371+89	175.9 : 263.9%
2/1	Madingley Rd WB (offlsip) Left	U	N/A	N/A	-		-	-	-	819	1800	1800	45.5%
2/2	Madingley Rd WB (offlsip) Ahead	U	N/A	N/A	-		-	-	-	1354	2105	2105	64.3%
3/1	M11 SB Onslip	U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	414	Inf	Inf	0.0%
4/2		U	N/A	N/A	-		-	-	-	405	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: M11 Slips / Madingley Road	**-**	**-**	**89**	**0**	**0**	**35.8**	**769.0**	**0.0**	**804.8**	**-**	**-**	**-**	**-**
J1: NB Offslip	**-**	**-**	**0**	**0**	**0**	**31.8**	**552.6**	**0.0**	**584.5**	**-**	**-**	**-**	**-**
1/1	10	10	-	-	-	0.0	0.0	-	0.0	14.2	0.1	0.0	0.1
1/2	869	593	-	-	-	8.7	139.7	-	148.5	615.0	12.7	139.7	152.5
2/1	1354	532	-	-	-	21.8	411.8	-	433.6	1152.8	27.4	411.8	439.2
3/1	486	486	-	-	-	0.8	0.5	-	1.3	9.9	3.4	0.5	3.9
3/2	286	286	-	-	-	0.4	0.2	-	0.6	8.1	1.7	0.2	2.0
4/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
4/2	879	879	-	-	-	0.0	0.4	-	0.4	1.5	0.0	0.4	0.4
5/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
J2: SB On Slip	**-**	**-**	**89**	**0**	**0**	**3.9**	**216.4**	**0.0**	**220.3**	**-**	**-**	**-**	**-**
1/1+1/2	889	742	89	0	0	3.9	215.1	-	219.0	887.3	7.6	215.1	222.7
2/1	819	819	-	-	-	0.0	0.4	-	0.4	1.8	0.0	0.4	0.4
2/2	1354	1354	-	-	-	0.0	0.9	-	0.9	2.4	0.0	0.9	0.9
3/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/2	322	322	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -182.7 Total Delay for Signalled Lanes (pcuHr): 584.08 Cycle Time (s): 40

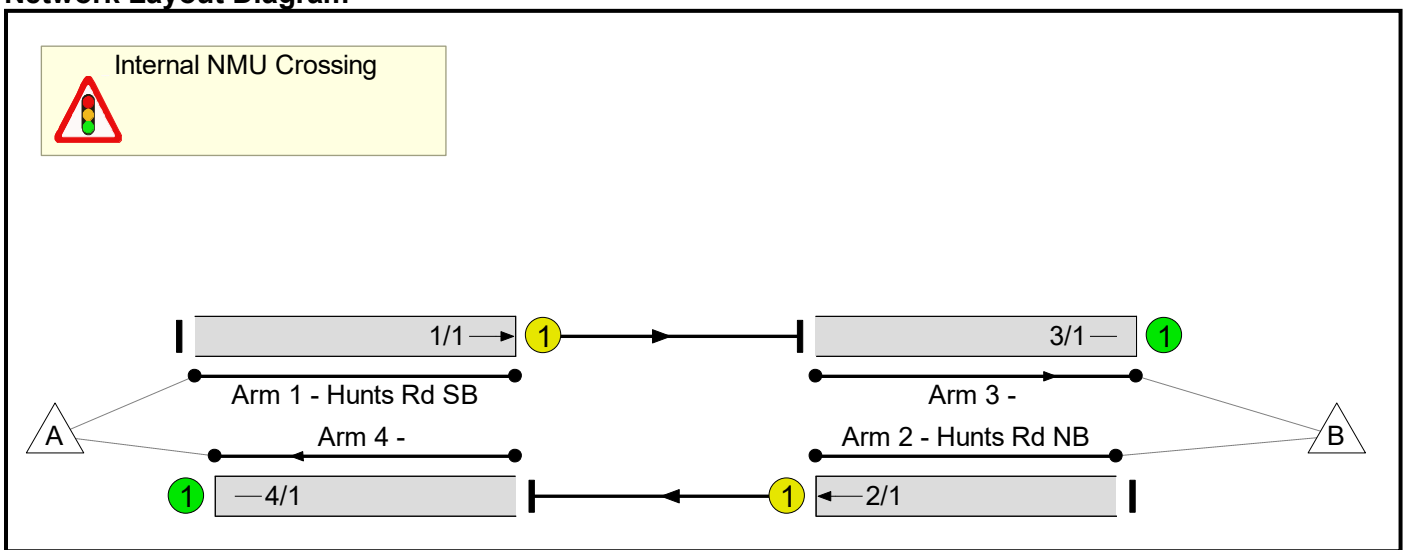
PRC Over All Lanes (%): -193.2 Total Delay Over All Lanes(pcuHr): 804.79

