Cambridge Waste Water Treatment Plant Relocation Project
Anglian Water Services Limited

Appendix 19.6: Junction Capacity Reports [redacted]

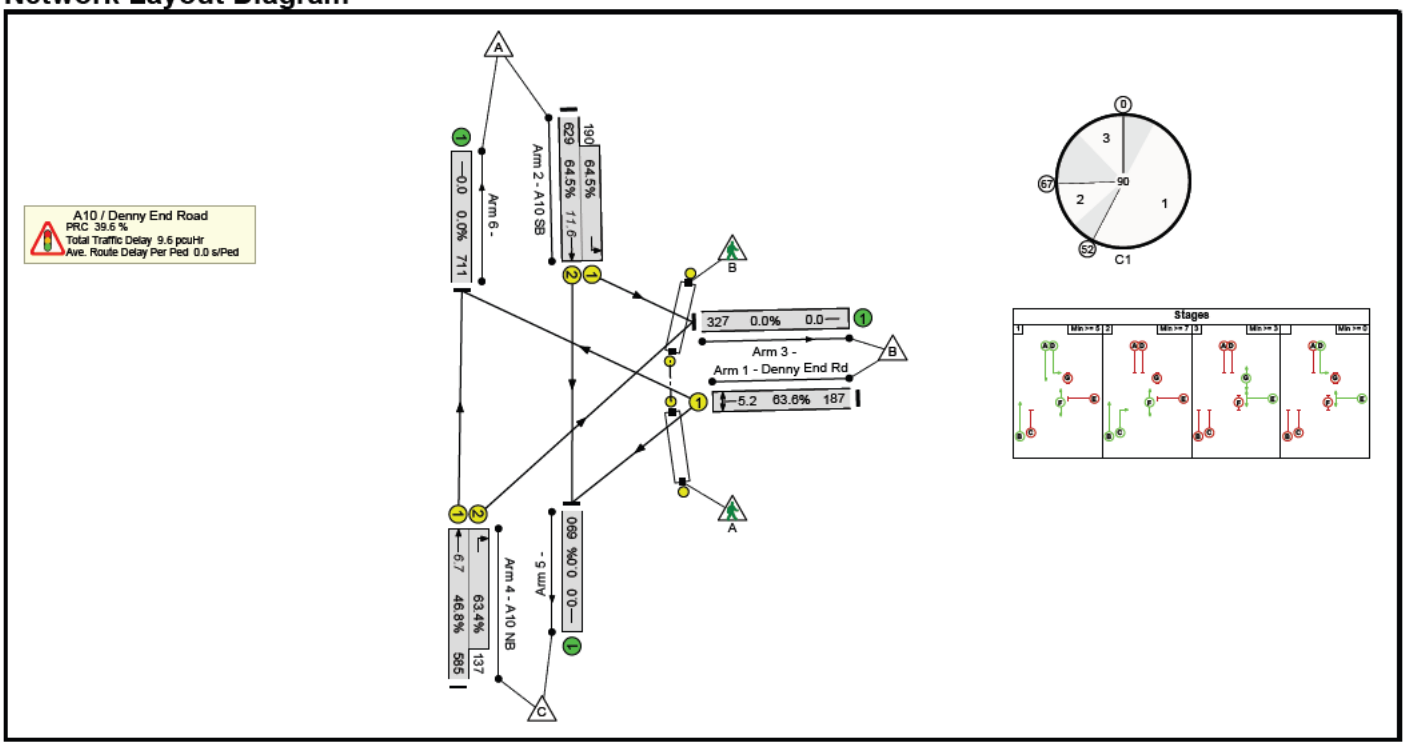
Application Document Reference: 5.4.19.6
PINS Project Reference: WW010003
APFP Regulation No. 5(2)a

Revision No. 01
April 2023

Basic Results Summary

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

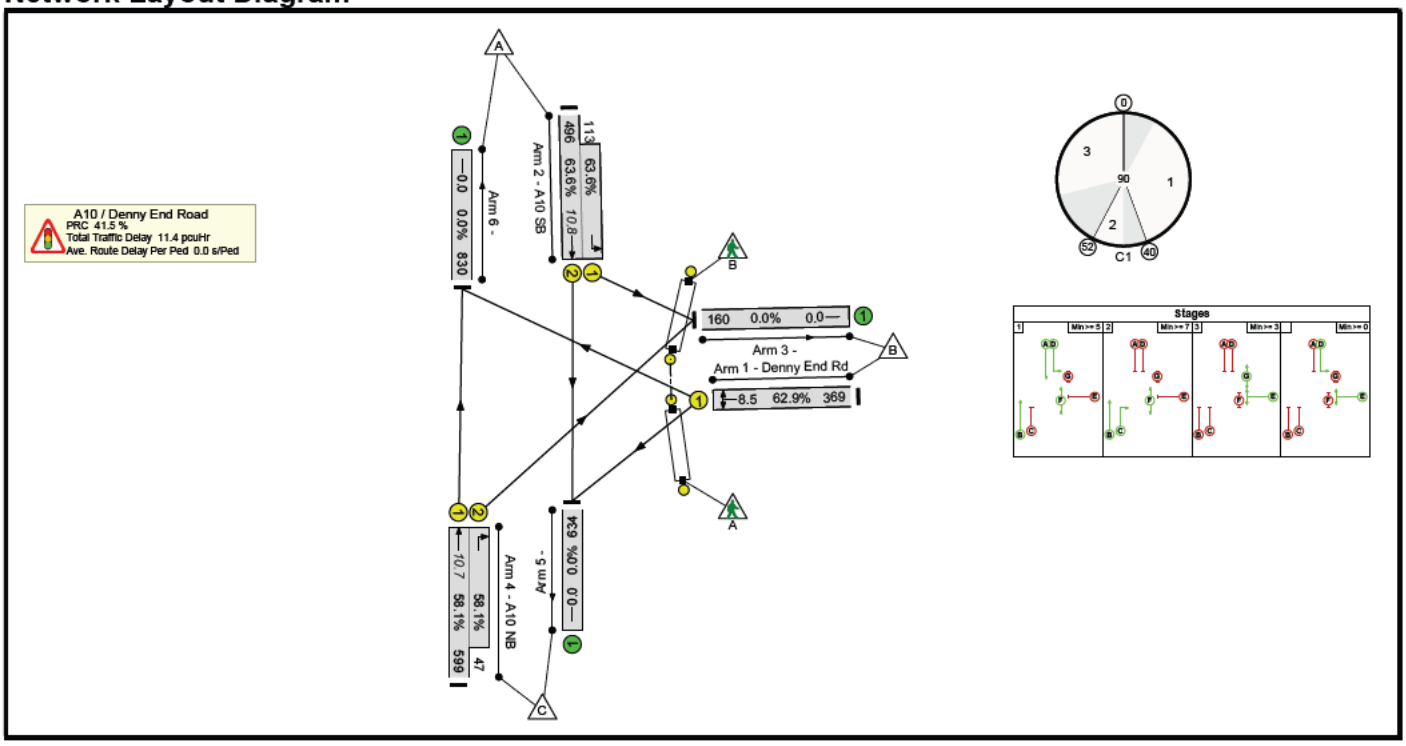
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**64.5%**	**0**	**0**	**0**	**9.6**	-	-
A10 / Denny End Road	-	-	-		-	-	-	-	-	-	**64.5%**	**0**	**0**	**0**	**9.6**	-	-
1/1	Denny End Rd Left Right	U	E		1	14	-	187	1763	294	63.6%	-	-	-	2.7	51.5	5.2
2/2+2/1	A10 SB Left Ahead	U	A D		1	47:45	-	819	1965:1774	975+295	64.5 : 64.5%	-	-	-	4.1	17.8	11.6
4/1+4/2	A10 NB Right Ahead	U	B C		1	62:10	-	722	1940:1768	1249+216	46.8 : 63.4%	-	-	-	2.9	14.3	6.7
Ped Link: P1	Unnamed Ped Link	-	F		1	62	-	0	-	49600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	G		1	11	-	0	-	8800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	39.6	Total Delay for Signalled Lanes (pcuHr):	9.60	Cycle Time (s):	90
	PRC Over All Lanes (%):	39.6	Total Delay Over All Lanes(pcuHr):	9.60		

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

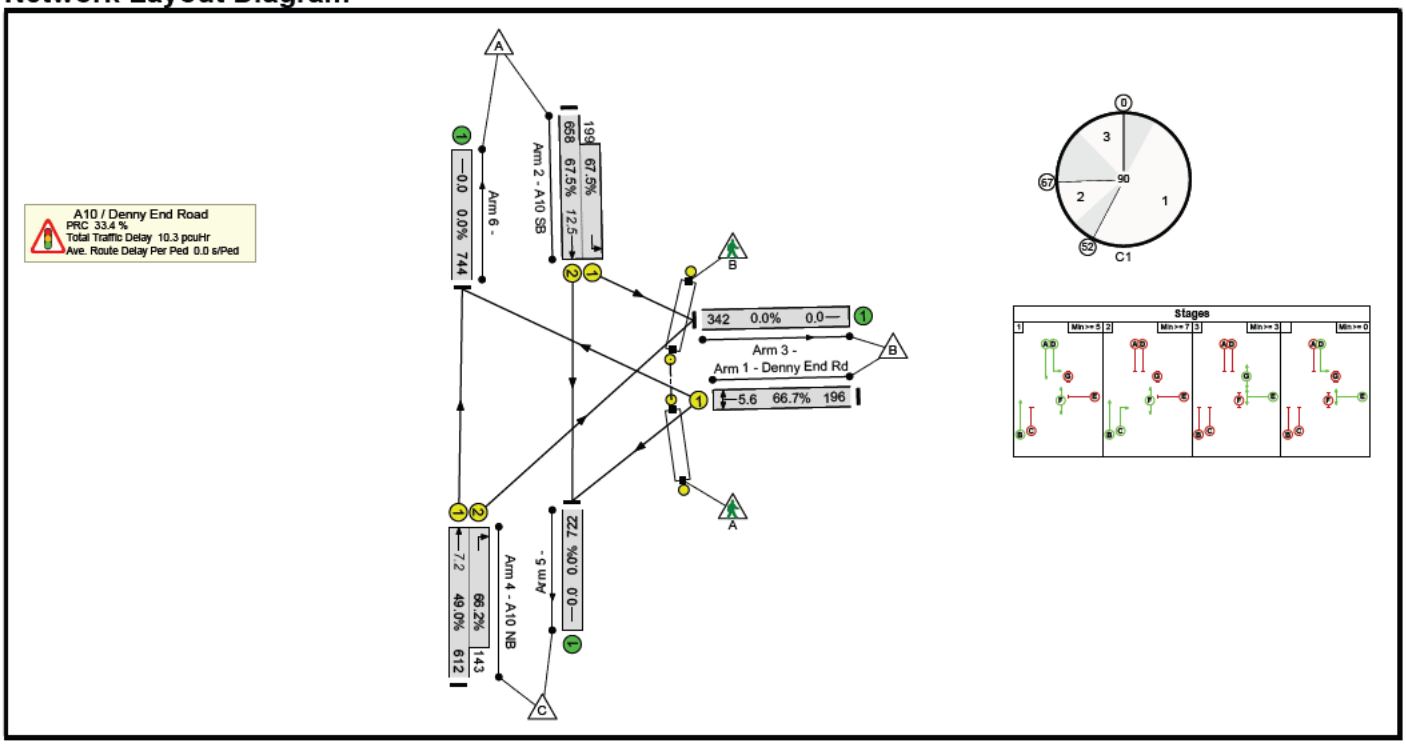
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**63.6%**	**0**	**0**	**0**	**11.4**	-	-
A10 / Denny End Road	-	-	-		-	-	-	-	-	-	**63.6%**	**0**	**0**	**0**	**11.4**	-	-
1/1	Denny End Rd Left Right	U	E		1	29	-	369	1760	587	62.9%	-	-	-	3.4	33.5	8.5
2/2+2/1	A10 SB Left Ahead	U	A D		1	35:33	-	609	1965:1774	780+178	63.6 : 63.6%	-	-	-	4.4	26.2	10.8
4/1+4/2	A10 NB Right Ahead	U	B C		1	47:7	-	646	1940:1768	1030+81	58.1 : 58.1%	-	-	-	3.6	19.8	10.7
Ped Link: P1	Unnamed Ped Link	-	F		1	47	-	0	-	37600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	G		1	26	-	0	-	20800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	41.5	Total Delay for Signalled Lanes (pcuHr):	11.43	Cycle Time (s):	90
	PRC Over All Lanes (%):	41.5	Total Delay Over All Lanes(pcuHr):	11.43		

Basic Results Summary

Scenario 3: '2026 Base AM' (FG7: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

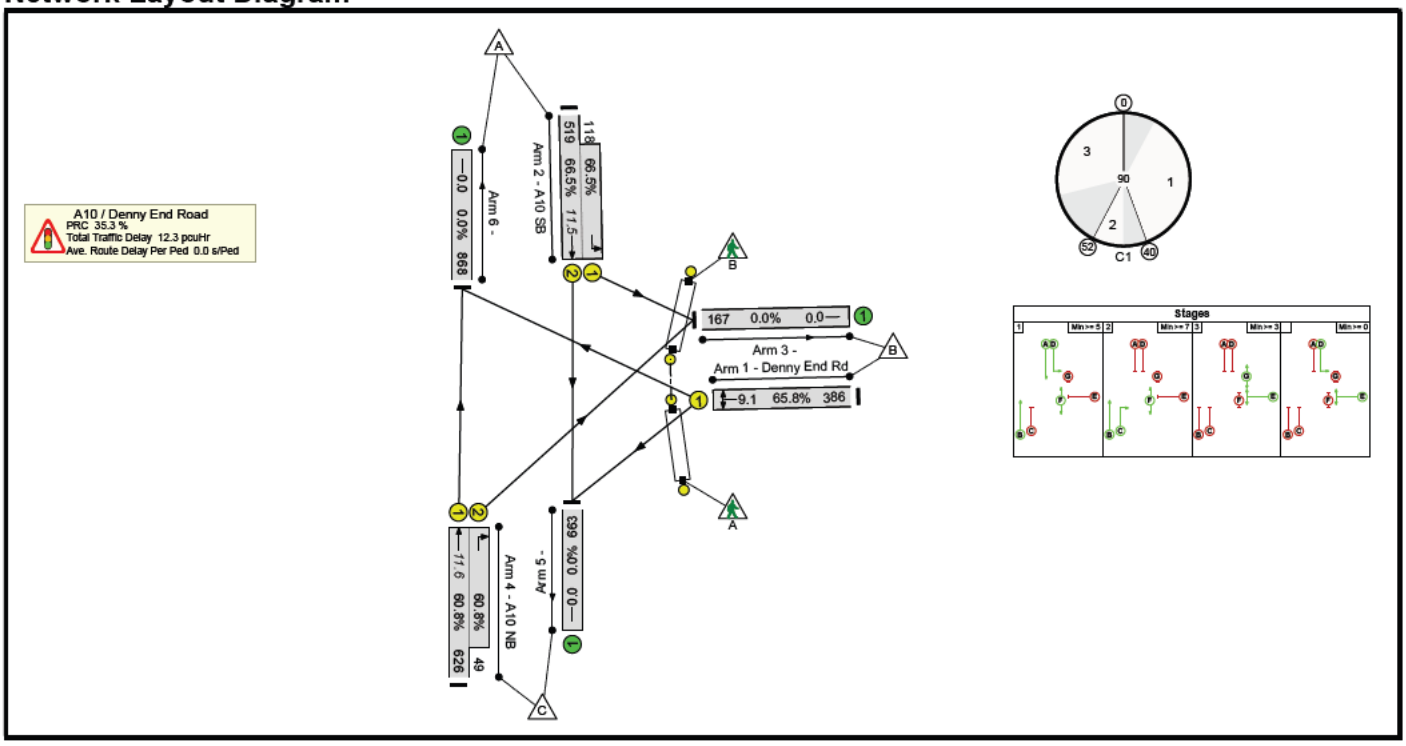
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**67.5%**	**0**	**0**	**0**	**10.3**	-	-
A10 / Denny End Road	-	-	-		-	-	-	-	-	-	**67.5%**	**0**	**0**	**0**	**10.3**	-	-
1/1	Denny End Rd Left Right	U	E		1	14	-	196	1763	294	66.7%	-	-	-	2.9	53.2	5.6
2/2+2/1	A10 SB Left Ahead	U	A D		1	47:45	-	857	1965:1774	975+295	67.5 : 67.5%	-	-	-	4.4	18.5	12.5
4/1+4/2	A10 NB Right Ahead	U	B C		1	62:10	-	755	1940:1768	1249+216	49.0 : 66.2%	-	-	-	3.0	14.5	7.2
Ped Link: P1	Unnamed Ped Link	-	F		1	62	-	0	-	49600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	G		1	11	-	0	-	8800	0.0%	-	-	-	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 33.4 Total Delay for Signalled Lanes (pcuHr): 10.33 Cycle Time (s): 90
PRC Over All Lanes (%): 33.4 Total Delay Over All Lanes(pcuHr): 10.33

Basic Results Summary

Scenario 4: '2026 Base PM' (FG8: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

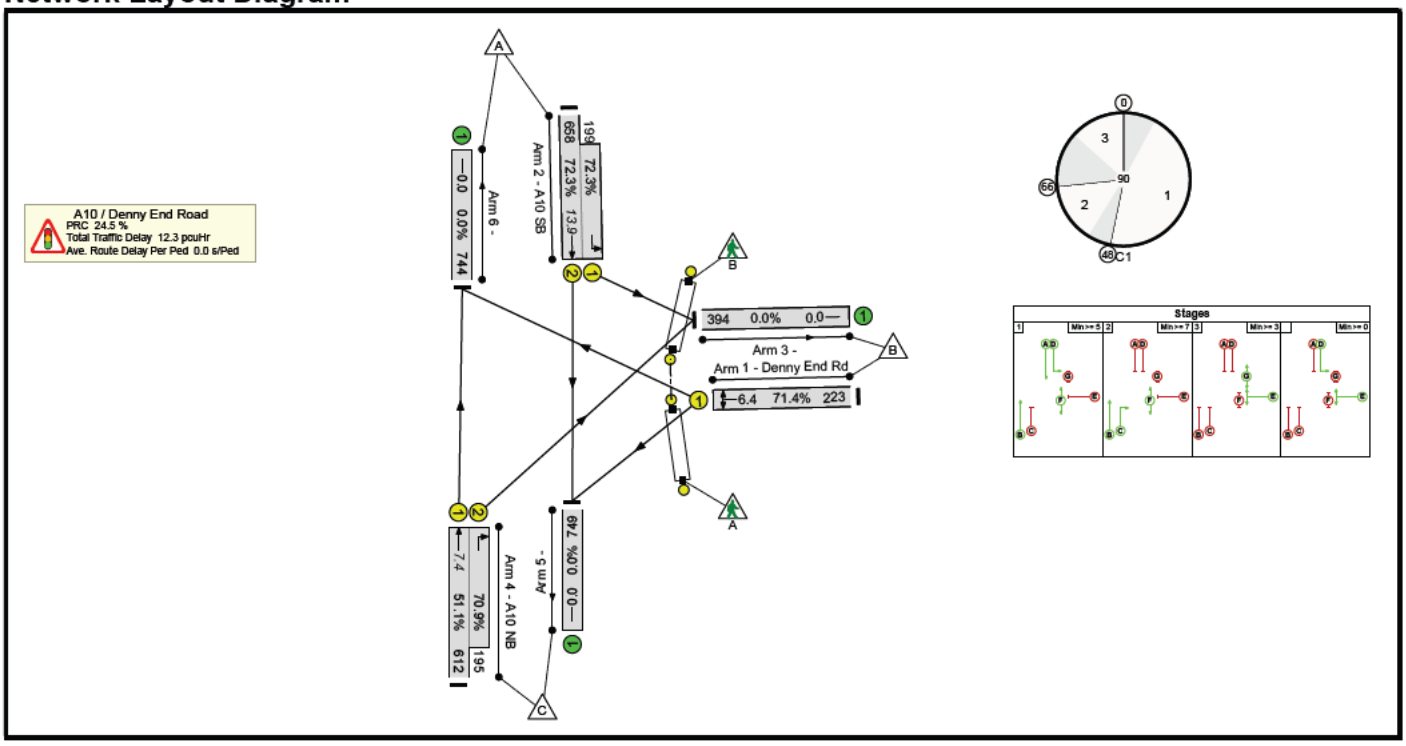
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**66.5%**	**0**	**0**	**0**	**12.3**	-	-
A10 / Denny End Road	-	-	-		-	-	-	-	-	-	**66.5%**	**0**	**0**	**0**	**12.3**	-	-
1/1	Denny End Rd Left Right	U	E		1	29	-	386	1761	587	65.8%	-	-	-	3.7	34.5	9.1
2/2+2/1	A10 SB Left Ahead	U	A D		1	35:33	-	637	1965:1774	780+177	66.5 : 66.5%	-	-	-	4.8	27.0	11.5
4/1+4/2	A10 NB Right Ahead	U	B C		1	47:7	-	675	1940:1768	1030+81	60.8 : 60.8%	-	-	-	3.8	20.3	11.6
Ped Link: P1	Unnamed Ped Link	-	F		1	47	-	0	-	37600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	G		1	26	-	0	-	20800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	35.3	Total Delay for Signalled Lanes (pcuHr):	12.28	Cycle Time (s): 90
	PRC Over All Lanes (%):	35.3	Total Delay Over All Lanes(pcuHr):	12.28	

Basic Results Summary

Scenario 5: '2026 + Construction AM' (FG9: '2026 Base + Construction AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**72.3%**	**0**	**0**	**0**	**12.3**	-	-
A10 / Denny End Road	-	-	-		-	-	-	-	-	-	**72.3%**	**0**	**0**	**0**	**12.3**	-	-
1/1	Denny End Rd Left Right	U	E		1	15	-	223	1758	313	71.4%	-	-	-	3.4	54.4	6.4
2/2+2/1	A10 SB Left Ahead	U	A D		1	43:41	-	857	1965:1774	910+275	72.3 : 72.3%	-	-	-	5.3	22.4	13.9
4/1+4/2	A10 NB Right Ahead	U	B C		1	61:13	-	807	1940:1768	1199+275	51.1 : 70.9%	-	-	-	3.6	16.2	7.4
Ped Link: P1	Unnamed Ped Link	-	F		1	61	-	0	-	48800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	G		1	12	-	0	-	9600	0.0%	-	-	-	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 24.5
PRC Over All Lanes (%): 24.5

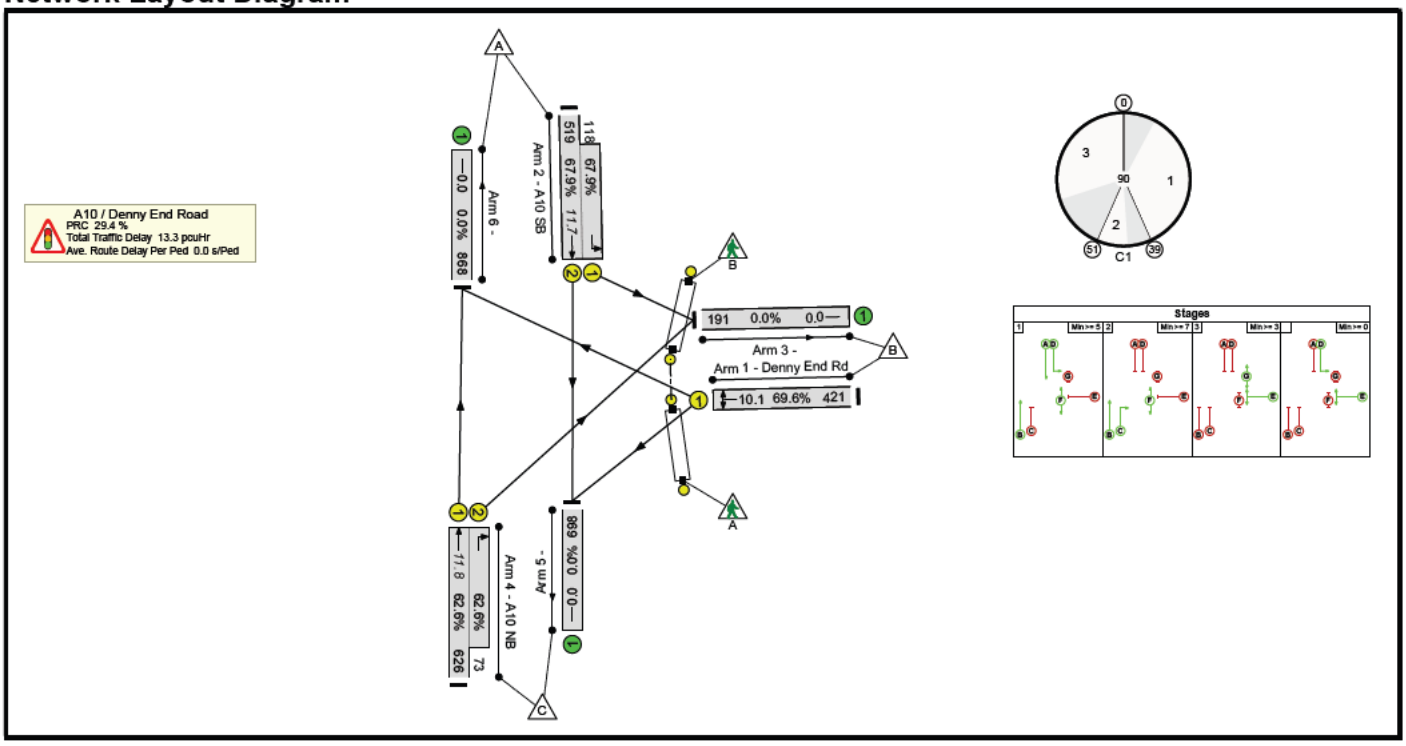
Total Delay for Signalled Lanes (pcuHr): 12.33
Total Delay Over All Lanes(pcuHr): 12.33

Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2026 + Construction PM' (FG10: '2026 Base + Construction PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**69.6%**	**0**	**0**	**0**	**13.3**	-	-
A10 / Denny End Road	-	-	-		-	-	-	-	-	-	**69.6%**	**0**	**0**	**0**	**13.3**	-	-
1/1	Denny End Rd Left Right	U	E		1	30	-	421	1757	605	69.6%	-	-	-	4.1	35.1	10.1
2/2+2/1	A10 SB Left Ahead	U	A D		1	34:32	-	637	1965:1774	764+174	67.9 : 67.9%	-	-	-	5.0	28.1	11.7
4/1+4/2	A10 NB Right Ahead	U	B C		1	46:7	-	699	1940:1768	1001+117	62.6 : 62.6%	-	-	-	4.3	21.9	11.8
Ped Link: P1	Unnamed Ped Link	-	F		1	46	-	0	-	36800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	G		1	27	-	0	-	21600	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	29.4	Total Delay for Signalled Lanes (pcuHr):	13.34	Cycle Time (s):	90
	PRC Over All Lanes (%):	29.4	Total Delay Over All Lanes(pcuHr):	13.34		

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: A10_Car Dyke Rd.j9
Path: C:\Users\EMMEUSER\Downloads
Report generation date: 17/10/2022 08:36:07

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2021							
Stream B-AC	1.3	17.60	0.57	C	0.9	14.80	0.46	B
Stream C-AB	0.5	11.46	0.35	B	0.9	13.18	0.48	B
	2026							
Stream B-AC	1.6	20.32	0.62	C	1.0	16.80	0.50	C
Stream C-AB	0.6	12.16	0.37	B	1.0	14.30	0.51	B
	2026 +Cons							
Stream B-AC	1.9	22.68	0.65	C	1.3	18.90	0.56	C
Stream C-AB	0.8	13.40	0.43	B	1.2	15.09	0.54	C

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	A10_Car Dyke Rd
Location	Cambridge
Site number	
Date	16/03/2022
Version	0.1
Status	(new file)
Identifier	
Client	Anglian Water
Jobnumber	
Enumerator	MOTTMAC\srvc_lond_trans
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	08:00	09:30	15
D2	2021	PM	ONE HOUR	17:00	18:30	15
D9	2026	AM	ONE HOUR	08:00	09:30	15
D10	2026	PM	ONE HOUR	17:00	18:30	15
D11	2026 +Cons	AM	ONE HOUR	08:00	09:30	15
D12	2026 +Cons	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A10_Car Dyke Rd	T-Junction	Two-way		3.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A10 NB		Major
B	Car Dyke Road		Minor
C	A10 SB		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00	✓	4.50	✓	3.00	200.0	✓	19.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.50	200	200

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	751	0.124	0.314	0.198	0.449
1	B-C	787	0.121	0.305	-	-
1	C-B	750	0 291	0.291	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	779	100.000
B		✓	254	100.000
C		✓	883	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	71	708
	B	25	0	229
	C	725	158	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	9
	B	14	0	1
	C	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.57	17.60	1.3	C
C-AB	0.35	11.46	0.5	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	590	0.324	189	0.5	9.134	A
C-AB	119	579	0.205	118	0.3	8.093	A
C-A	546			546			
A-B	53			53			
A-C	533			533			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	549	0.416	227	0.7	11.396	B
C-AB	142	546	0.260	142	0.4	9.242	A
C-A	652			652			

A-B	64			64			
A-C	636			636			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	280	488	0.573	277	1.3	17.225	C
C-AB	174	501	0.347	173	0.5	11.408	B
C-A	798			798			
A-B	78			78			
A-C	780			780			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	280	488	0.573	280	1.3	17.597	C
C-AB	174	501	0.347	174	0.5	11.457	B
C-A	798			798			
A-B	78			78			
A-C	780			780			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	228	549	0.416	231	0.7	11.638	B
C-AB	142	546	0.260	143	0.4	9.291	A
C-A	652			652			
A-B	64			64			
A-C	636			636			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	191	590	0.324	192	0.5	9.269	A
C-AB	119	579	0.205	119	0.3	8.143	A
C-A	546			546			
A-B	53			53			
A-C	533			533			

2021, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A10_Car Dyke Rd	T-Junction	Two-way		3.30	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	696	100.000
B		✓	192	100.000
C		✓	894	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	40	656
	B	36	0	156
	C	663	231	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	5
	B	5	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.46	14.80	0.9	B
C-AB	0.48	13.18	0.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	576	0.251	143	0.3	8.495	A
C-AB	174	598	0.291	172	0.4	8.433	A
C-A	499			499			
A-B	30			30			
A-C	494			494			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	531	0.325	172	0.5	10.268	B
C-AB	208	568	0.366	207	0.6	9.953	A
C-A	596			596			
A-B	36			36			
A-C	590			590			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	461	0.459	210	0.8	14.629	B
C-AB	254	527	0.482	253	0.9	13.060	B
C-A	730			730			
A-B	44			44			
A-C	722			722			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	211	461	0.459	211	0.9	14.802	B
C-AB	254	527	0.482	254	0.9	13.184	B
C-A	730			730			
A-B	44			44			
A-C	722			722			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	173	531	0.325	174	0.5	10.397	B
C-AB	208	568	0.366	209	0.6	10.062	B
C-A	596			596			
A-B	36			36			
A-C	590			590			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	145	576	0.251	145	0.3	8.581	A

C-AB	174	598	0.291	175	0.4	8.523	A
C-A	499			499			
A-B	30			30			
A-C	494			494			

2026 , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A10_Car Dyke Rd	T-Junction	Two-way		3.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2026	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	814	100.000
B		✓	265	100.000
C		✓	923	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	740
	B	26	0	239
	C	758	165	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	9
	B	14	0	1
	C	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.62	20.32	1.6	C
C-AB	0.37	12.16	0.6	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	581	0.344	197	0.5	9.539	A
C-AB	124	572	0.217	123	0.3	8.323	A
C-A	571			571			
A-B	56			56			
A-C	557			557			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	238	538	0.443	237	0.8	12.194	B
C-AB	148	537	0.276	148	0.4	9.605	A
C-A	681			681			
A-B	67			67			
A-C	665			665			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	292	472	0.618	289	1.6	19.705	C
C-AB	182	489	0.371	181	0.6	12.096	B
C-A	835			835			
A-B	81			81			
A-C	815			815			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	292	472	0.618	292	1.6	20.322	C
C-AB	182	489	0.371	182	0.6	12.160	B
C-A	835			835			
A-B	81			81			
A-C	815			815			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	238	537	0.443	241	0.8	12.542	B
C-AB	148	537	0.276	149	0.4	9.667	A
C-A	681			681			
A-B	67			67			
A-C	665			665			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	200	581	0.344	201	0.5	9.707	A

C-AB	124	572	0.217	125	0.3	8.381	A
C-A	571			571			
A-B	56			56			
A-C	557			557			

2026, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A10_Car Dyke Rd	T-Junction	Two-way		3.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2026	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	725	100.000
B		✓	201	100.000
C		✓	935	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	42	683
	B	38	0	163
	C	693	242	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	5
	B	6	0	2
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.50	16.80	1.0	C
C-AB	0.51	14.30	1.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	566	0.267	150	0.4	8.850	A
C-AB	182	591	0.308	180	0.4	8.726	A
C-A	522			522			
A-B	32			32			
A-C	514			514			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	518	0.349	180	0.5	10.926	B
C-AB	218	560	0.388	217	0.6	10.451	B
C-A	623			623			
A-B	38			38			
A-C	614			614			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	442	0.501	219	1.0	16.507	C
C-AB	266	518	0.514	265	1.0	14.132	B
C-A	763			763			
A-B	46			46			
A-C	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	221	441	0.502	221	1.0	16.795	C
C-AB	266	518	0.514	266	1.0	14.302	B
C-A	763			763			
A-B	46			46			
A-C	752			752			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	181	517	0.349	183	0.6	11.107	B
C-AB	218	560	0.388	219	0.6	10.594	B
C-A	623			623			
A-B	38			38			
A-C	614			614			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	151	566	0.267	152	0.4	8.952	A

C-AB	182	591	0.308	183	0.5	8.835	A
C-A	522			522			
A-B	32			32			
A-C	514			514			

2026 +Cons, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A10_Car Dyke Rd	T-Junction	Two-way		4.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D11	2026 +Cons	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	814	100.000
B		✓	277	100.000
C		✓	949	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	74	740
	B	26	0	251
	C	758	191	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	9
	B	14	0	3
	C	10	4	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.65	22.68	1.9	C
C-AB	0.43	13.40	0.8	B
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	580	0.359	206	0.6	9.945	A
C-AB	144	572	0.251	142	0.3	8.692	A
C-A	571			571			
A-B	56			56			
A-C	557			557			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	536	0.464	248	0.9	12.907	B
C-AB	172	537	0.320	171	0.5	10.211	B
C-A	681			681			
A-B	67			67			
A-C	665			665			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	469	0.650	301	1.8	21.786	C
C-AB	210	489	0.430	209	0.8	13.303	B
C-A	835			835			
A-B	81			81			
A-C	815			815			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	305	469	0.650	305	1.9	22.676	C
C-AB	210	489	0.430	210	0.8	13.405	B
C-A	835			835			
A-B	81			81			
A-C	815			815			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	249	536	0.464	253	0.9	13.366	B
C-AB	172	537	0.320	173	0.5	10.304	B
C-A	681			681			
A-B	67			67			
A-C	665			665			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	209	580	0.360	210	0.6	10.144	B

C-AB	144	572	0.251	144	0.4	8.772	A
C-A	571			571			
A-B	56			56			
A-C	557			557			

2026 +Cons, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A10_Car Dyke Rd	T-Junction	Two-way		4.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D12	2026 +Cons	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	725	100.000
B		✓	227	100.000
C		✓	947	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	42	683
	B	38	0	189
	C	693	254	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	3	5
	B	0	0	5
	C	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.56	18.90	1.3	C
C-AB	0.54	15.09	1.2	C
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	571	0.299	169	0.4	9.284	A
C-AB	191	591	0.323	189	0.5	8.916	A
C-A	522			522			
A-B	32			32			
A-C	514			514			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	524	0.390	203	0.7	11.671	B
C-AB	228	560	0.407	228	0.7	10.785	B
C-A	623			623			
A-B	38			38			
A-C	614			614			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	250	448	0.557	248	1.3	18.443	C
C-AB	280	518	0.540	278	1.1	14.877	B
C-A	763			763			
A-B	46			46			
A-C	752			752			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	250	448	0.558	250	1.3	18.900	C
C-AB	280	518	0.540	280	1.2	15.089	C
C-A	763			763			
A-B	46			46			
A-C	752			752			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	204	523	0.390	206	0.7	11.932	B
C-AB	228	560	0.407	230	0.7	10.958	B
C-A	623			623			
A-B	38			38			
A-C	614			614			

18:15 - 18:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	171	571	0.299	172	0.5	9.416	A

C-AB	191	591	0.323	192	0.5	9.039	A
C-A	522			522			
A-B	32			32			
A-C	514			514			

Junctions 9

ARCADY 9 - Roundabout Module

Filename: Green End Rd_Water Lane (1).j9
Path: C:\Users\EMMEUSER\Downloads
Report generation date: 17/10/2022 09:55:46

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2021 Base							
Arm 1	0.6	9.22	0.37	A	0.6	8.95	0.37	A
Arm 2	0.3	9.42	0.24	A	0.3	9.32	0.24	A
Arm 3	0.7	6.85	0.42	A	0.7	6.57	0.42	A
	2026 Base							
Arm 1	0.5	8.59	0.33	A	0.7	9.57	0.39	A
Arm 2	0.3	8.85	0.24	A	0.4	9.79	0.26	A
Arm 3	0.6	6.03	0.36	A	0.8	7.11	0.44	A
	2026 Base + Construction							
Arm 1	0.6	9.60	0.37	A	0.7	9.88	0.41	A
Arm 2	0.3	9.20	0.25	A	0.4	10.08	0.26	B
Arm 3	0.6	6.48	0.38	A	0.9	7.79	0.47	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Green End Rd_Water Lane
Location	Cambridge
Site number	
Date	22/03/2022
Version	0.1
Status	(new file)
Identifier	
Client	Anglian Water
Jobnumber	
Enumerator	MOTTMAC\srvc_lond_trans
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20 00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base	AM	ONE HOUR	08:00	09:30	15
D2	2021 Base	PM	ONE HOUR	17:00	18:30	15
D10	2026 Base	PM	ONE HOUR	17:00	18:30	15
D13	2026 Base	AM	ONE HOUR	08:00	09:30	15
D14	2026 Base + Construction	PM	ONE HOUR	17:00	18:30	15
D5-2	2026 Base + Construction	AM	ONE HOUR	08:00	09:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2021 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	8.01	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	Water Lane	
2	High St	
3	Green End Rd	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	2.30	2.00	3.00	4.0	8.00	7.75	0.0	
2	3.50	2.00	3.20	1.2	15.90	17.00	0.0	
3	3.00	3.00	3.00	0.0	16.00	15.40	0.0	

Zebra Crossings

Arm	Space between crossing and junction entry (Zebra) (PCU)	Vehicles queueing on exit (Zebra) (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)
1	1.00	1 00		Distance	5.30	3.79
2	1.00	1 00		Distance	6.00	4.29
3	1.00	1 00		Distance	9.00	6.43

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1	0.574	696
2	0.631	684
3	0.620	969

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2021 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	214	100.000
2		✓	114	100.000
3		✓	359	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	10.00
2	10.00
3	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	13	201
	2	12	0	102
	3	268	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	3
	2	4	0	5
	3	7	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	9.22	0.6	A
2	0.24	9.42	0.3	A
3	0.42	6.85	0.7	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	68	7.53	656	0.245	160	0.3	7.446	A
2	86	150	7.53	580	0.148	85	0.2	7.616	A
3	270	9	7.53	960	0.282	269	0.4	5.491	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	82	8.99	649	0.297	192	0.4	8.114	A
2	102	180	8.99	558	0.184	102	0.2	8.289	A
3	323	11	8.99	956	0.337	322	0.5	5.990	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	100	11 01	638	0.369	235	0.6	9.189	A
2	126	221	11 01	527	0.238	125	0.3	9.390	A
3	395	13	11 01	951	0.416	394	0.7	6.826	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	100	11 01	638	0.370	236	0.6	9.223	A
2	126	221	11 01	526	0.238	126	0.3	9.418	A
3	395	13	11 01	951	0.416	395	0.7	6.846	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	82	8.99	648	0.297	193	0.4	8.155	A
2	102	181	8.99	557	0.184	103	0.2	8.321	A
3	323	11	8.99	956	0.337	324	0.5	6.021	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	69	7.53	656	0.246	162	0.3	7.505	A
2	86	152	7.53	579	0.148	86	0.2	7.665	A
3	270	9	7.53	960	0.282	271	0.4	5.526	A

2021 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.77	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2021 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	214	100.000
2		✓	114	100.000
3		✓	359	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	10.00
2	10.00
3	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	13	201
	2	12	0	102
	3	268	91	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	0	0
	2	0	0	4
	3	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	8.95	0.6	A
2	0.24	9.32	0.3	A
3	0.42	6.57	0.7	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	68	7.53	656	0.245	160	0.3	7.229	A
2	86	150	7.53	580	0.148	85	0.2	7.527	A
3	270	9	7.53	960	0.282	269	0.4	5.274	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	82	8.99	649	0.297	192	0.4	7.879	A
2	102	180	8.99	557	0.184	102	0.2	8.195	A
3	323	11	8.99	957	0.337	322	0.5	5.755	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	100	11 01	638	0.369	235	0.6	8.923	A
2	126	221	11 01	526	0.239	125	0.3	9.288	A
3	395	13	11 01	952	0.415	394	0.7	6.550	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	236	100	11 01	638	0.370	236	0.6	8.954	A
2	126	221	11 01	526	0.239	126	0.3	9.315	A
3	395	13	11 01	951	0.415	395	0.7	6.569	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	192	82	8.99	648	0.297	193	0.4	7.917	A
2	102	181	8.99	556	0.184	103	0.2	8.228	A
3	323	11	8.99	957	0.337	324	0.5	5.779	A

18:15 - 18:30

	Total		Pedestrian						

Arm	Demand (PCU/hr)	Circulating flow (PCU/hr)	demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	161	69	7.53	656	0.246	162	0.3	7.283	A
2	86	152	7.53	579	0.148	86	0.2	7.575	A
3	270	9	7.53	960	0.282	271	0.4	5.306	A

2026 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	8.32	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2026 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	225	100.000
2		✓	120	100.000
3		✓	376	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	10.00
2	10.00
3	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	14	211
	2	13	0	107
	3	281	95	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
From	1	0	3	3
	2	4	0	5
	3	7	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.39	9.57	0.7	A
2	0.26	9.79	0.4	A
3	0.44	7.11	0.8	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169	71	7.53	655	0.259	168	0.4	7.597	A
2	90	158	7.53	575	0.157	90	0.2	7.770	A
3	283	10	7.53	959	0.295	281	0.4	5.601	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202	85	8.99	646	0.313	202	0.5	8.332	A
2	108	189	8.99	551	0.196	108	0.3	8.514	A
3	338	12	8.99	955	0.354	337	0.6	6.154	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	248	104	11 01	635	0.390	247	0.6	9.534	A
2	132	232	11 01	518	0.255	132	0.4	9.753	A
3	414	14	11 01	949	0.436	413	0.8	7.085	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	248	105	11 01	635	0.390	248	0.7	9.571	A
2	132	232	11 01	518	0.255	132	0.4	9.785	A
3	414	14	11 01	949	0.436	414	0.8	7.111	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	202	86	8.99	646	0.313	203	0.5	8.379	A
2	108	190	8.99	550	0.196	108	0.3	8.553	A
3	338	12	8.99	955	0.354	339	0.6	6.186	A

18:15 - 18:30

	Total		Pedestrian						

Arm	Demand (PCU/hr)	Circulating flow (PCU/hr)	demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	169	72	7.53	654	0.259	170	0.4	7.659	A
2	90	159	7.53	573	0.158	91	0.2	7.824	A
3	283	10	7.53	959	0.295	284	0.4	5.642	A

2026 Base , AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.35	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D13	2026 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	190	100.000
2		✓	120	100.000
3		✓	312	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	10.00
2	10.00
3	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	23	167
	2	19	0	101
	3	207	105	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		1	2	3
	1	0	0	0

From	2	0	0	4
	3	1	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.33	8.59	0.5	A
2	0.24	8.85	0.3	A
3	0.36	6.03	0.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	79	7.53	650	0.220	142	0.3	7.066	A
2	90	125	7.53	597	0.151	90	0.2	7.315	A
3	235	14	7.53	958	0.245	234	0.3	5.042	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	94	8.99	641	0.266	170	0.4	7.645	A
2	108	150	8.99	579	0.186	108	0.2	7.895	A
3	280	17	8.99	955	0.294	280	0.4	5.419	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	115	11 01	629	0.333	209	0.5	8.563	A
2	132	183	11 01	553	0.239	132	0.3	8.825	A
3	344	21	11 01	951	0.361	343	0.6	6.015	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	209	116	11 01	628	0.333	209	0.5	8.587	A
2	132	184	11 01	553	0.239	132	0.3	8.846	A
3	344	21	11 01	951	0.361	344	0.6	6.028	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	171	95	8.99	641	0.267	171	0.4	7.674	A
2	108	151	8.99	578	0.187	108	0.2	7.923	A
3	280	17	8.99	955	0.294	281	0.4	5.434	A

09:15 - 09:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	143	79	7.53	650	0.220	143	0.3	7.110	A

2	90	126	7.53	597	0.151	91	0.2	7.358	A
3	235	14	7.53	958	0.245	235	0.3	5.066	A

2026 Base + Construction, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms 1 and 3 have 84% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	8.81	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2026 Base + Construction	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	239	100.000
2		✓	120	100.000
3		✓	400	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	10.00
2	10.00
3	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	14	225
	2	13	0	107
	3	305	95	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		1	2	3
From	1	0	3	2
	2	4	0	5
	3	12	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.41	9.88	0.7	A
2	0.26	10.08	0.4	B
3	0.47	7.79	0.9	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180	71	7.53	655	0.275	178	0.4	7.689	A
2	90	168	7.53	567	0.159	90	0.2	7.892	A
3	301	10	7.53	958	0.314	299	0.5	5.965	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215	85	8.99	646	0.332	214	0.5	8.495	A
2	108	202	8.99	542	0.199	108	0.3	8.692	A
3	360	12	8.99	953	0.377	359	0.7	6.621	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	104	11.01	635	0.414	262	0.7	9.830	A
2	132	247	11.01	507	0.260	132	0.4	10.043	B
3	440	14	11.01	946	0.465	439	0.9	7.756	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	263	105	11.01	635	0.414	263	0.7	9.877	A
2	132	248	11.01	507	0.261	132	0.4	10.081	B
3	440	14	11.01	946	0.466	440	0.9	7.791	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	215	86	8.99	646	0.333	216	0.5	8.550	A
2	108	203	8.99	541	0.199	108	0.3	8.736	A
3	360	12	8.99	953	0.377	361	0.7	6.663	A