Full Input Data And Results

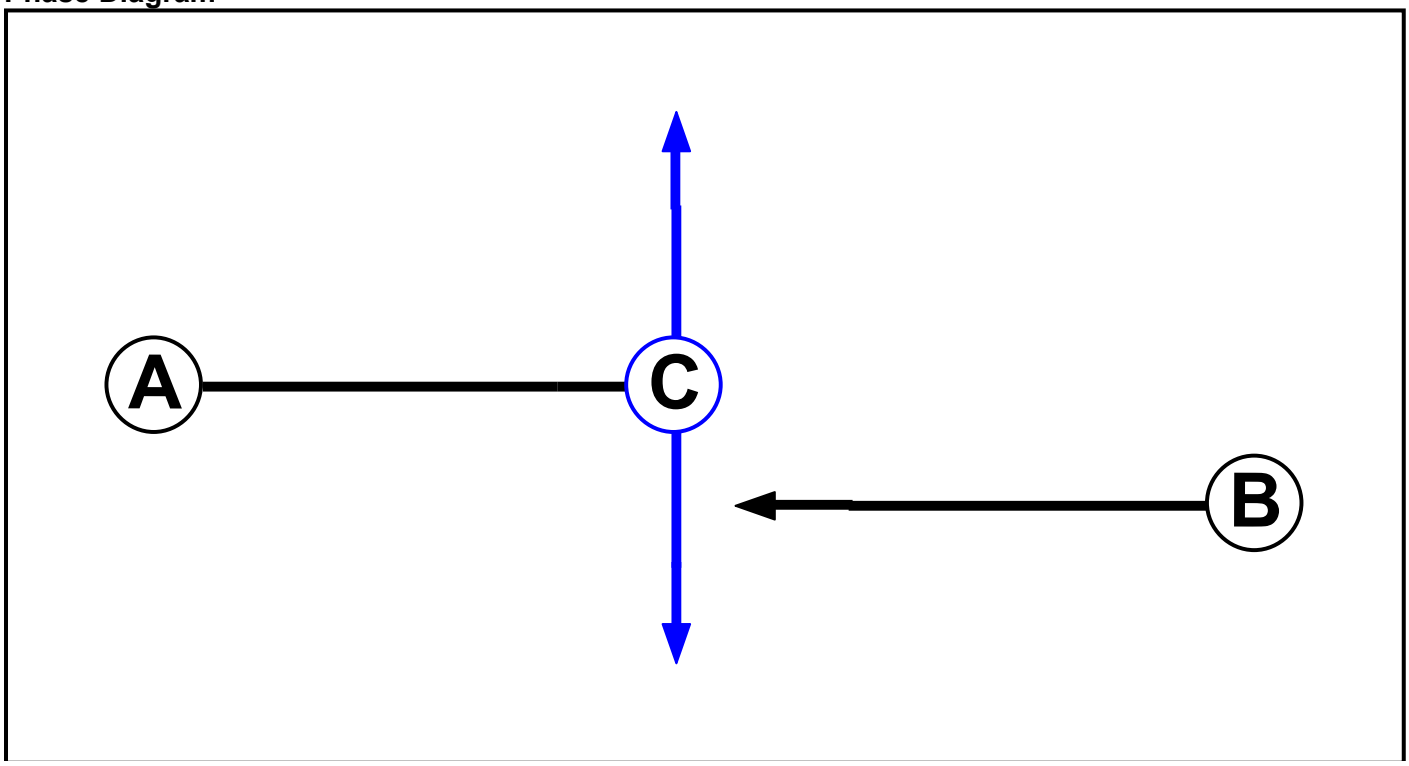
User and Project Details

Project:	**North West Cambridge**
Title:	**Huntigdon Road Crossings**
Client:	UoC
File name:	Hunts Rd Crossings.lsg3x
Author:	KMC
Company:	Cambridge