18:15 - 18:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	180	72	7.53	654	0.275	180	0.4	7.760	A
2	90	170	7.53	566	0.160	91	0.2	7.949	A
3	301	10	7.53	958	0.314	302	0.5	6.016	A

2026 Base + Construction, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout		1, 2, 3	7.98	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5-2	2026 Base + Construction	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2 00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1		✓	212	100.000
2		✓	120	100.000
3		✓	326	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
1	10.00
2	10.00
3	10.00

Origin-Destination Data

Demand (PCU/hr)

		To		
		1	2	3
From	1	0	23	189
	2	19	0	101
	3	221	105	0

Vehicle Mix

Heavy Vehicle Percentages

	To			

From		1	2	3
	1	0	0	6
	2	0	0	4
	3	8	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.37	9.60	0.6	A
2	0.25	9.20	0.3	A
3	0.38	6.48	0.6	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	160	79	7.53	650	0.245	158	0.3	7.685	A
2	90	141	7.53	587	0.154	90	0.2	7.471	A
3	245	14	7.53	958	0.256	244	0.4	5.353	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	191	94	8.99	641	0.297	190	0.4	8.401	A
2	108	170	8.99	566	0.191	108	0.2	8.116	A
3	293	17	8.99	954	0.307	293	0.5	5.780	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233	115	11 01	629	0.371	233	0.6	9.561	A
2	132	207	11 01	537	0.246	132	0.3	9.173	A
3	359	21	11 01	949	0.378	358	0.6	6.467	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	233	116	11 01	628	0.371	233	0.6	9.596	A
2	132	208	11 01	537	0.246	132	0.3	9.199	A
3	359	21	11 01	949	0.378	359	0.6	6.483	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1	191	95	8.99	641	0.297	191	0.5	8.446	A
2	108	170	8.99	565	0.191	108	0.2	8.150	A
3	293	17	8.99	954	0.307	294	0.5	5.802	A

09:15 - 09:30

Arm	Total Demand	Circulating flow (PCU/hr)	Pedestrian demand	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service

	(PCU/hr)		(Ped/hr)						
1	160	79	7.53	650	0.246	160	0.3	7.747	A
2	90	143	7.53	586	0.154	91	0.2	7.516	A
3	245	14	7.53	957	0.256	246	0.4	5.384	A

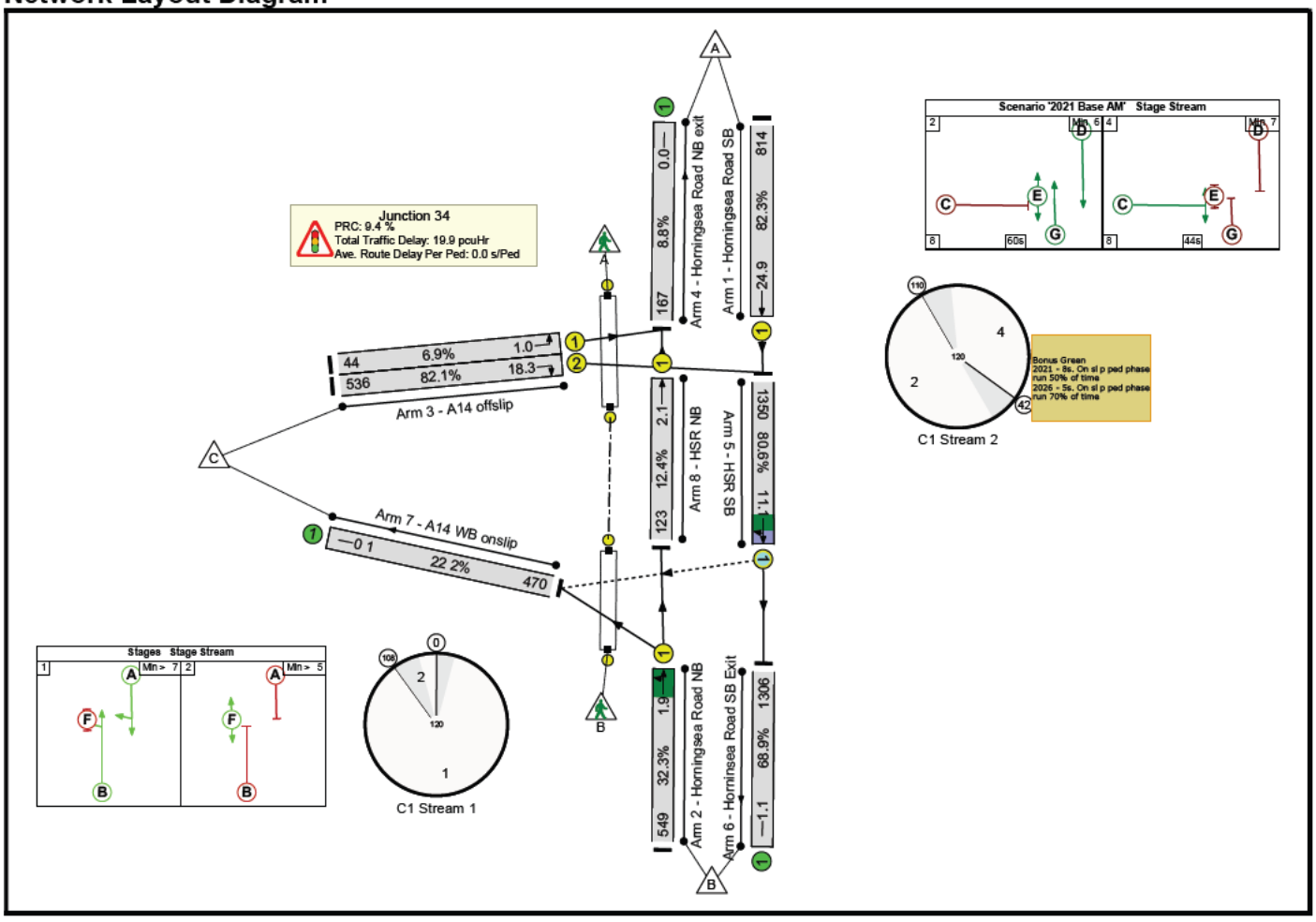
Basic Results Summary

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Jun 34 Fen Ditton Junction.lsg3x
Author:	
Company:	
Address:	

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

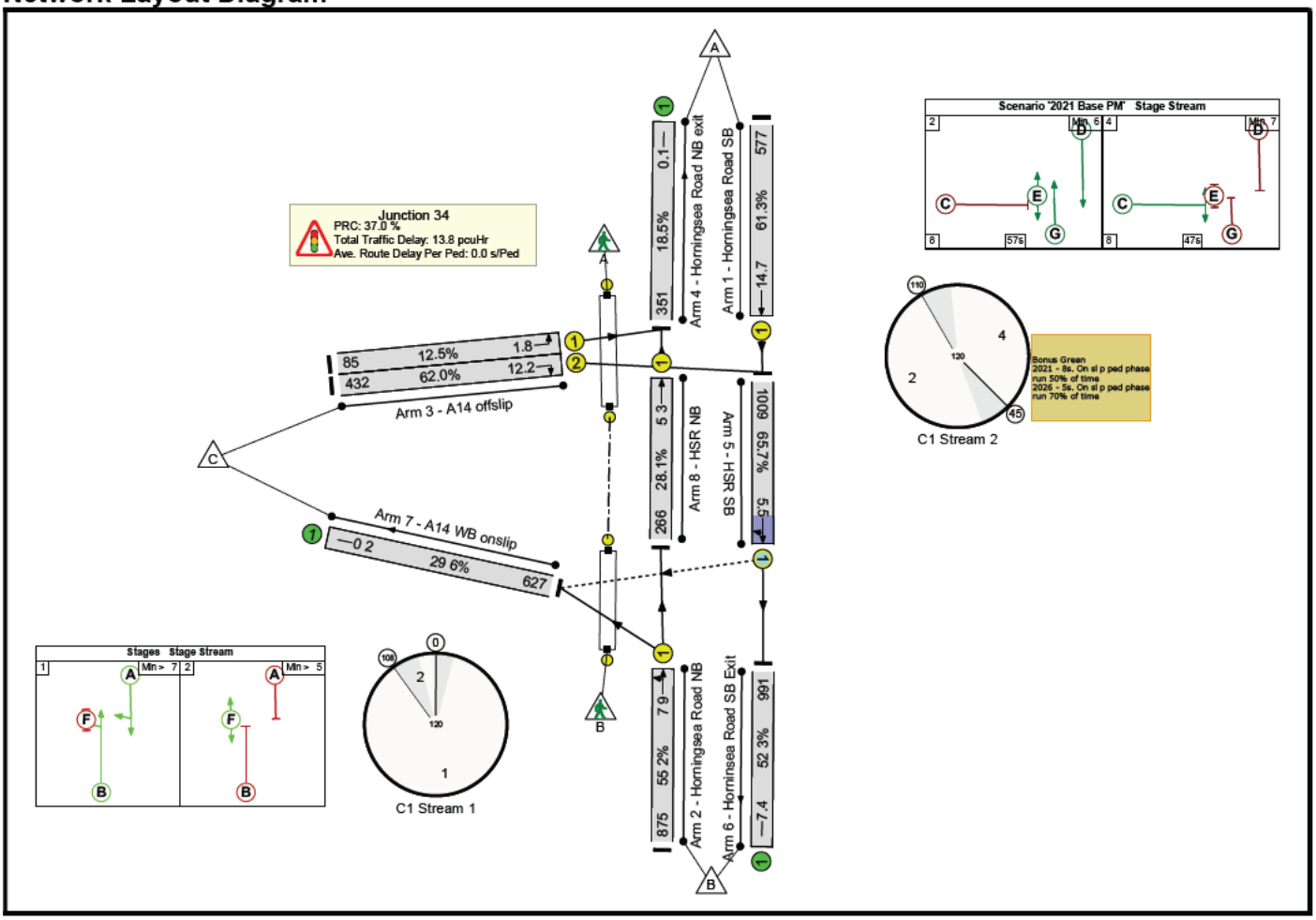
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**82.3%**	**43**	**1**	**0**	**19.9**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**82.3%**	**43**	**1**	**0**	**19.9**	-	-
1/1	Horningsea Road SB Ahead	U	D		1	61	-	814	1915	989	82.3%	-	-	-	7.8	34.4	24.9
2/1	Horningsea Road NB Left Ahead	U	B		1	103	-	549	1822	1701	32.3%	-	-	-	0.3	1.9	1.9
3/1	A14 offslip Left	U	C		1	44	-	44	1699	637	6.9%	-	-	-	0.3	27.1	1.0
3/2	A14 offslip Right	U	C		1	44	-	536	1742	653	82.1%	-	-	-	7.2	48.7	18.3
4/1	Horningsea Road NB exit	U	-		-	-	-	167	1895	1895	8.8%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	A		1	103	-	1350	1907	1674	80.6%	43	1	0	2.4	6.3	11.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	1306	1895	1895	68.9%	-	-	-	1.1	3.0	1.1
7/1	A14 WB onslip	U	-		-	-	-	470	2115	2115	22.2%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	G		1	62	-	123	1895	995	12.4%	-	-	-	0.6	16.2	2.1
Ped Link: P1	Offslip crossing	-	E		1	60	-	0	-	36000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	5	-	0	-	3000	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	2.67	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	9.4	Total Delay for Signalled Lanes (pcuHr):	15.90	Cycle Time (s): 120
	PRC Over All Lanes (%):	9.4	Total Delay Over All Lanes(pcuHr):	19.86	

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	**65.7%**	**17**	**1**	**0**	**13.8**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**65.7%**	**17**	**1**	**0**	**13.8**	-	-
1/1	Horningsea Road SB Ahead	U	D		1	58	-	577	1915	942	61.3%	-	-	-	4.3	27.1	14.7
2/1	Horningsea Road NB Left Ahead	U	B		1	103	-	875	1829	1585	55.2%	-	-	-	1.1	4.6	7.9
3/1	A14 offslip Left	U	C		1	47	-	85	1699	680	12.5%	-	-	-	0.6	25.8	1.8
3/2	A14 offslip Right	U	C		1	47	-	432	1742	697	62.0%	-	-	-	4.3	35.5	12.2
4/1	Horningsea Road NB exit	U	-		-	-	-	351	1895	1895	18.5%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	A		1	103	-	1009	1911	1536	65.7%	17	1	0	1.3	4.6	5.5
6/1	Horninsea Road SB Exit	U	-		-	-	-	991	1895	1895	52.3%	-	-	-	0.5	2.0	7.4
7/1	A14 WB onslip	U	-		-	-	-	627	2115	2115	29.6%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	G		1	59	-	266	1895	948	28.1%	-	-	-	1.3	18.0	5.3
Ped Link: P1	Offslip crossing	-	E		1	57	-	0	-	34200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	5	-	0	-	3000	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	37.0	Total Delay for Signalled Lanes (pcuHr):	2.41	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	45.2	Total Delay for Signalled Lanes (pcuHr):	10.54	Cycle Time (s): 120
	PRC Over All Lanes (%):	37.0	Total Delay Over All Lanes(pcuHr):	13.83	

Basic Results Summary

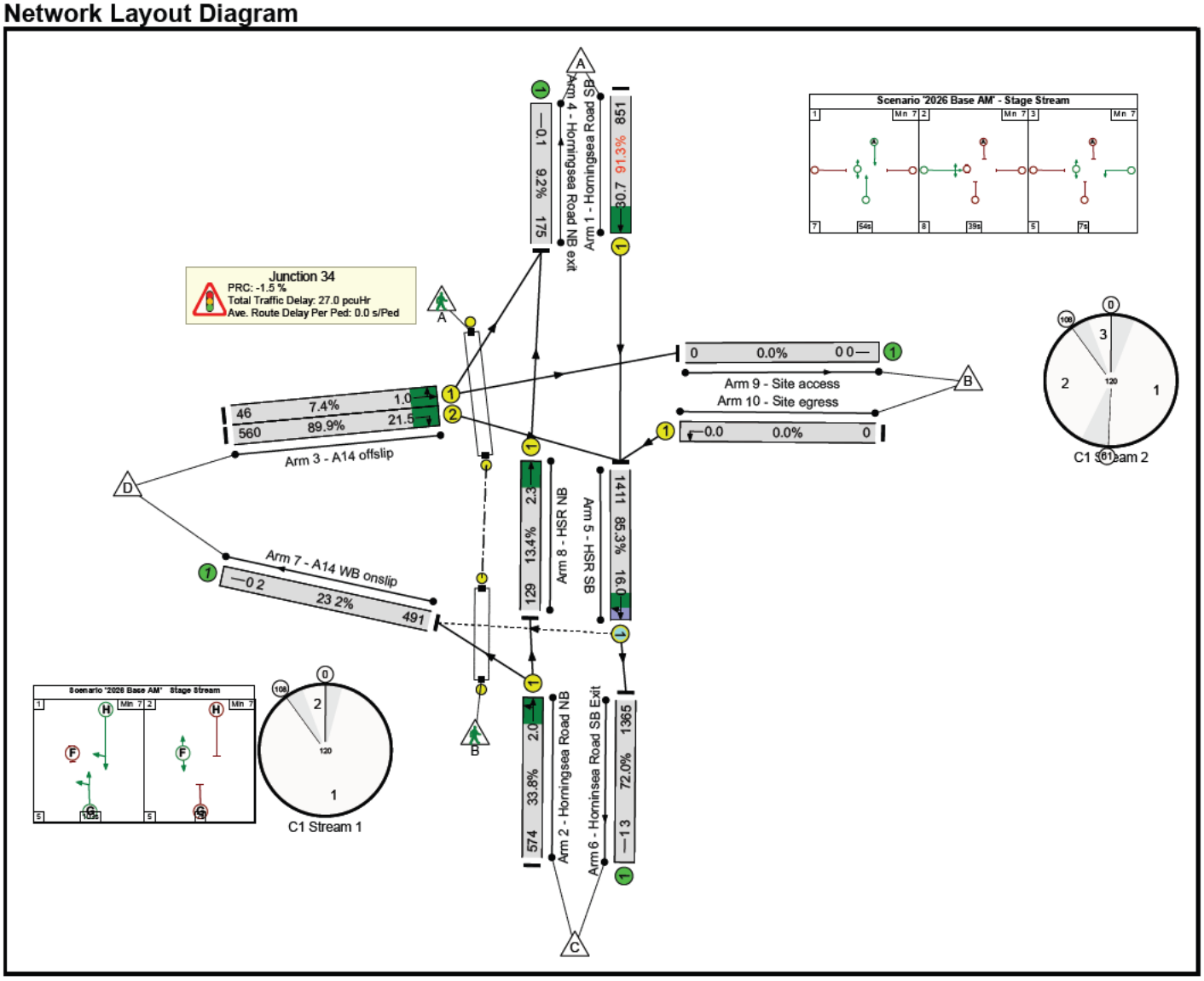
User and Project Details

Project:	**100102041 – Transport Assessment**
Title:	**AWS Cambridge WWTPRP EIA Stage 2**
Location:	
Client:	Anglian Water
Date Completed:	28.03.22
Model Purpose:	Base Year Assesment
Flow Details:	https://mottmac.sharepoint.com/:f:/r/teams/pj-f2763/do/Develop/Phase%202%20post%20con%202/Cal
Checked By:	TE
Additional detail:	
File name:	Junction 34 Fen Ditton Junction (4-arm) - TF update_v2.2 (2).lsg3x
Author:	ES
Company:	Mott MacDonald
Address:	

Basic Results Summary

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

Network Layout Diagram



Basic Results Summary

Network Results

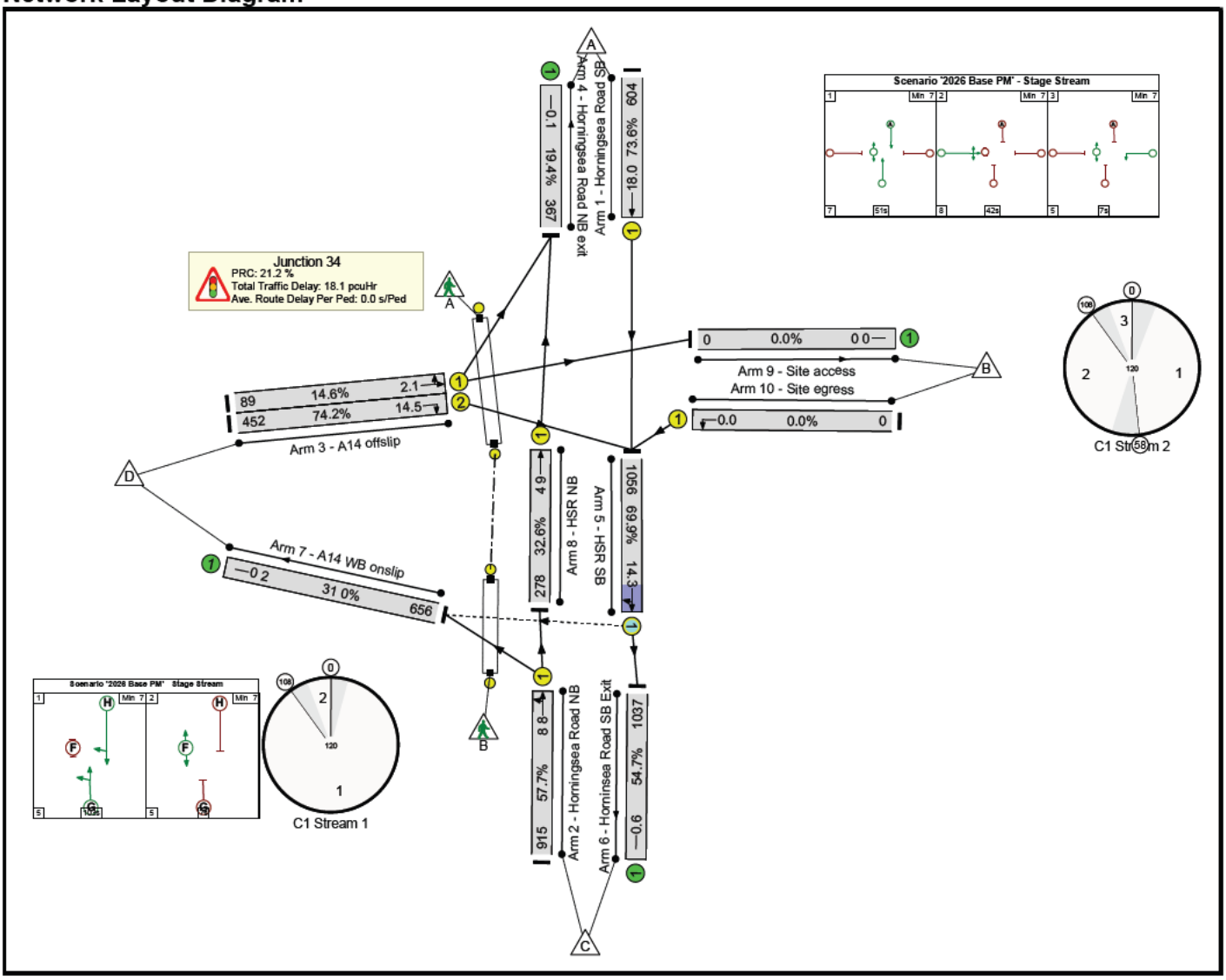
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**91.3%**	**46**	**0**	**0**	**27.0**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**91.3%**	**46**	**0**	**0**	**27.0**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	851	1895	932	91.3%	-	-	-	11.4	48.1	30.7
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	574	1822	1701	33.8%	-	-	-	0.3	2.0	2.0
3/1	A14 offslip Left Ahead	U	C		1	39	-	46	1699	623	7.4%	-	-	-	0.4	27.9	1.0
3/2	A14 offslip Right	U	C		1	39	-	560	1699	623	89.9%	-	-	-	9.5	61.3	21.5
4/1	Horningsea Road NB exit	U	-		-	-	-	175	1895	1895	9.2%	-	-	-	0.1	1.0	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1411	1886	1654	85.3%	46	0	0	3.3	8.4	16.0
6/1	Horninsea Road SB Exit	U	-		-	-	-	1365	1895	1895	72.0%	-	-	-	1.3	3.4	1.3
7/1	A14 WB onslip	U	-		-	-	-	491	2115	2115	23.2%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	129	1895	963	13.4%	-	-	-	0.6	17.7	2.3
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	132	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	3.60	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	21.90	Cycle Time (s):	120
	PRC Over All Lanes (%):	-1.5	Total Delay Over All Lanes(pcuHr):	26.98		

Basic Results Summary

Scenario 2: '2026 Base PM' (FG6: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