Network Layout Diagram



Phase Diagram



Full Input Data And Results

Phase Input Data

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

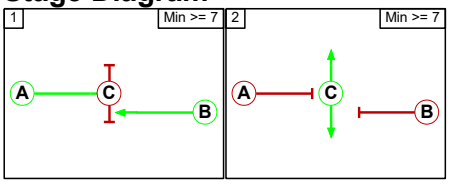
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C
A		-	5
B	-		5
C	12	12	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2
1		5
2	12	

Give-Way Lane Input Data

Junction: Internal NMU Crossing
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Internal NMU Crossing												
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 (Hunts Rd SB)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 3 Ahead	Inf
2/1 (Hunts Rd NB)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
3/1	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'AM 2038 + Comm + Dev'	08:00	09:00	01:00	
2: 'PM 2038 + Comm + Dev'	17:00	18:00	01:00	

Scenario 1: 'AM 2038 + Comm + Dev' (FG1: 'AM 2038 + Comm + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	867	867
	B	367	0	367
	Tot.	367	867	1234

Traffic Lane Flows

Lane	Scenario 1: AM 2038 + Comm + Dev
Junction: Internal NMU Crossing	
1/1	867
2/1	367
3/1	867
4/1	367

Lane Saturation Flows

Junction: Internal NMU Crossing								
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 (Hunts Rd SB)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
2/1 (Hunts Rd NB)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: 'PM 2038 + Comm + Dev' (FG2: 'PM 2038 + Comm + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination		
		A	B	Tot.
Origin	A	0	428	428
	B	946	0	946
	Tot.	946	428	1374

Traffic Lane Flows

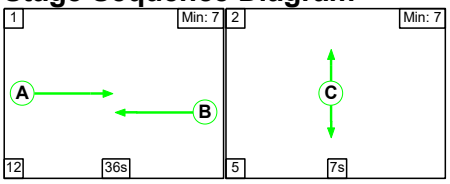
Lane	Scenario 2: PM 2038 + Comm + Dev
Junction: Internal NMU Crossing	
1/1	428
2/1	946
3/1	428
4/1	946

Lane Saturation Flows

Junction: Internal NMU Crossing								
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 (Hunts Rd SB)	3.00	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1915	1915
2/1 (Hunts Rd NB)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
3/1	Infinite Saturation Flow						Inf	Inf
4/1	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'AM 2038 + Comm + Dev' (FG1: 'AM 2038 + Comm + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