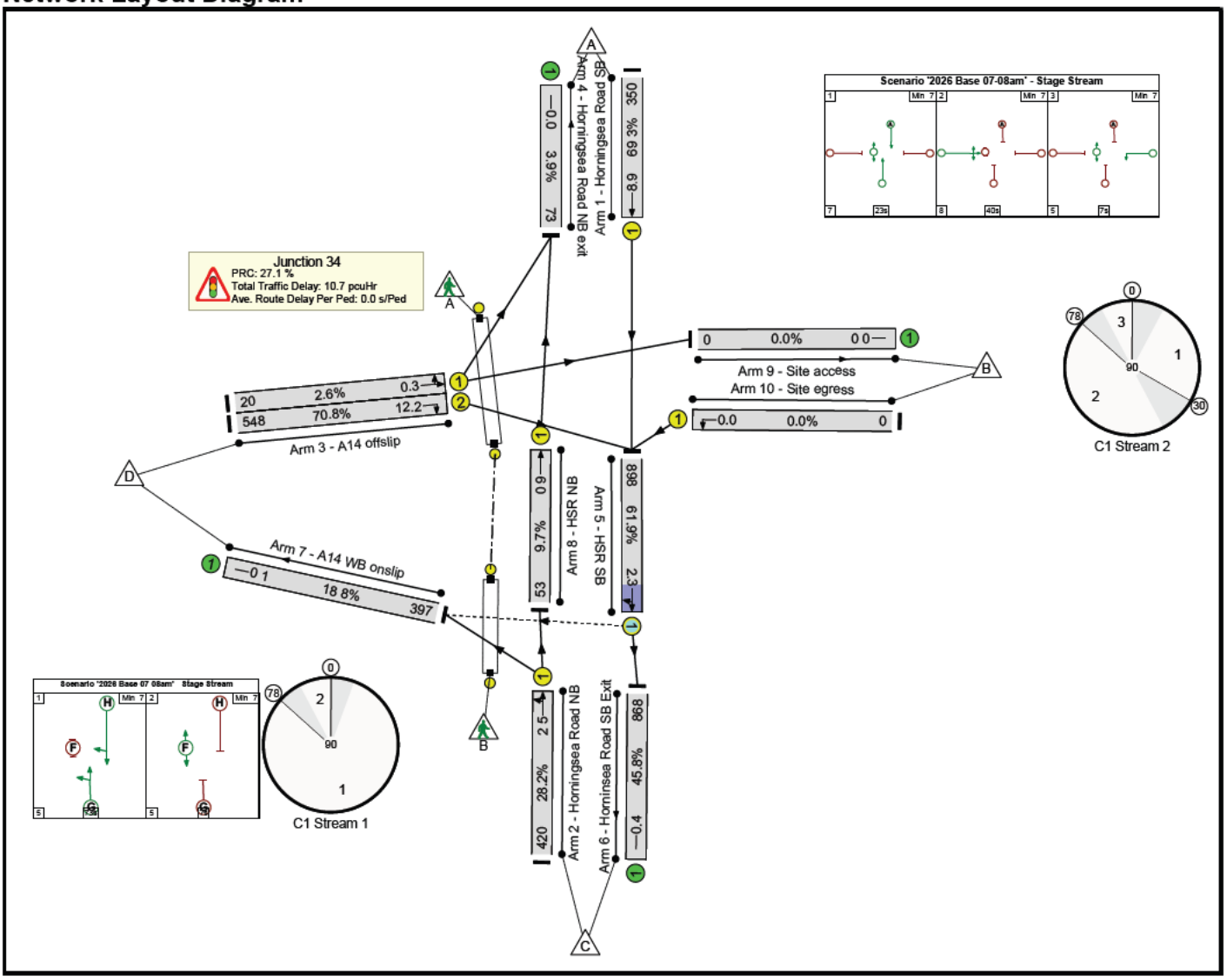
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**74.2%**	**19**	**0**	**0**	**18.1**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**74.2%**	**19**	**0**	**0**	**18.1**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	51	-	604	1895	821	73.6%	-	-	-	6.1	36.5	18.0
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	915	1829	1585	57.7%	-	-	-	1.2	4.8	8.8
3/1	A14 offslip Left Ahead	U	C		1	42	-	89	1699	609	14.6%	-	-	-	0.7	29.5	2.1
3/2	A14 offslip Right	U	C		1	42	-	452	1699	609	74.2%	-	-	-	5.6	44.9	14.5
4/1	Horningsea Road NB exit	U	-		-	-	-	367	1895	1895	19.4%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1056	1890	1510	69.9%	19	0	0	1.6	5.5	14.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	1037	1895	1895	54.7%	-	-	-	0.6	2.1	0.6
7/1	A14 WB onslip	U	-		-	-	-	656	2115	2115	31.0%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	53	-	278	1895	853	32.6%	-	-	-	1.8	23.1	4.9
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	132	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	65	-	0	-	39000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	28.7	Total Delay for Signalled Lanes (pcuHr):	2.84	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	21.2	Total Delay for Signalled Lanes (pcuHr):	14.27	Cycle Time (s): 120
	PRC Over All Lanes (%):	21.2	Total Delay Over All Lanes(pcuHr):	18.06	

Basic Results Summary

Scenario 3: '2026 Base 07-08am' (FG39: '2026 Base 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

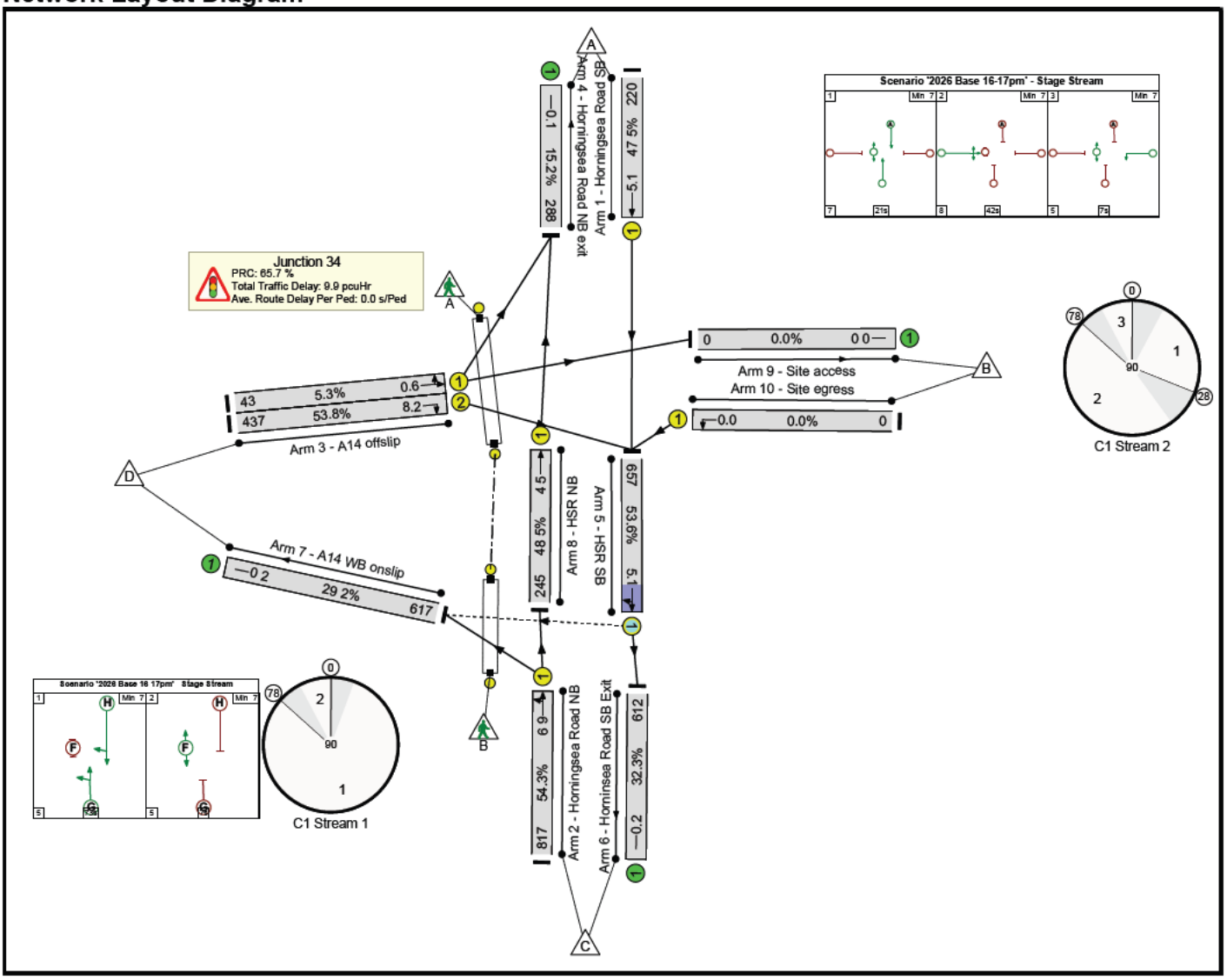
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**70.8%**	**30**	**0**	**0**	**10.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**70.8%**	**30**	**0**	**0**	**10.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	350	1895	505	69.3%	-	-	-	4.0	41.1	8.9
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	420	1813	1491	28.2%	-	-	-	0.4	3.5	2.5
3/1	A14 offslip Left Ahead	U	C		1	40	-	20	1699	774	2.6%	-	-	-	0.1	16.0	0.3
3/2	A14 offslip Right	U	C		1	40	-	548	1699	774	70.8%	-	-	-	4.2	27.6	12.2
4/1	Horningsea Road NB exit	U	-		-	-	-	73	1895	1895	3.9%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	898	1886	1451	61.9%	30	0	0	1.0	4.1	2.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	868	1895	1895	45.8%	-	-	-	0.4	1.8	0.4
7/1	A14 WB onslip	U	-		-	-	-	397	2115	2115	18.8%	-	-	-	0.1	1.0	0.1
8/1	HSR NB Ahead	U	B		1	25	-	53	1895	547	9.7%	-	-	-	0.4	26.6	0.9
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	37	-	0	-	29600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	45.5	Total Delay for Signalled Lanes (pcuHr):	1.44	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	27.1	Total Delay for Signalled Lanes (pcuHr):	8.67	Cycle Time (s): 90
	PRC Over All Lanes (%):	27.1	Total Delay Over All Lanes(pcuHr):	10.67	

Basic Results Summary

Scenario 4: '2026 Base 16-17pm' (FG40: '2026 Base 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

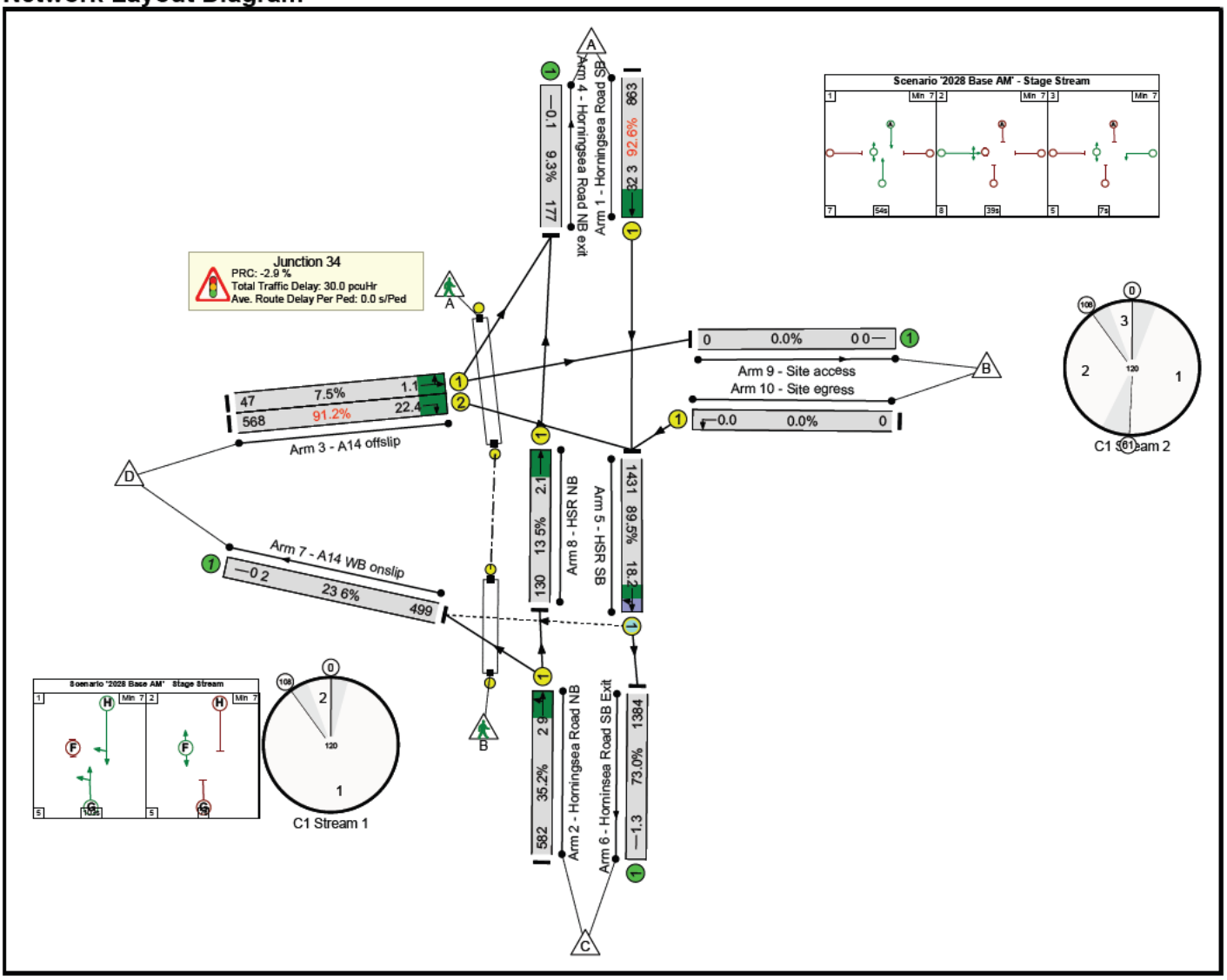
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**54.3%**	**45**	**0**	**0**	**9.9**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**54.3%**	**45**	**0**	**0**	**9.9**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	21	-	220	1895	463	47.5%	-	-	-	2.2	36.4	5.1
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	817	1829	1504	54.3%	-	-	-	1.2	5.2	6.9
3/1	A14 offslip Left Ahead	U	C		1	42	-	43	1699	812	5.3%	-	-	-	0.2	15.0	0.6
3/2	A14 offslip Right	U	C		1	42	-	437	1699	812	53.8%	-	-	-	2.6	21.3	8.2
4/1	Horningsea Road NB exit	U	-		-	-	-	288	1895	1895	15.2%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	657	1876	1225	53.6%	45	0	0	0.9	5.1	5.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	612	1895	1895	32.3%	-	-	-	0.2	1.4	0.2
7/1	A14 WB onslip	U	-		-	-	-	617	2115	2115	29.2%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	23	-	245	1895	505	48.5%	-	-	-	2.3	33.4	4.5
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	35	-	0	-	28000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	65.7	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	67.2	Total Delay for Signalled Lanes (pcuHr):	7.27	Cycle Time (s): 90
	PRC Over All Lanes (%):	65.7	Total Delay Over All Lanes(pcuHr):	9.92	

Basic Results Summary

Scenario 5: '2028 Base AM' (FG21: '2028 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

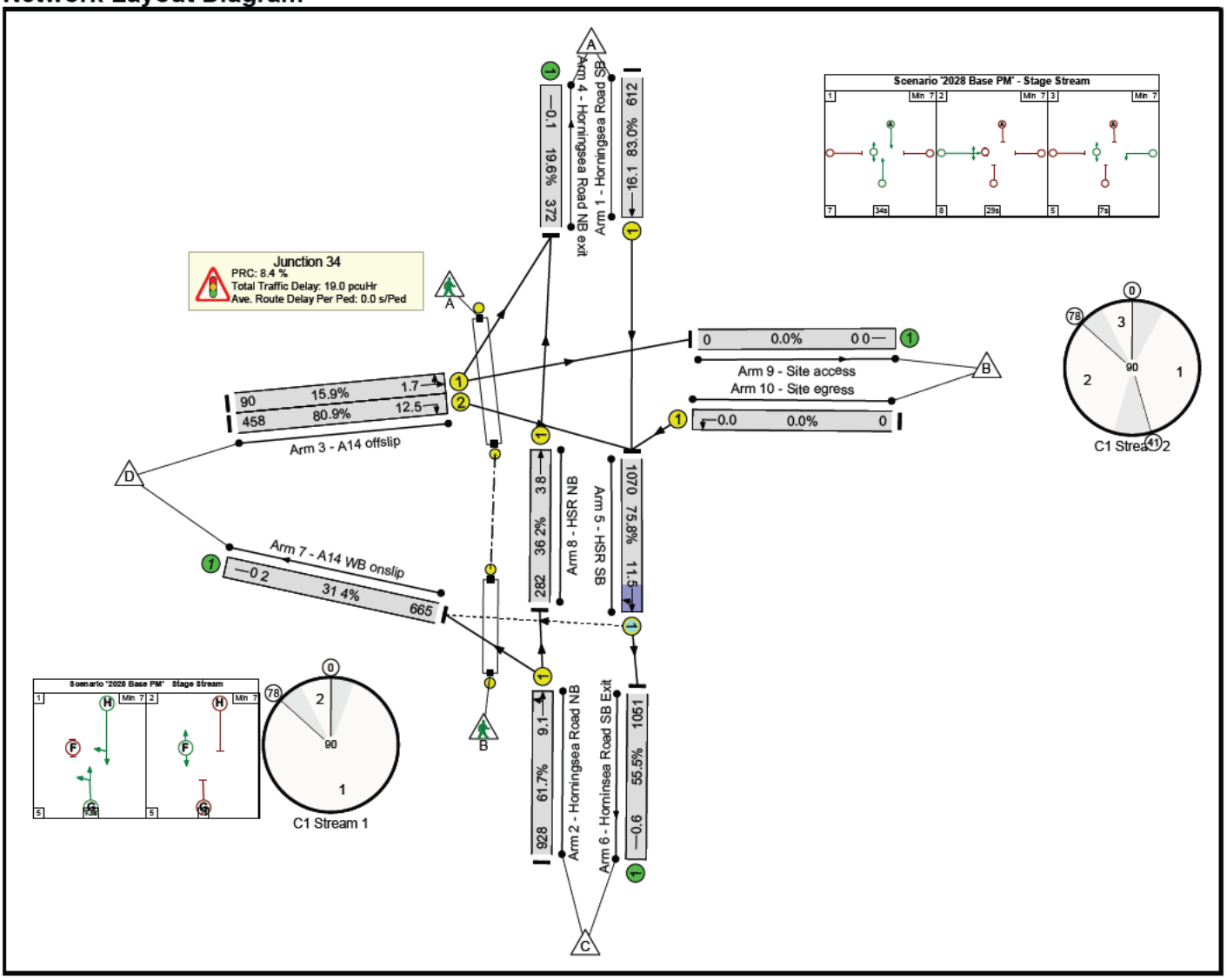
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**92.6%**	**47**	**0**	**0**	**30.0**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**92.6%**	**47**	**0**	**0**	**30.0**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	863	1895	932	92.6%	-	-	-	12.2	51.1	32.3
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	582	1822	1655	35.2%	-	-	-	0.4	2.4	2.9
3/1	A14 offslip Left Ahead	U	C		1	39	-	47	1699	623	7.5%	-	-	-	0.4	27.9	1.1
3/2	A14 offslip Right	U	C		1	39	-	568	1699	623	91.2%	-	-	-	10.2	64.3	22.4
4/1	Horningsea Road NB exit	U	-		-	-	-	177	1895	1895	9.3%	-	-	-	0.1	1.0	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1431	1886	1599	89.5%	47	0	0	4.7	11.7	18.2
6/1	Horninsea Road SB Exit	U	-		-	-	-	1384	1895	1895	73.0%	-	-	-	1.3	3.5	1.3
7/1	A14 WB onslip	U	-		-	-	-	499	2115	2115	23.6%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	130	1895	963	13.5%	-	-	-	0.6	17.5	2.1
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	132	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	5.06	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	23.40	Cycle Time (s):	120
	PRC Over All Lanes (%):	-2.9	Total Delay Over All Lanes(pcuHr):	30.00		

Basic Results Summary

Scenario 6: '2028 Base PM' (FG22: '2028 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

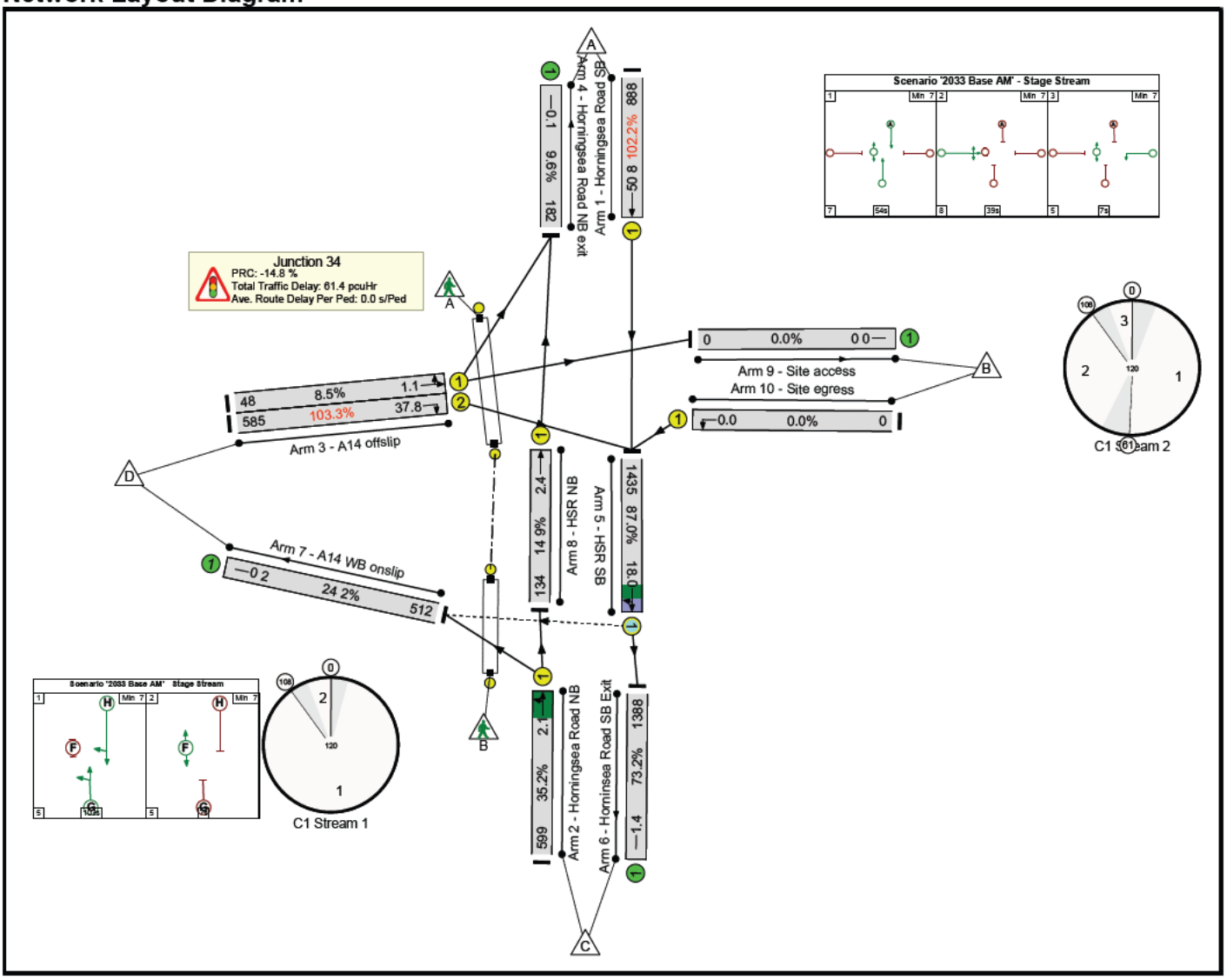
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**83.0%**	**19**	**0**	**0**	**19.0**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**83.0%**	**19**	**0**	**0**	**19.0**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	34	-	612	1895	737	83.0%	-	-	-	6.6	38.7	16.1
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	928	1829	1504	61.7%	-	-	-	1.5	6.0	9.1
3/1	A14 offslip Left Ahead	U	C		1	29	-	90	1699	566	15.9%	-	-	-	0.6	24.9	1.7
3/2	A14 offslip Right	U	C		1	29	-	458	1699	566	80.9%	-	-	-	5.5	43.4	12.5
4/1	Horningsea Road NB exit	U	-		-	-	-	372	1895	1895	19.6%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	1070	1890	1411	75.8%	19	0	0	2.2	7.3	11.5
6/1	Horninsea Road SB Exit	U	-		-	-	-	1051	1895	1895	55.5%	-	-	-	0.6	2.1	0.6
7/1	A14 WB onslip	U	-		-	-	-	665	2115	2115	31.4%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	36	-	282	1895	779	36.2%	-	-	-	1.6	20.5	3.8
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	48	-	0	-	38400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	18.7	Total Delay for Signalled Lanes (pcuHr):	3.71	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	8.4	Total Delay for Signalled Lanes (pcuHr):	14.33	Cycle Time (s):	90
	PRC Over All Lanes (%):	8.4	Total Delay Over All Lanes(pcuHr):	19.01		