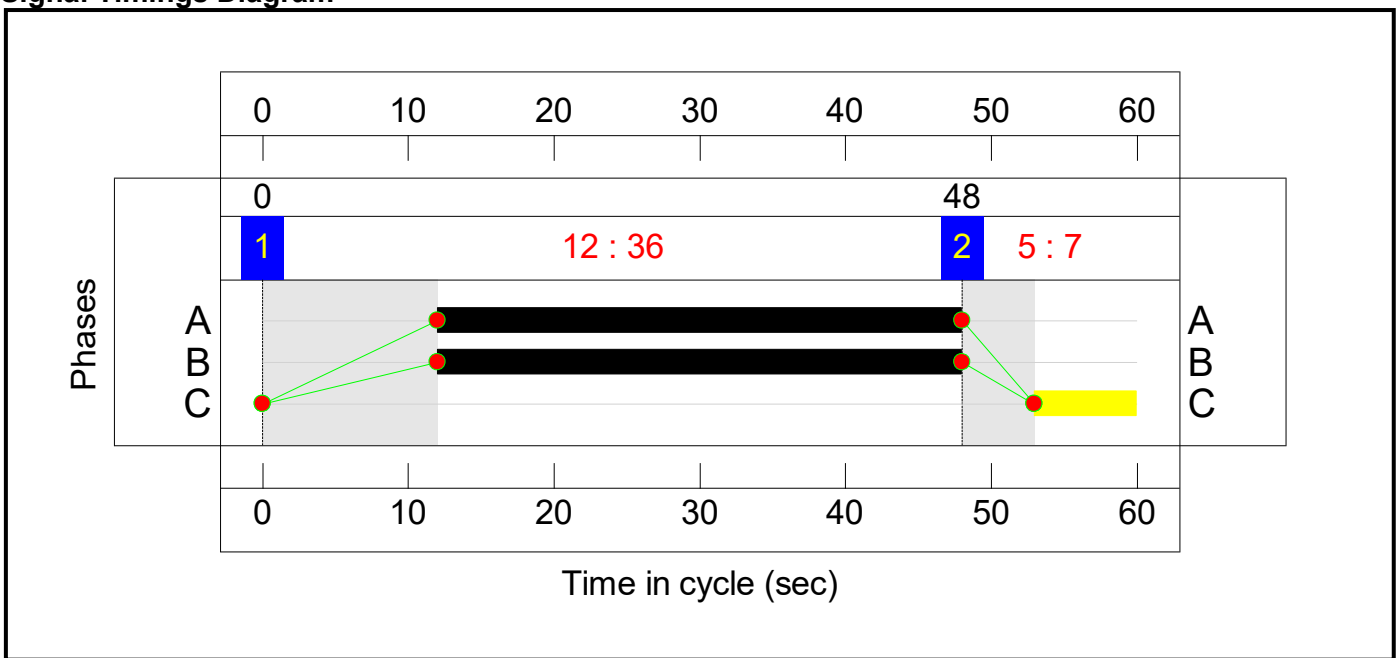


Stage Timings

Stage	1	2
Duration	36	7
Change Point	0	48

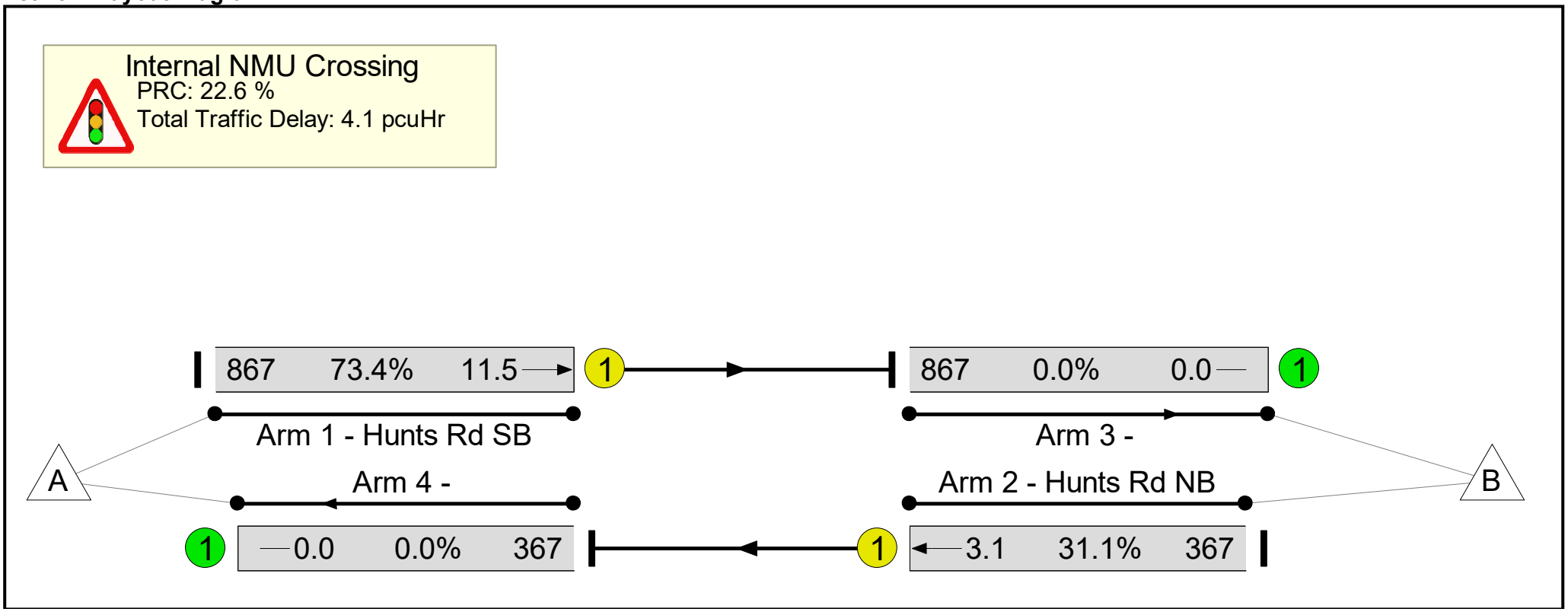
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Huntigdon Road Crossings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**
Internal NMU Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.4%**
1/1	Hunts Rd SB Ahead	U	N/A	N/A	A		1	36	-	867	1915	1181	73.4%
2/1	Hunts Rd NB Ahead	U	N/A	N/A	B		1	36	-	367	1915	1181	31.1%
3/1		U	N/A	N/A	-		-	-	-	867	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	367	Inf	Inf	0.0%