Basic Results Summary

Scenario 7: '2033 Base AM' (FG27: '2033 Base AM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**103.3%**	**47**	**0**	**0**	**61.4**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**103.3%**	**47**	**0**	**0**	**61.4**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	888	1895	869	102.2%	-	-	-	29.7	120.2	50.8
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	599	1822	1701	35.2%	-	-	-	0.3	2.0	2.1
3/1	A14 offslip Left Ahead	U	C		1	39	-	48	1699	566	8.5%	-	-	-	0.4	30.9	1.1
3/2	A14 offslip Right	U	C		1	39	-	585	1699	566	103.3%	-	-	-	24.9	153.3	37.8
4/1	Horningsea Road NB exit	U	-		-	-	-	182	1895	1895	9.6%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1473	1886	1650	87.0%	47	0	0	3.8	9.4	18.0
6/1	Horninsea Road SB Exit	U	-		-	-	-	1425	1895	1895	73.2%	-	-	-	1.4	3.5	1.4
7/1	A14 WB onslip	U	-		-	-	-	513	2115	2115	24.2%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	134	1895	900	14.9%	-	-	-	0.7	20.1	2.4
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	132	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

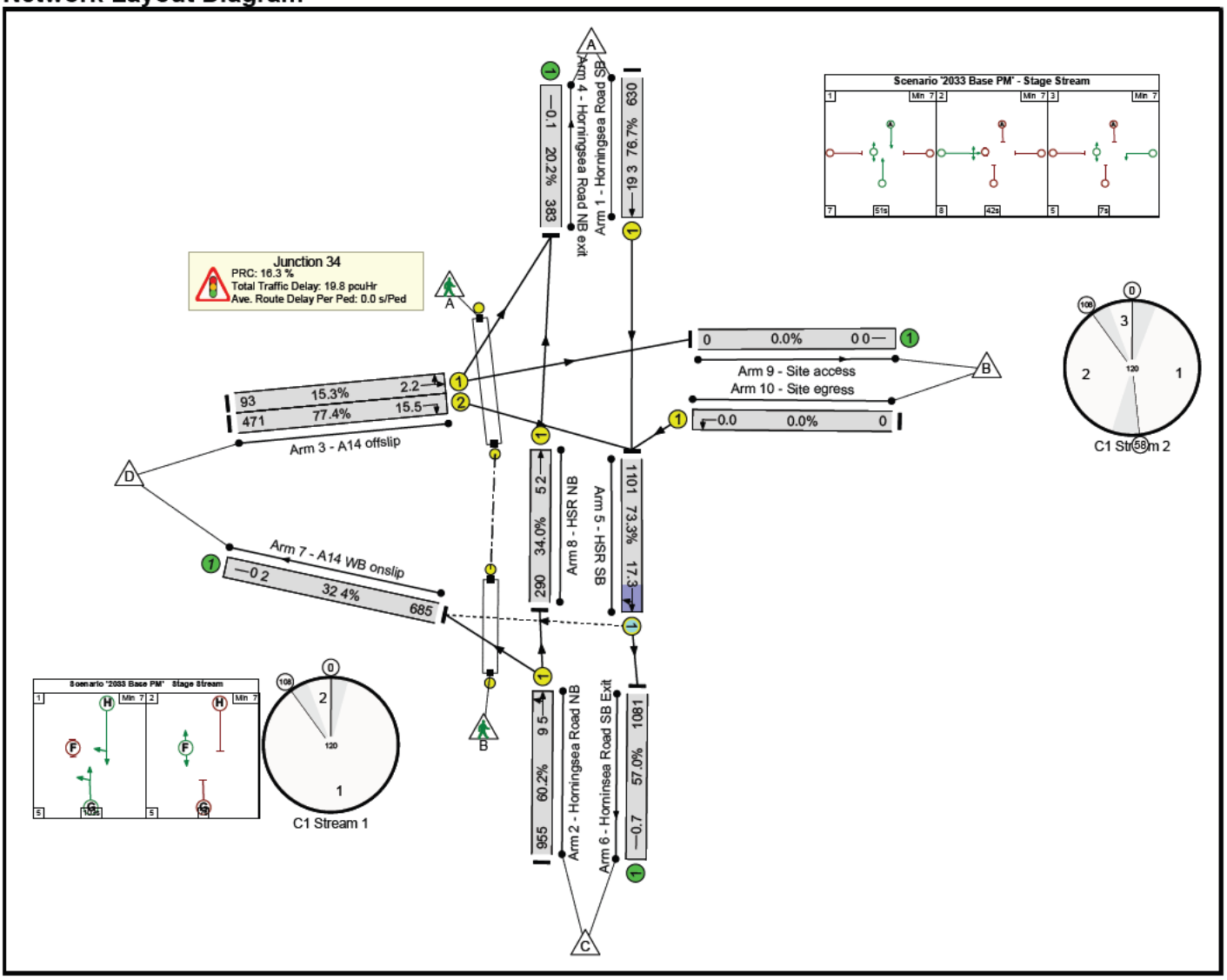
C1	Stream: 1 PRC for Signalled Lanes (%):	3.5	Total Delay for Signalled Lanes (pcuHr):	4.09	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	-14.8	Total Delay for Signalled Lanes (pcuHr):	55.72	Cycle Time (s):	120
	PRC Over All Lanes (%):	-14.8	Total Delay Over All Lanes(pcuHr):	61.39		

Basic Results Summary

Basic Results Summary

Scenario 8: '2033 Base PM' (FG28: '2033 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

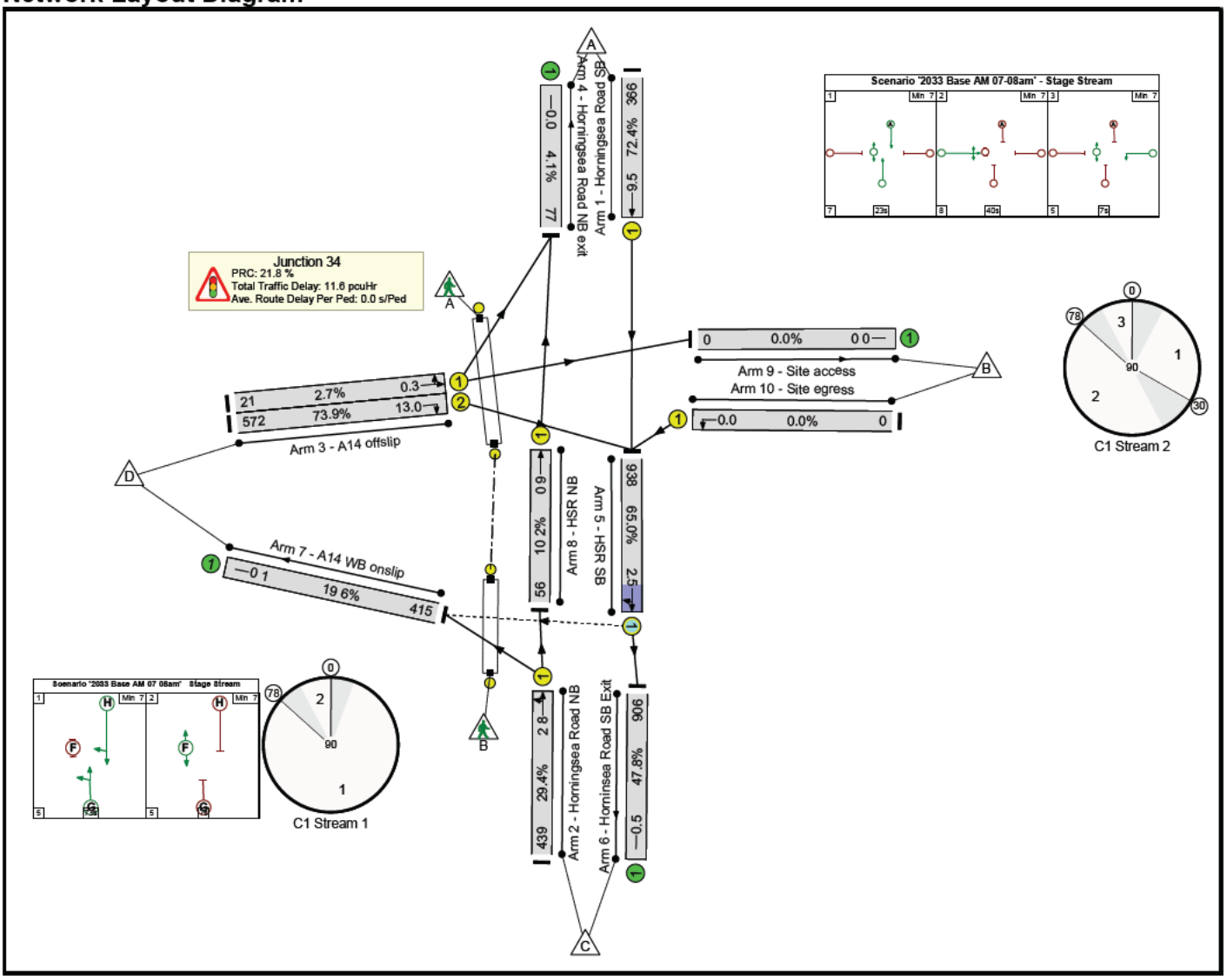
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**77.4%**	**20**	**0**	**0**	**19.8**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**77.4%**	**20**	**0**	**0**	**19.8**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	51	-	630	1895	821	76.7%	-	-	-	6.7	38.1	19.3
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	955	1829	1585	60.2%	-	-	-	1.3	5.1	9.5
3/1	A14 offslip Left Ahead	U	C		1	42	-	93	1699	609	15.3%	-	-	-	0.8	29.6	2.2
3/2	A14 offslip Right	U	C		1	42	-	471	1699	609	77.4%	-	-	-	6.1	46.9	15.5
4/1	Horningsea Road NB exit	U	-		-	-	-	383	1895	1895	20.2%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1101	1890	1502	73.3%	20	0	0	1.9	6.3	17.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	1081	1895	1895	57.0%	-	-	-	0.7	2.2	0.7
7/1	A14 WB onslip	U	-		-	-	-	685	2115	2115	32.4%	-	-	-	0.2	1.3	0.2
8/1	HSR NB Ahead	U	B		1	53	-	290	1895	853	34.0%	-	-	-	1.9	23.3	5.2
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	132	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	65	-	0	-	39000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	3.29	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	16.3	Total Delay for Signalled Lanes (pcuHr):	15.45	Cycle Time (s): 120
	PRC Over All Lanes (%):	16.3	Total Delay Over All Lanes(pcuHr):	19.77	

Basic Results Summary

Scenario 9: '2033 Base AM 07-08am' (FG31: '2033 Base AM 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

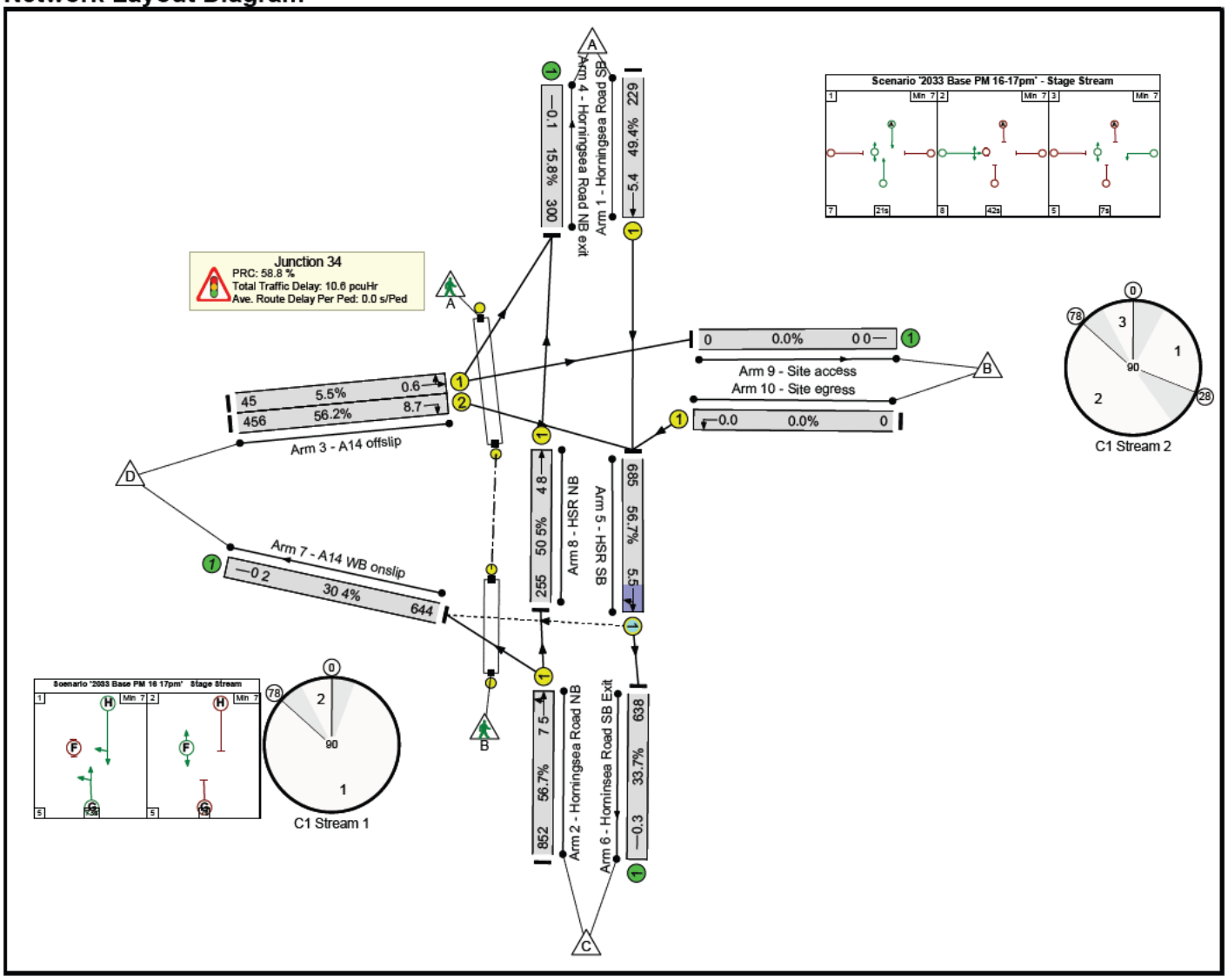
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**73.9%**	**32**	**0**	**0**	**11.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**73.9%**	**32**	**0**	**0**	**11.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	366	1895	505	72.4%	-	-	-	4.3	42.7	9.5
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	439	1813	1491	29.4%	-	-	-	0.4	3.6	2.8
3/1	A14 offslip Left Ahead	U	C		1	40	-	21	1699	774	2.7%	-	-	-	0.1	16.0	0.3
3/2	A14 offslip Right	U	C		1	40	-	572	1699	774	73.9%	-	-	-	4.6	28.9	13.0
4/1	Horningsea Road NB exit	U	-		-	-	-	77	1895	1895	4.1%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	938	1885	1444	65.0%	32	0	0	1.2	4.5	2.5
6/1	Horninsea Road SB Exit	U	-		-	-	-	906	1895	1895	47.8%	-	-	-	0.5	1.8	0.5
7/1	A14 WB onslip	U	-		-	-	-	415	2115	2115	19.6%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	25	-	56	1895	547	10.2%	-	-	-	0.4	26.6	0.9
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	37	-	0	-	29600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	38.5	Total Delay for Signalled Lanes (pcuHr):	1.60	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	9.44	Cycle Time (s):	90
	PRC Over All Lanes (%):	21.8	Total Delay Over All Lanes(pcuHr):	11.64		

Basic Results Summary

Scenario 10: '2033 Base PM 16-17pm' (FG32: '2033 Base PM 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

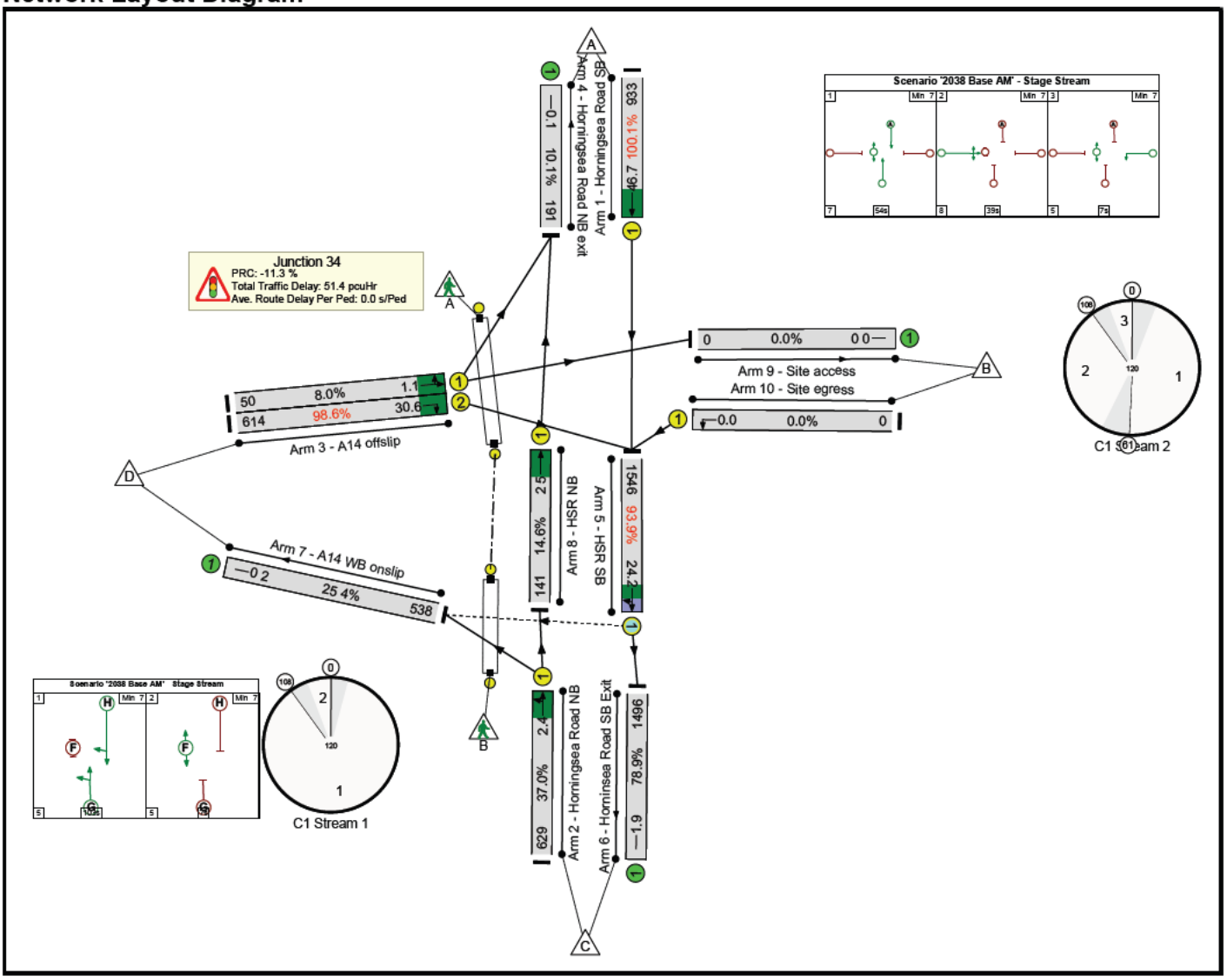
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**56.7%**	**47**	**0**	**0**	**10.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**56.7%**	**47**	**0**	**0**	**10.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	21	-	229	1895	463	49.4%	-	-	-	2.3	36.9	5.4
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	852	1829	1504	56.7%	-	-	-	1.3	5.4	7.5
3/1	A14 offslip Left Ahead	U	C		1	42	-	45	1699	812	5.5%	-	-	-	0.2	15.0	0.6
3/2	A14 offslip Right	U	C		1	42	-	456	1699	812	56.2%	-	-	-	2.8	21.8	8.7
4/1	Horningsea Road NB exit	U	-		-	-	-	300	1895	1895	15.8%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	685	1876	1209	56.7%	47	0	0	1.1	5.7	5.5
6/1	Horninsea Road SB Exit	U	-		-	-	-	638	1895	1895	33.7%	-	-	-	0.3	1.4	0.3
7/1	A14 WB onslip	U	-		-	-	-	644	2115	2115	30.4%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	23	-	255	1895	505	50.5%	-	-	-	2.4	33.9	4.8
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	35	-	0	-	28000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	58.8	Total Delay for Signalled Lanes (pcuHr):	2.36	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	60.2	Total Delay for Signalled Lanes (pcuHr):	7.70	Cycle Time (s): 90
	PRC Over All Lanes (%):	58.8	Total Delay Over All Lanes(pcuHr):	10.63	

Basic Results Summary

Scenario 11: '2038 Base AM' (FG23: '2038 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**100.1%**	**50**	**0**	**0**	**51.4**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**100.1%**	**50**	**0**	**0**	**51.4**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	933	1895	932	100.1%	-	-	-	23.6	91.0	46.7
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	629	1822	1701	37.0%	-	-	-	0.4	2.1	2.4
3/1	A14 offslip Left Ahead	U	C		1	39	-	50	1699	623	8.0%	-	-	-	0.4	28.0	1.1
3/2	A14 offslip Right	U	C		1	39	-	614	1699	623	98.6%	-	-	-	16.8	98.4	30.6
4/1	Horningsea Road NB exit	U	-		-	-	-	191	1895	1895	10.1%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1547	1886	1646	93.9%	50	0	0	7.5	17.5	24.2
6/1	Horninsea Road SB Exit	U	-		-	-	-	1497	1895	1895	78.9%	-	-	-	1.9	4.5	1.9
7/1	A14 WB onslip	U	-		-	-	-	538	2115	2115	25.4%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	141	1895	963	14.6%	-	-	-	0.7	17.9	2.5
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	132	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

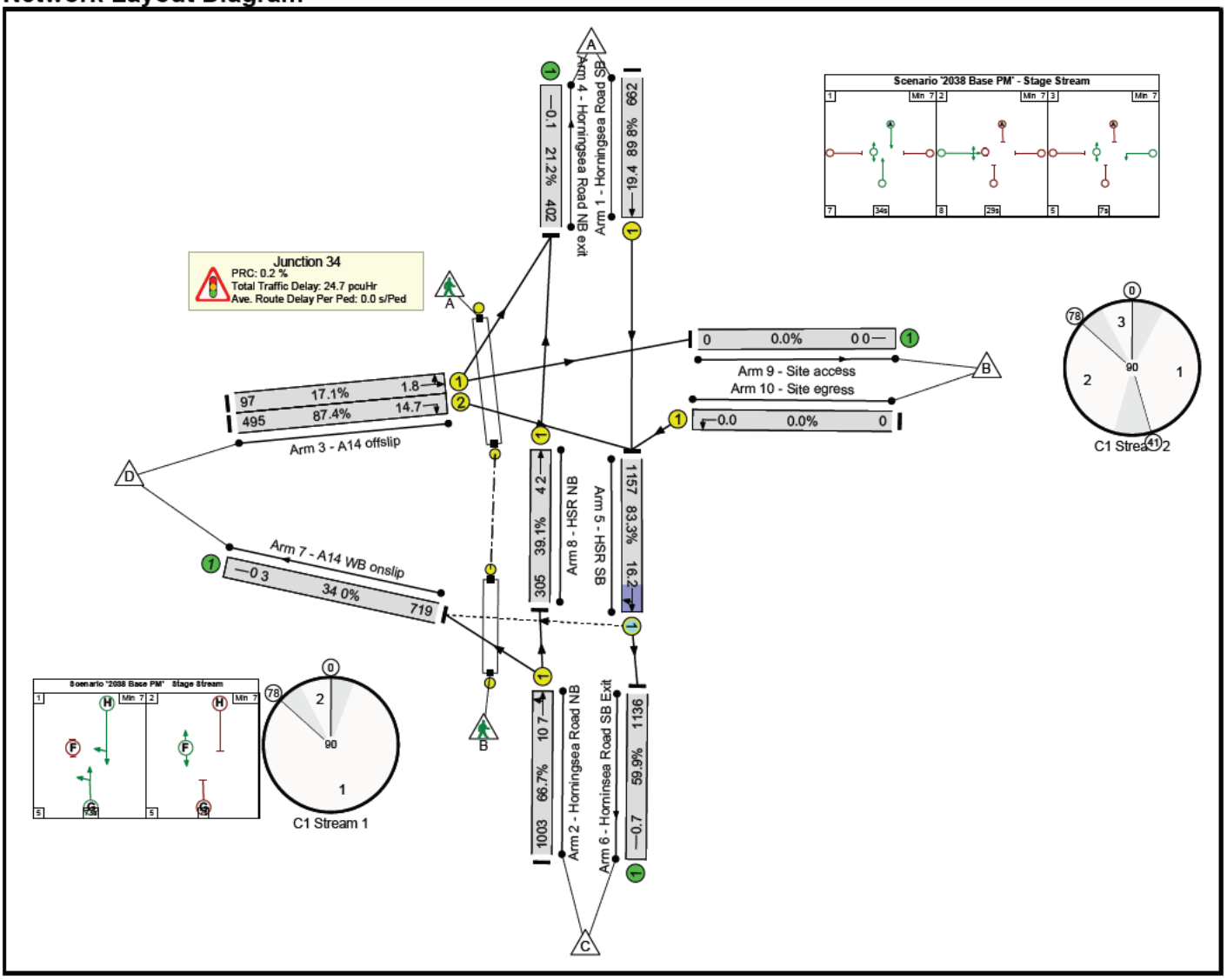
C1	Stream: 1 PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	7.87	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	-11.3	Total Delay for Signalled Lanes (pcuHr):	41.44	Cycle Time (s): 120
	PRC Over All Lanes (%):	-11.3	Total Delay Over All Lanes(pcuHr):	51.39	

Basic Results Summary

Basic Results Summary

Scenario 12: '2038 Base PM' (FG24: '2038 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

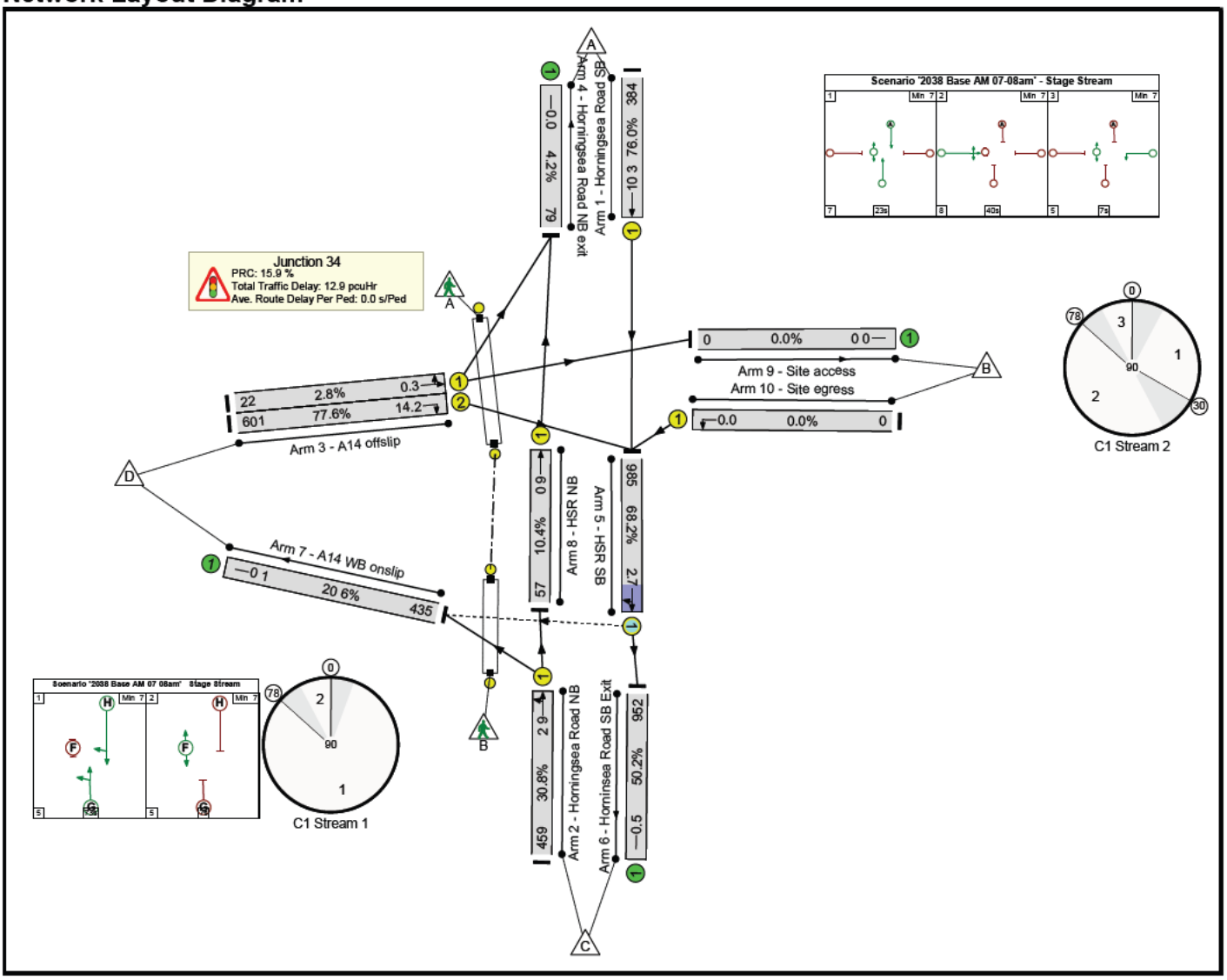
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**89.8%**	**21**	**0**	**0**	**24.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**89.8%**	**21**	**0**	**0**	**24.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	34	-	662	1895	737	89.8%	-	-	-	8.7	47.5	19.4
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	1003	1829	1504	66.7%	-	-	-	1.9	6.7	10.7
3/1	A14 offslip Left Ahead	U	C		1	29	-	97	1699	566	17.1%	-	-	-	0.7	25.1	1.8
3/2	A14 offslip Right	U	C		1	29	-	495	1699	566	87.4%	-	-	-	7.1	51.4	14.7
4/1	Horningsea Road NB exit	U	-		-	-	-	402	1895	1895	21.2%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	1157	1890	1389	83.3%	21	0	0	3.5	10.7	16.2
6/1	Horninsea Road SB Exit	U	-		-	-	-	1136	1895	1895	59.9%	-	-	-	0.7	2.4	0.7
7/1	A14 WB onslip	U	-		-	-	-	719	2115	2115	34.0%	-	-	-	0.3	1.3	0.3
8/1	HSR NB Ahead	U	B		1	36	-	305	1895	779	39.1%	-	-	-	1.8	20.9	4.2
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	48	-	0	-	38400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	8.0	Total Delay for Signalled Lanes (pcuHr):	5.33	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	18.25	Cycle Time (s):	90
	PRC Over All Lanes (%):	0.2	Total Delay Over All Lanes(pcuHr):	24.72		

Basic Results Summary

Scenario 13: '2038 Base AM 07-08am' (FG35: '2038 Base AM 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

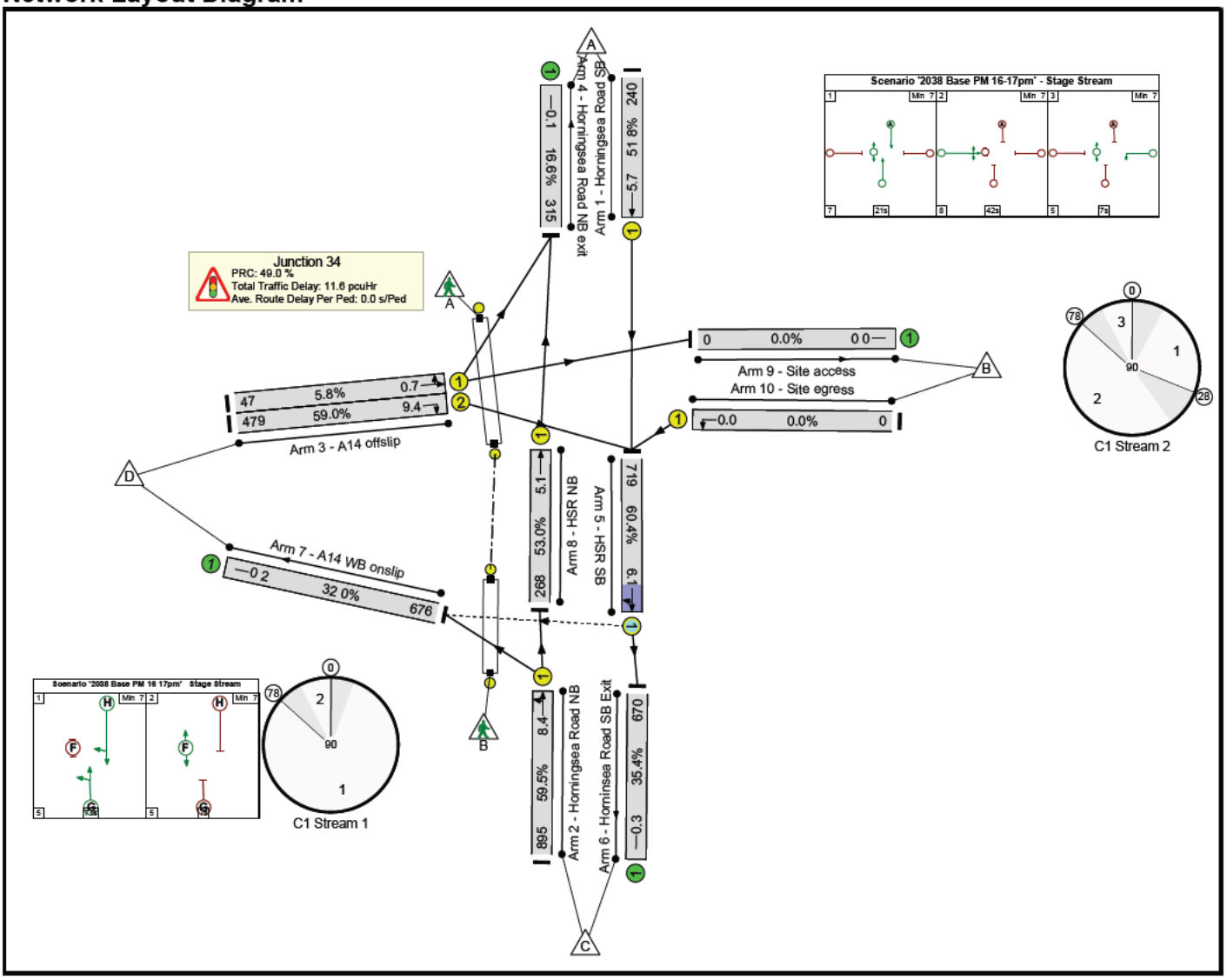
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**77.6%**	**33**	**0**	**0**	**12.9**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**77.6%**	**33**	**0**	**0**	**12.9**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	384	1895	505	76.0%	-	-	-	4.8	44.8	10.3
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	459	1813	1491	30.8%	-	-	-	0.5	3.7	2.9
3/1	A14 offslip Left Ahead	U	C		1	40	-	22	1699	774	2.8%	-	-	-	0.1	16.0	0.3
3/2	A14 offslip Right	U	C		1	40	-	601	1699	774	77.6%	-	-	-	5.1	30.8	14.2
4/1	Horningsea Road NB exit	U	-		-	-	-	79	1895	1895	4.2%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	985	1886	1444	68.2%	33	0	0	1.3	4.9	2.7
6/1	Horninsea Road SB Exit	U	-		-	-	-	952	1895	1895	50.2%	-	-	-	0.5	1.9	0.5
7/1	A14 WB onslip	U	-		-	-	-	435	2115	2115	20.6%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	25	-	57	1895	547	10.4%	-	-	-	0.4	26.6	0.9
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	37	-	0	-	29600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	31.9	Total Delay for Signalled Lanes (pcuHr):	1.80	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	15.9	Total Delay for Signalled Lanes (pcuHr):	10.45	Cycle Time (s):	90
	PRC Over All Lanes (%):	15.9	Total Delay Over All Lanes(pcuHr):	12.90		

Basic Results Summary

Scenario 14: '2038 Base PM 16-17pm' (FG36: '2038 Base PM 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

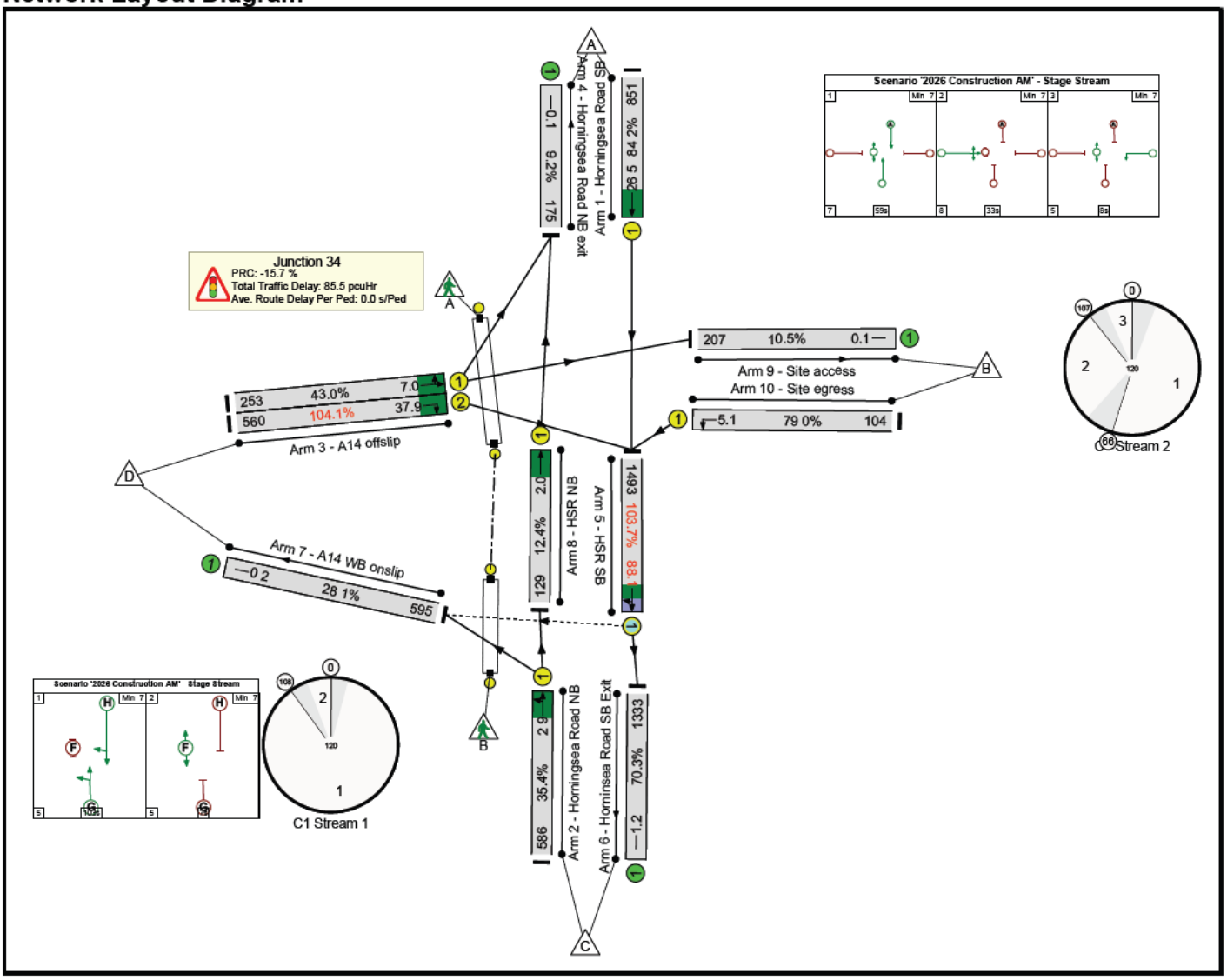
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**60.4%**	**49**	**0**	**0**	**11.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**60.4%**	**49**	**0**	**0**	**11.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	21	-	240	1895	463	51.8%	-	-	-	2.5	37.4	5.7
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	895	1829	1504	59.5%	-	-	-	1.4	5.7	8.4
3/1	A14 offslip Left Ahead	U	C		1	42	-	47	1699	812	5.8%	-	-	-	0.2	15.0	0.7
3/2	A14 offslip Right	U	C		1	42	-	479	1699	812	59.0%	-	-	-	3.0	22.5	9.4
4/1	Horningsea Road NB exit	U	-		-	-	-	315	1895	1895	16.6%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	719	1876	1190	60.4%	49	0	0	1.3	6.4	6.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	670	1895	1895	35.4%	-	-	-	0.3	1.5	0.3
7/1	A14 WB onslip	U	-		-	-	-	676	2115	2115	32.0%	-	-	-	0.2	1.3	0.2
8/1	HSR NB Ahead	U	B		1	23	-	268	1895	505	53.0%	-	-	-	2.6	34.7	5.1
9/1	Site access	U	-		-	-	-	0	1975	1975	0.0%	-	-	-	0.0	0.0	0.0
10/1	Site egress Left	U	D		1	7	-	0	1975	176	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P1	Offslip crossing	-	E		1	35	-	0	-	28000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	49.0	Total Delay for Signalled Lanes (pcuHr):	2.71	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	52.5	Total Delay for Signalled Lanes (pcuHr):	8.27	Cycle Time (s):	90
	PRC Over All Lanes (%):	49.0	Total Delay Over All Lanes(pcuHr):	11.58		

Basic Results Summary

Scenario 15: '2026 Construction AM' (FG3: '2026 Construction AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**104.1%**	**138**	**0**	**0**	**85.5**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**104.1%**	**138**	**0**	**0**	**85.5**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	59	-	851	1895	1011	84.2%	-	-	-	8.2	34.6	26.5
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	586	1822	1655	35.4%	-	-	-	0.4	2.4	2.9
3/1	A14 offslip Left Ahead	U	C		1	33	-	253	1856	588	43.0%	-	-	-	2.7	37.8	7.0
3/2	A14 offslip Right	U	C		1	33	-	560	1699	538	104.1%	-	-	-	25.8	165.9	37.9
4/1	Horningsea Road NB exit	U	-		-	-	-	175	1895	1895	9.2%	-	-	-	0.1	1.0	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1515	1869	1440	103.7%	138	0	0	43.2	104.1	88.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	1377	1895	1895	70.3%	-	-	-	1.2	3.2	1.2
7/1	A14 WB onslip	U	-		-	-	-	595	2115	2115	28.1%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	61	-	129	1895	1042	12.4%	-	-	-	0.5	15.0	2.0
9/1	Site access	U	-		-	-	-	207	1975	1975	10.5%	-	-	-	0.1	1.0	0.1
10/1	Site egress Left	U	D		1	8	-	104	1756	132	79.0%	-	-	-	3.3	112.5	5.1
Ped Link: P1	Offslip crossing	-	E		1	74	-	0	-	44400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