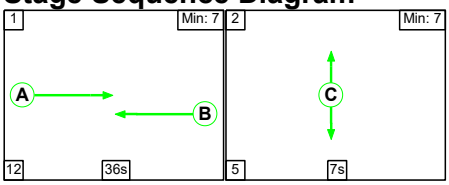
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Huntigdon Road Crossings	**-**	**-**	**0**	**0**	**0**	**2.5**	**1.6**	**0.0**	**4.1**	**-**	**-**	**-**	**-**
Internal NMU Crossing	**-**	**-**	**0**	**0**	**0**	**2.5**	**1.6**	**0.0**	**4.1**	**-**	**-**	**-**	**-**
1/1	867	867	-	-	-	1.9	1.4	-	3.3	13.7	10.1	1.4	11.5
2/1	367	367	-	-	-	0.6	0.2	-	0.8	7.7	2.9	0.2	3.1
3/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 22.6 Total Delay for Signalled Lanes (pcuHr): 4.09 Cycle Time (s): 60
PRC Over All Lanes (%): 22.6 Total Delay Over All Lanes(pcuHr): 4.09

Full Input Data And Results

Scenario 2: 'PM 2038 + Comm + Dev' (FG2: 'PM 2038 + Comm + Dev', Plan 1: 'Network Control Plan 1')