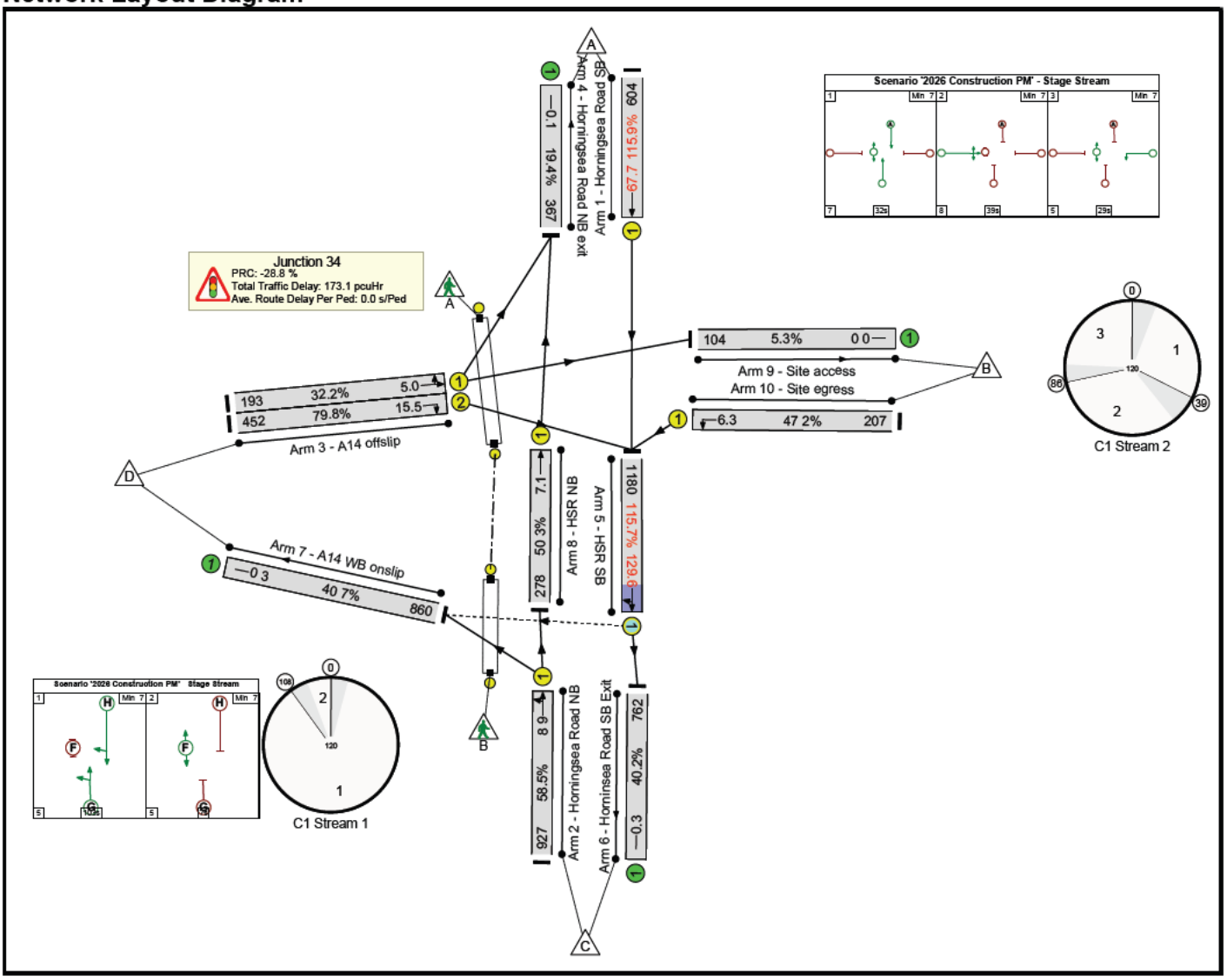
C1	Stream: 1 PRC for Signalled Lanes (%):	-15.2	Total Delay for Signalled Lanes (pcuHr):	43.59	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	-15.7	Total Delay for Signalled Lanes (pcuHr):	40.44	Cycle Time (s): 120
	PRC Over All Lanes (%):	-15.7	Total Delay Over All Lanes(pcuHr):	85.51	

Basic Results Summary

Basic Results Summary

Scenario 16: '2026 Construction PM' (FG4: '2026 Construction PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**115.9%**	**211**	**0**	**0**	**173.1**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**115.9%**	**211**	**0**	**0**	**173.1**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	32	-	604	1895	521	115.9%	-	-	-	57.1	340.1	67.7
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	927	1829	1585	58.5%	-	-	-	1.3	4.9	8.9
3/1	A14 offslip Left Ahead	U	C		1	39	-	193	1799	600	32.2%	-	-	-	1.8	34.3	5.0
3/2	A14 offslip Right	U	C		1	39	-	452	1699	566	79.8%	-	-	-	6.5	51.6	15.5
4/1	Horningsea Road NB exit	U	-		-	-	-	367	1895	1895	19.4%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1263	1848	1020	115.7%	211	0	0	99.9	304.8	129.6
6/1	Horninsea Road SB Exit	U	-		-	-	-	1049	1895	1895	40.2%	-	-	-	0.3	1.6	0.3
7/1	A14 WB onslip	U	-		-	-	-	863	2115	2115	40.7%	-	-	-	0.3	1.4	0.3
8/1	HSR NB Ahead	U	B		1	34	-	278	1895	553	50.3%	-	-	-	3.1	40.2	7.1
9/1	Site access	U	-		-	-	-	104	1975	1975	5.3%	-	-	-	0.0	1.0	0.0
10/1	Site egress Left	U	D		1	29	-	207	1756	439	47.2%	-	-	-	2.6	46.0	6.3
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

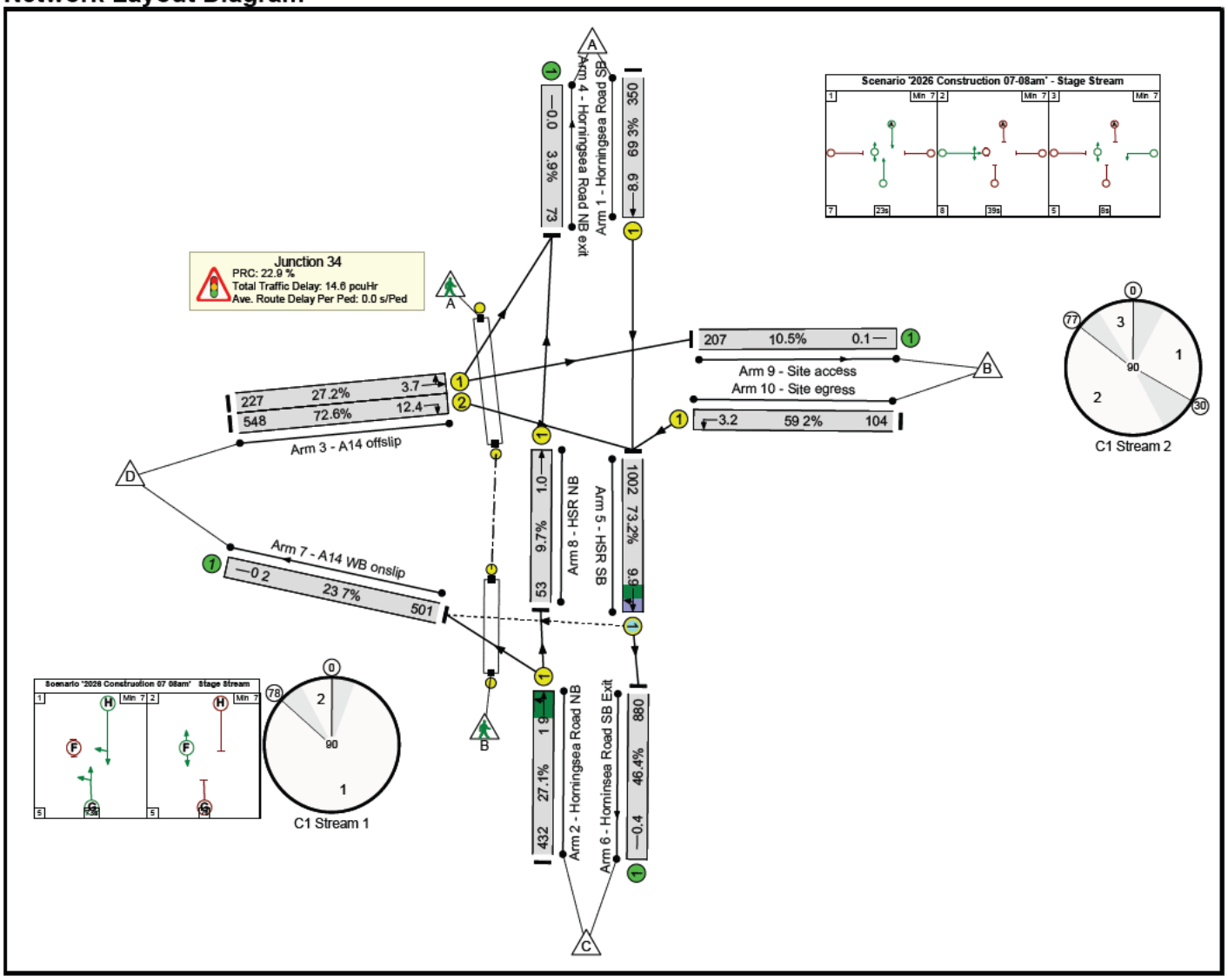
C1	Stream: 1 PRC for Signalled Lanes (%):	-28.6	Total Delay for Signalled Lanes (pcuHr):	101.19	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	-28.8	Total Delay for Signalled Lanes (pcuHr):	71.11	Cycle Time (s): 120
	PRC Over All Lanes (%):	-28.8	Total Delay Over All Lanes(pcuHr):	173.13	

Basic Results Summary

Basic Results Summary

Scenario 17: '2026 Construction 07-08am' (FG9: '2026 Construction 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

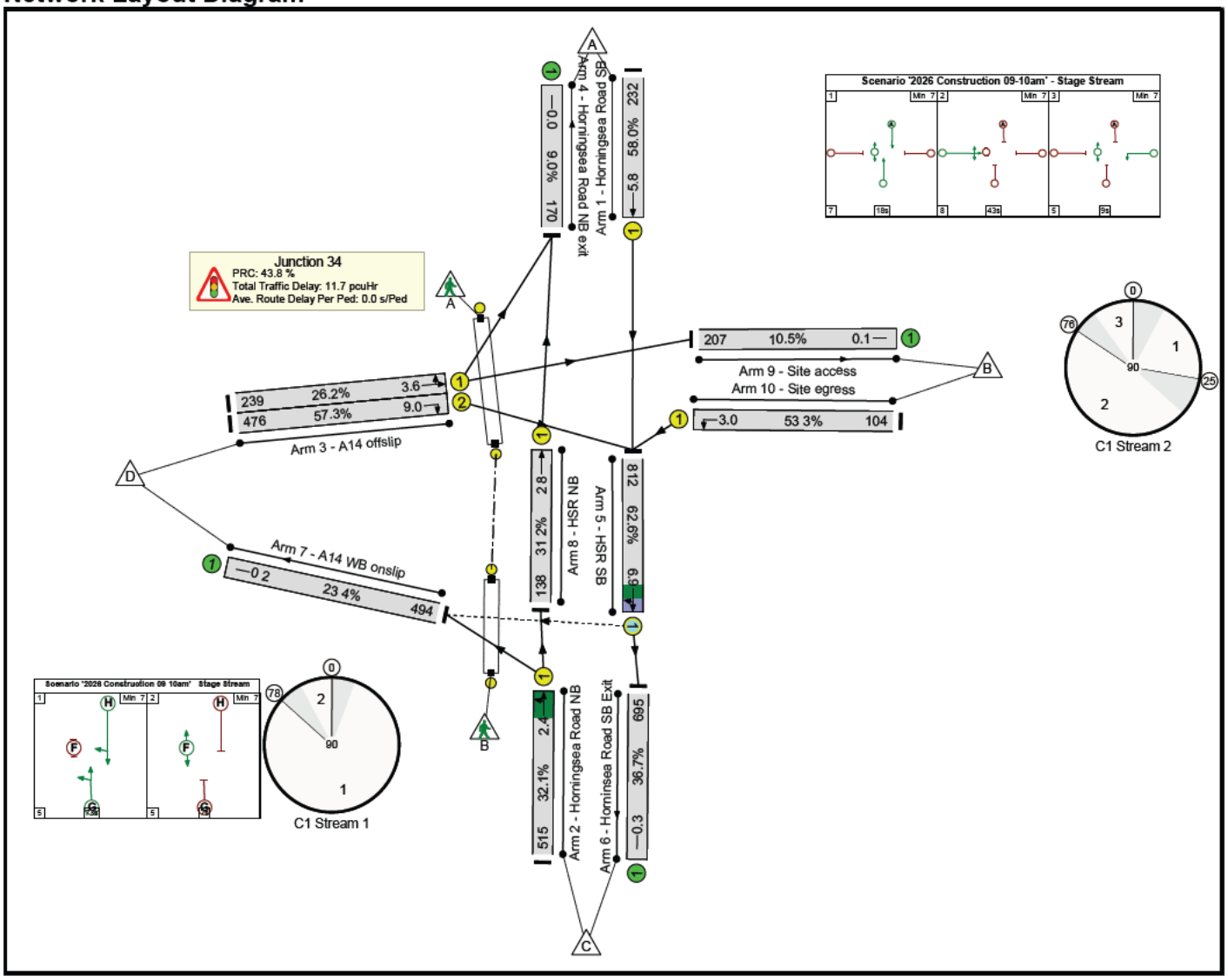
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**73.2%**	**105**	**17**	**0**	**14.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**73.2%**	**105**	**17**	**0**	**14.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	350	1895	505	69.3%	-	-	-	4.0	41.1	8.9
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	432	1813	1591	27.1%	-	-	-	0.3	2.4	1.9
3/1	A14 offslip Left Ahead	U	C		1	39	-	227	1876	834	27.2%	-	-	-	1.2	18.8	3.7
3/2	A14 offslip Right	U	C		1	39	-	548	1699	755	72.6%	-	-	-	4.4	29.1	12.4
4/1	Horningsea Road NB exit	U	-		-	-	-	73	1895	1895	3.9%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	1002	1861	1368	73.2%	105	17	0	1.8	6.4	9.9
6/1	Horninsea Road SB Exit	U	-		-	-	-	880	1895	1895	46.4%	-	-	-	0.4	1.8	0.4
7/1	A14 WB onslip	U	-		-	-	-	501	2115	2115	23.7%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	25	-	53	1895	547	9.7%	-	-	-	0.4	26.9	1.0
9/1	Site access	U	-		-	-	-	207	1975	1975	10.5%	-	-	-	0.1	1.0	0.1
10/1	Site egress Left	U	D		1	8	-	104	1756	176	59.2%	-	-	-	1.8	63.4	3.2
Ped Link: P1	Offslip crossing	-	E		1	38	-	0	-	30400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	2.08	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	24.0	Total Delay for Signalled Lanes (pcuHr):	11.84	Cycle Time (s):	90
	PRC Over All Lanes (%):	22.9	Total Delay Over All Lanes(pcuHr):	14.58		

Basic Results Summary

Scenario 18: '2026 Construction 09-10am' (FG10: '2026 Construction 09-10am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

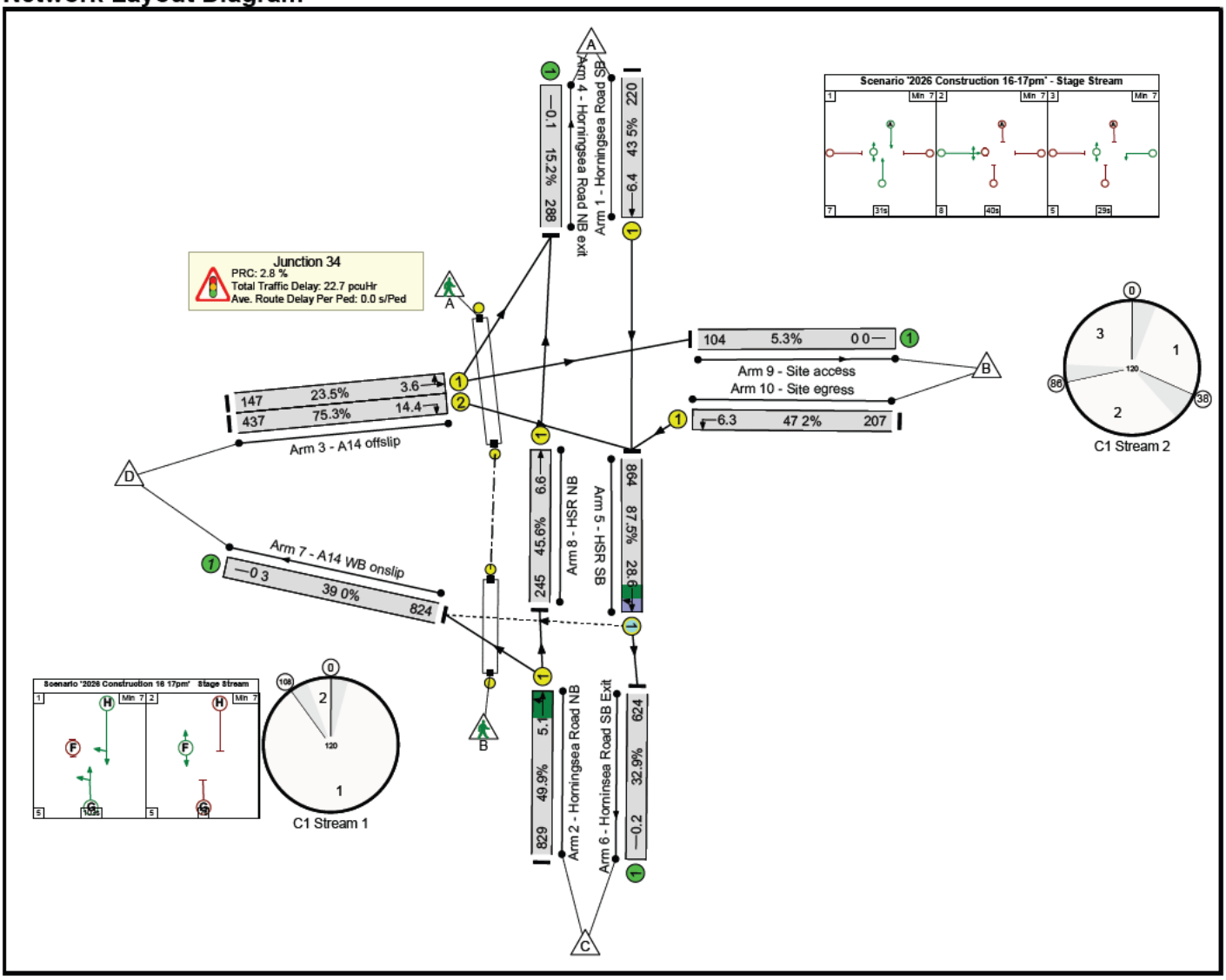
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**62.6%**	**92**	**25**	**0**	**11.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**62.6%**	**92**	**25**	**0**	**11.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	18	-	232	1895	400	58.0%	-	-	-	2.7	42.5	5.8
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	515	1826	1603	32.1%	-	-	-	0.4	2.6	2.4
3/1	A14 offslip Left Ahead	U	C		1	43	-	239	1866	912	26.2%	-	-	-	1.1	16.2	3.6
3/2	A14 offslip Right	U	C		1	43	-	476	1699	831	57.3%	-	-	-	2.8	21.4	9.0
4/1	Horningsea Road NB exit	U	-		-	-	-	170	1895	1895	9.0%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	812	1855	1298	62.6%	92	25	0	1.2	5.1	6.9
6/1	Horninsea Road SB Exit	U	-		-	-	-	695	1895	1895	36.7%	-	-	-	0.3	1.5	0.3
7/1	A14 WB onslip	U	-		-	-	-	494	2115	2115	23.4%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	20	-	138	1895	442	31.2%	-	-	-	1.3	34.1	2.8
9/1	Site access	U	-		-	-	-	207	1975	1975	10.5%	-	-	-	0.1	1.0	0.1
10/1	Site egress Left	U	D		1	9	-	104	1756	195	53.3%	-	-	-	1.7	57.3	3.0
Ped Link: P1	Offslip crossing	-	E		1	34	-	0	-	27200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	43.8	Total Delay for Signalled Lanes (pcuHr):	1.53	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	55.2	Total Delay for Signalled Lanes (pcuHr):	9.61	Cycle Time (s):	90
	PRC Over All Lanes (%):	43.8	Total Delay Over All Lanes(pcuHr):	11.68		

Basic Results Summary

Scenario 19: '2026 Construction 16-17pm' (FG11: '2026 Construction 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

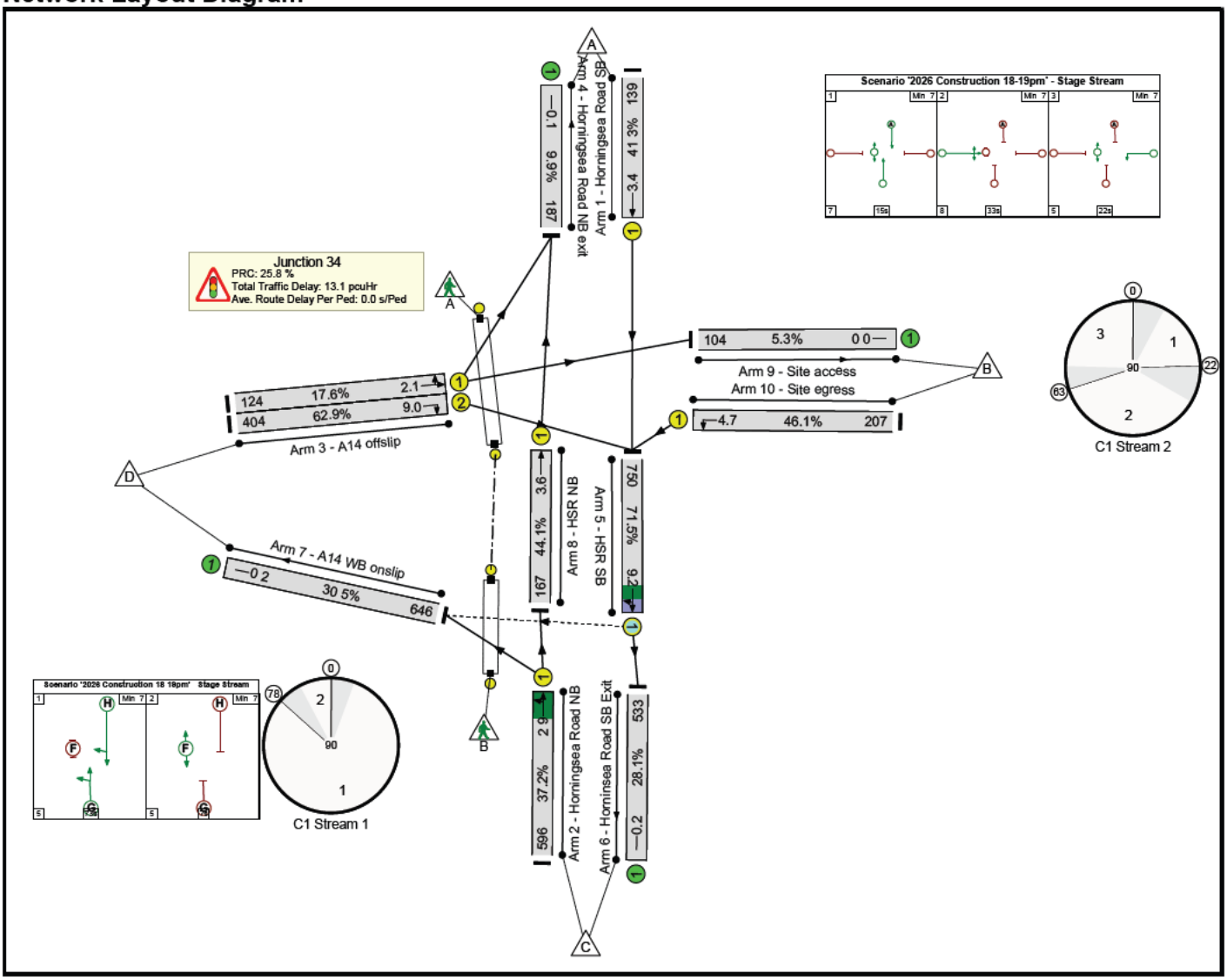
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**87.5%**	**211**	**29**	**0**	**22.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**87.5%**	**211**	**29**	**0**	**22.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	31	-	220	1895	505	43.5%	-	-	-	2.6	42.8	6.4
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	829	1828	1660	49.9%	-	-	-	0.7	3.1	5.1
3/1	A14 offslip Left Ahead	U	C		1	40	-	147	1833	626	23.5%	-	-	-	1.3	32.0	3.6
3/2	A14 offslip Right	U	C		1	40	-	437	1699	580	75.3%	-	-	-	5.7	47.3	14.4
4/1	Horningsea Road NB exit	U	-		-	-	-	288	1895	1895	15.2%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	864	1819	987	87.5%	211	29	0	6.3	26.1	28.6
6/1	Horninsea Road SB Exit	U	-		-	-	-	624	1895	1895	32.9%	-	-	-	0.2	1.4	0.2
7/1	A14 WB onslip	U	-		-	-	-	824	2115	2115	39.0%	-	-	-	0.3	1.4	0.3
8/1	HSR NB Ahead	U	B		1	33	-	245	1895	537	45.6%	-	-	-	2.8	40.8	6.6
9/1	Site access	U	-		-	-	-	104	1975	1975	5.3%	-	-	-	0.0	1.0	0.0
10/1	Site egress Left	U	D		1	29	-	207	1756	439	47.2%	-	-	-	2.6	46.0	6.3
Ped Link: P1	Offslip crossing	-	E		1	67	-	0	-	40200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	6.96	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	19.6	Total Delay for Signalled Lanes (pcuHr):	15.08	Cycle Time (s): 120
	PRC Over All Lanes (%):	2.8	Total Delay Over All Lanes(pcuHr):	22.73	