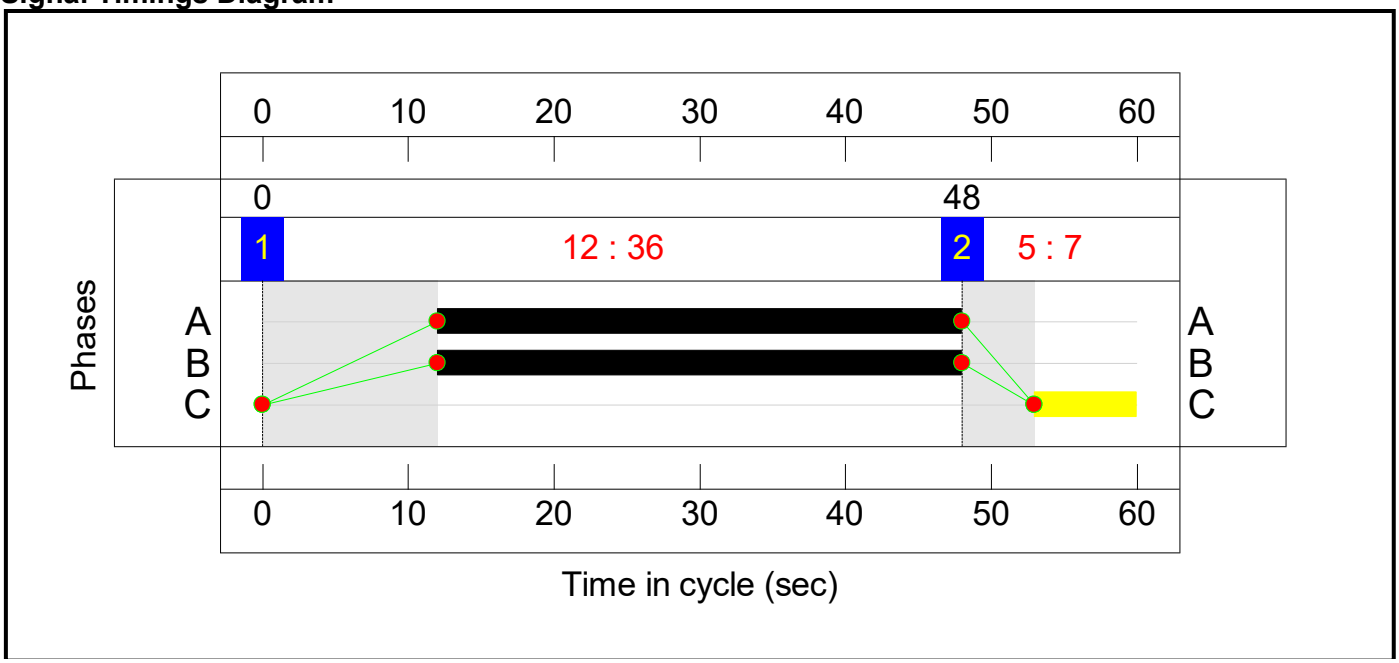
Stage Sequence Diagram



Stage Timings

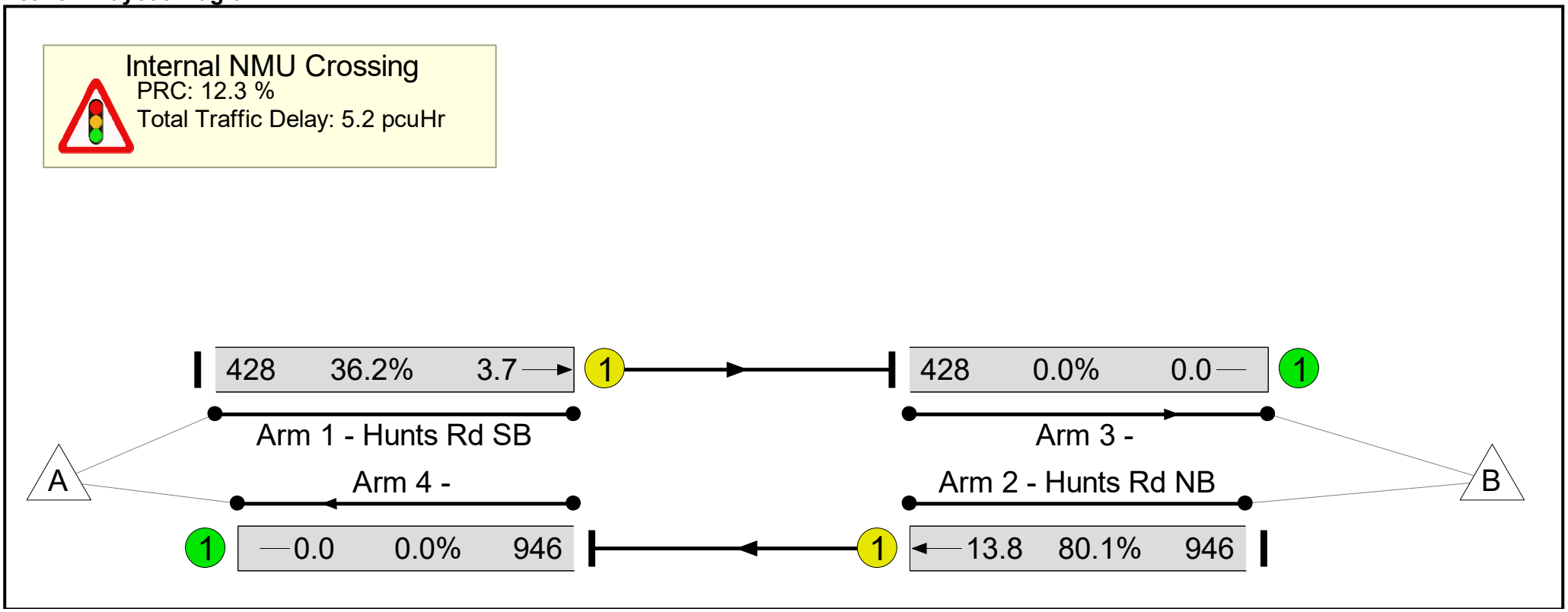
Stage	1	2
Duration	36	7
Change Point	0	48

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Huntigdon Road Crossings	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
Internal NMU Crossing	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.1%**
1/1	Hunts Rd SB Ahead	U	N/A	N/A	A		1	36	-	428	1915	1181	36.2%
2/1	Hunts Rd NB Ahead	U	N/A	N/A	B		1	36	-	946	1915	1181	80.1%
3/1		U	N/A	N/A	-		-	-	-	428	Inf	Inf	0.0%
4/1		U	N/A	N/A	-		-	-	-	946	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Huntigdon Road Crossings	**-**	**-**	**0**	**0**	**0**	**3.0**	**2.3**	**0.0**	**5.2**	**-**	**-**	**-**	**-**
Internal NMU Crossing	**-**	**-**	**0**	**0**	**0**	**3.0**	**2.3**	**0.0**	**5.2**	**-**	**-**	**-**	**-**
1/1	428	428	-	-	-	0.7	0.3	-	1.0	8.1	3.4	0.3	3.7
2/1	946	946	-	-	-	2.3	2.0	-	4.3	16.2	11.8	2.0	13.8
3/1	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 12.3 Total Delay for Signalled Lanes (pcuHr): 5.23 Cycle Time (s): 60
PRC Over All Lanes (%): 12.3 Total Delay Over All Lanes(pcuHr): 5.23

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