Basic Results Summary

Scenario 20: '2026 Construction 18-19pm' (FG12: '2026 Construction 18-19pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

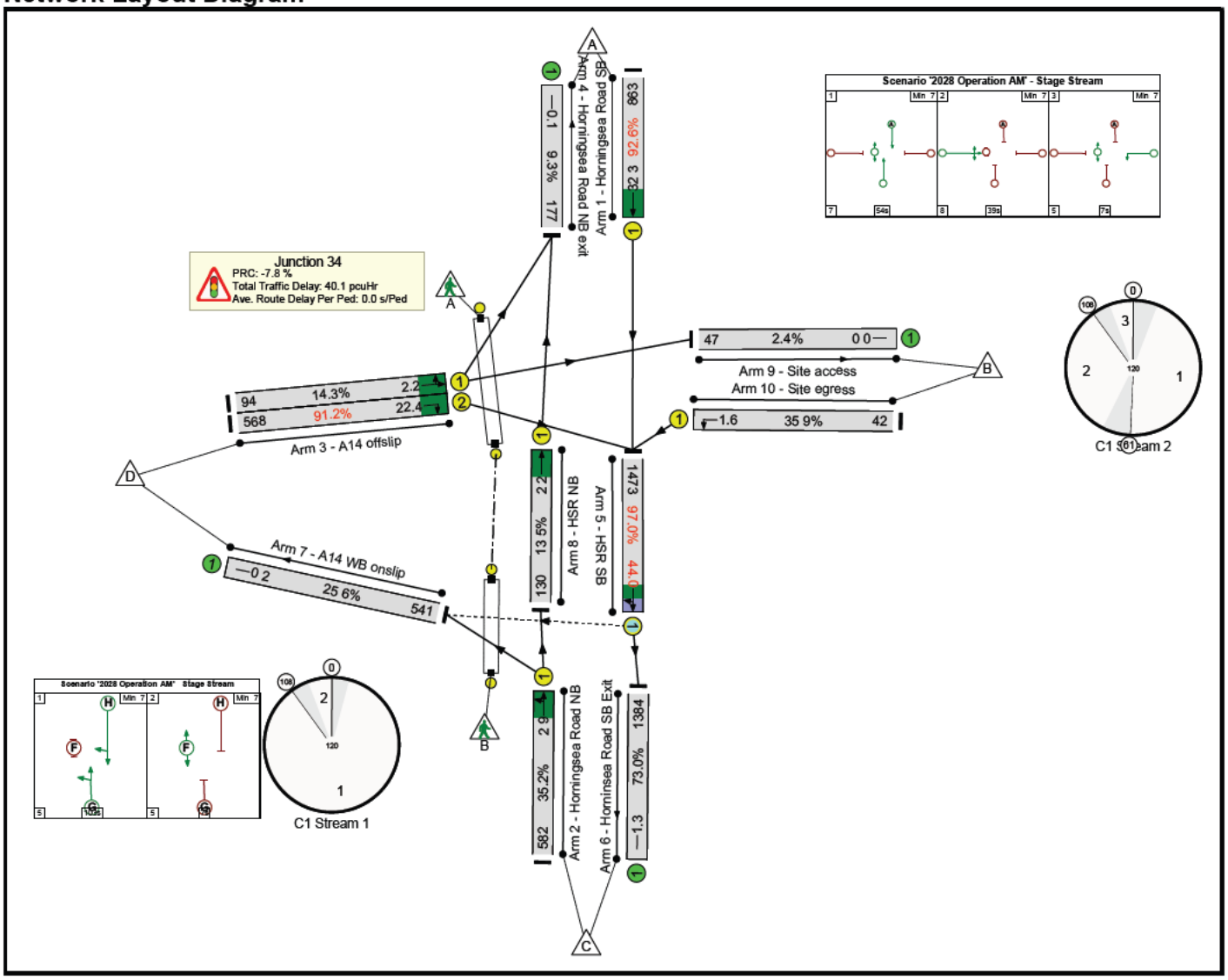
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**71.5%**	**179**	**38**	**0**	**13.1**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**71.5%**	**179**	**38**	**0**	**13.1**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	15	-	139	1895	337	41.3%	-	-	-	1.6	41.9	3.4
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	596	1827	1604	37.2%	-	-	-	0.5	2.8	2.9
3/1	A14 offslip Left Ahead	U	C		1	33	-	124	1860	703	17.6%	-	-	-	0.8	21.8	2.1
3/2	A14 offslip Right	U	C		1	33	-	404	1699	642	62.9%	-	-	-	3.4	30.4	9.0
4/1	Horningsea Road NB exit	U	-		-	-	-	187	1895	1895	9.9%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	750	1816	1048	71.5%	179	38	0	2.5	12.1	9.2
6/1	Horninsea Road SB Exit	U	-		-	-	-	533	1895	1895	28.1%	-	-	-	0.2	1.3	0.2
7/1	A14 WB onslip	U	-		-	-	-	646	2115	2115	30.5%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	17	-	167	1895	379	44.1%	-	-	-	1.8	39.7	3.6
9/1	Site access	U	-		-	-	-	104	1975	1975	5.3%	-	-	-	0.0	1.0	0.0
10/1	Site egress Left	U	D		1	22	-	207	1756	449	46.1%	-	-	-	2.1	35.7	4.7
Ped Link: P1	Offslip crossing	-	E		1	44	-	0	-	35200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	25.8	Total Delay for Signalled Lanes (pcuHr):	2.97	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	43.0	Total Delay for Signalled Lanes (pcuHr):	9.67	Cycle Time (s):	90
	PRC Over All Lanes (%):	25.8	Total Delay Over All Lanes(pcuHr):	13.14		

Basic Results Summary

Scenario 21: '2028 Operation AM' (FG1: '2028 Operation AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

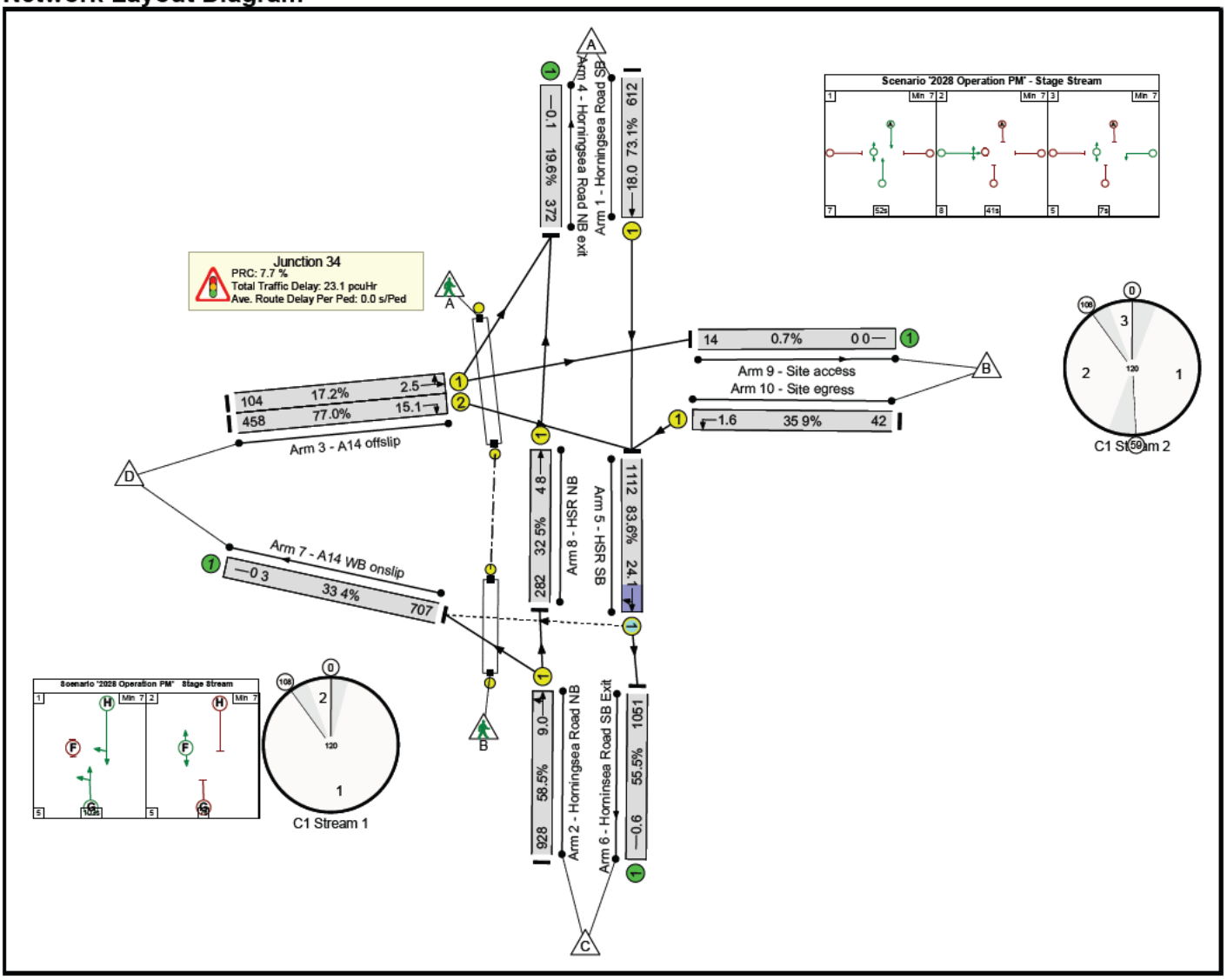
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**97.0%**	**89**	**0**	**0**	**40.1**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**97.0%**	**89**	**0**	**0**	**40.1**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	863	1895	932	92.6%	-	-	-	12.2	51.1	32.3
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	582	1822	1655	35.2%	-	-	-	0.4	2.4	2.9
3/1	A14 offslip Left Ahead	U	C		1	39	-	94	1792	657	14.3%	-	-	-	0.7	28.6	2.2
3/2	A14 offslip Right	U	C		1	39	-	568	1699	623	91.2%	-	-	-	10.2	64.3	22.4
4/1	Horningsea Road NB exit	U	-		-	-	-	177	1895	1895	9.3%	-	-	-	0.1	1.0	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1473	1878	1518	97.0%	89	0	0	13.4	32.8	44.0
6/1	Horninsea Road SB Exit	U	-		-	-	-	1384	1895	1895	73.0%	-	-	-	1.3	3.5	1.3
7/1	A14 WB onslip	U	-		-	-	-	541	2115	2115	25.6%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	130	1895	963	13.5%	-	-	-	0.6	17.7	2.2
9/1	Site access	U	-		-	-	-	47	1975	1975	2.4%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	117	35.9%	-	-	-	0.9	77.4	1.6
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-7.8	Total Delay for Signalled Lanes (pcuHr):	13.81	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	-2.9	Total Delay for Signalled Lanes (pcuHr):	24.69	Cycle Time (s):	120
	PRC Over All Lanes (%):	-7.8	Total Delay Over All Lanes(pcuHr):	40.08		

Basic Results Summary

Scenario 22: '2028 Operation PM' (FG2: '2028 Operation PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

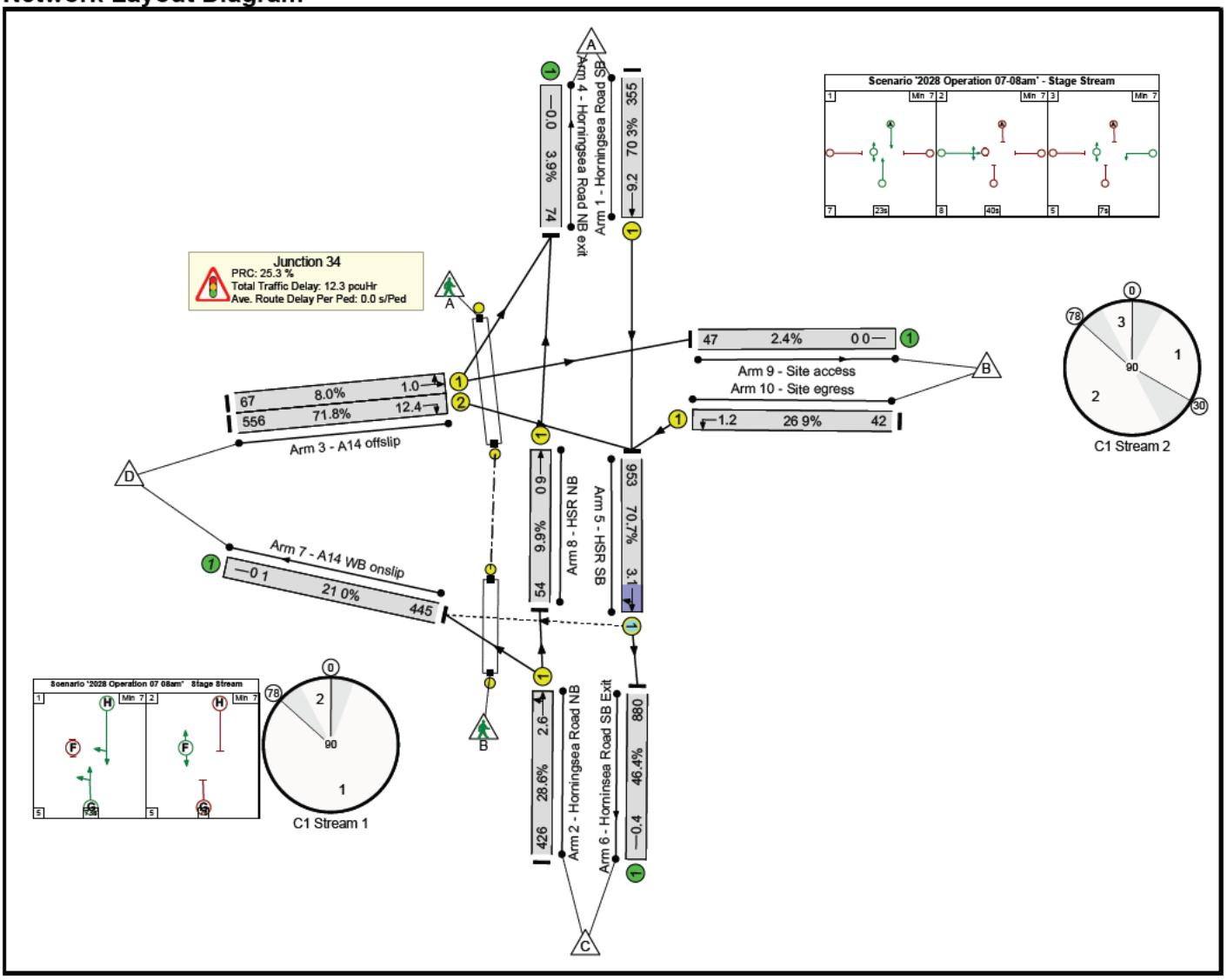
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**83.6%**	**61**	**0**	**0**	**23.1**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**83.6%**	**61**	**0**	**0**	**23.1**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	52	-	612	1895	837	73.1%	-	-	-	6.0	35.5	18.0
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	928	1829	1585	58.5%	-	-	-	1.3	4.9	9.0
3/1	A14 offslip Left Ahead	U	C		1	41	-	104	1723	603	17.2%	-	-	-	0.9	30.6	2.5
3/2	A14 offslip Right	U	C		1	41	-	458	1699	595	77.0%	-	-	-	6.1	47.6	15.1
4/1	Horningsea Road NB exit	U	-		-	-	-	372	1895	1895	19.6%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1112	1880	1331	83.6%	61	0	0	5.2	16.8	24.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	1051	1895	1895	55.5%	-	-	-	0.6	2.1	0.6
7/1	A14 WB onslip	U	-		-	-	-	707	2115	2115	33.4%	-	-	-	0.3	1.3	0.3
8/1	HSR NB Ahead	U	B		1	54	-	282	1895	869	32.5%	-	-	-	1.8	22.4	4.8
9/1	Site access	U	-		-	-	-	14	1975	1975	0.7%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	117	35.9%	-	-	-	0.9	77.4	1.6
Ped Link: P1	Offslip crossing	-	E		1	66	-	0	-	39600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	6.46	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	16.9	Total Delay for Signalled Lanes (pcuHr):	15.64	Cycle Time (s): 120
	PRC Over All Lanes (%):	7.7	Total Delay Over All Lanes(pcuHr):	23.09	

Basic Results Summary

Scenario 23: '2028 Operation 07-08am' (FG13: '2028 Operation 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

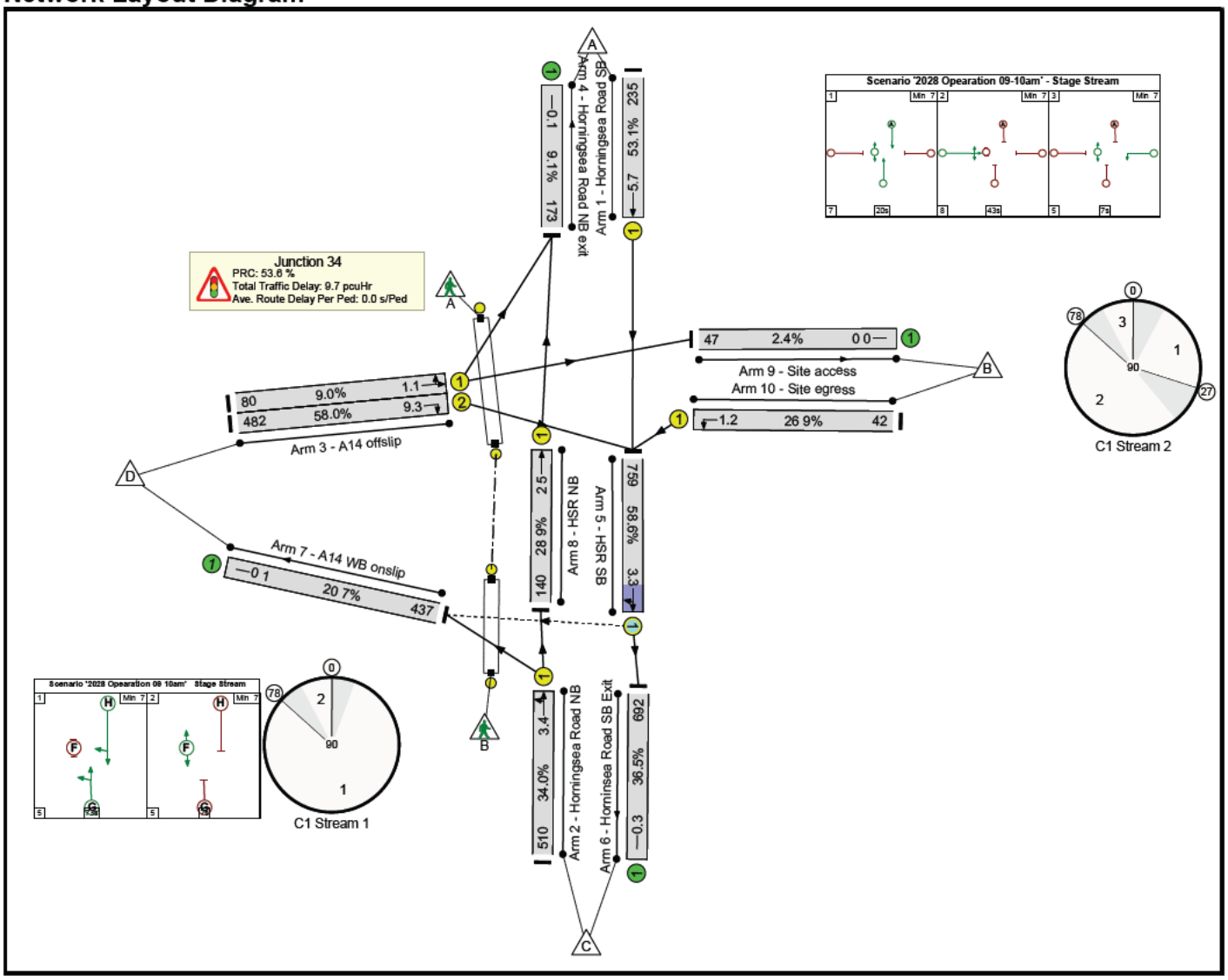
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**71.8%**	**73**	**0**	**0**	**12.3**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**71.8%**	**73**	**0**	**0**	**12.3**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	355	1895	505	70.3%	-	-	-	4.1	41.6	9.2
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	426	1813	1491	28.6%	-	-	-	0.4	3.6	2.6
3/1	A14 offslip Left Ahead	U	C		1	40	-	67	1832	835	8.0%	-	-	-	0.3	16.2	1.0
3/2	A14 offslip Right	U	C		1	40	-	556	1699	774	71.8%	-	-	-	4.3	28.0	12.4
4/1	Horningsea Road NB exit	U	-		-	-	-	74	1895	1895	3.9%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	953	1873	1348	70.7%	73	0	0	1.5	5.7	3.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	880	1895	1895	46.4%	-	-	-	0.4	1.8	0.4
7/1	A14 WB onslip	U	-		-	-	-	445	2115	2115	21.0%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	25	-	54	1895	547	9.9%	-	-	-	0.4	26.6	0.9
9/1	Site access	U	-		-	-	-	47	1975	1975	2.4%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	156	26.9%	-	-	-	0.6	54.0	1.2
Ped Link: P1	Offslip crossing	-	E		1	37	-	0	-	29600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	27.3	Total Delay for Signalled Lanes (pcuHr):	1.94	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	9.75	Cycle Time (s):	90
	PRC Over All Lanes (%):	25.3	Total Delay Over All Lanes(pcuHr):	12.29		

Basic Results Summary

Scenario 24: '2028 Opearation 09-10am' (FG14: '2028 Operation 09-10am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

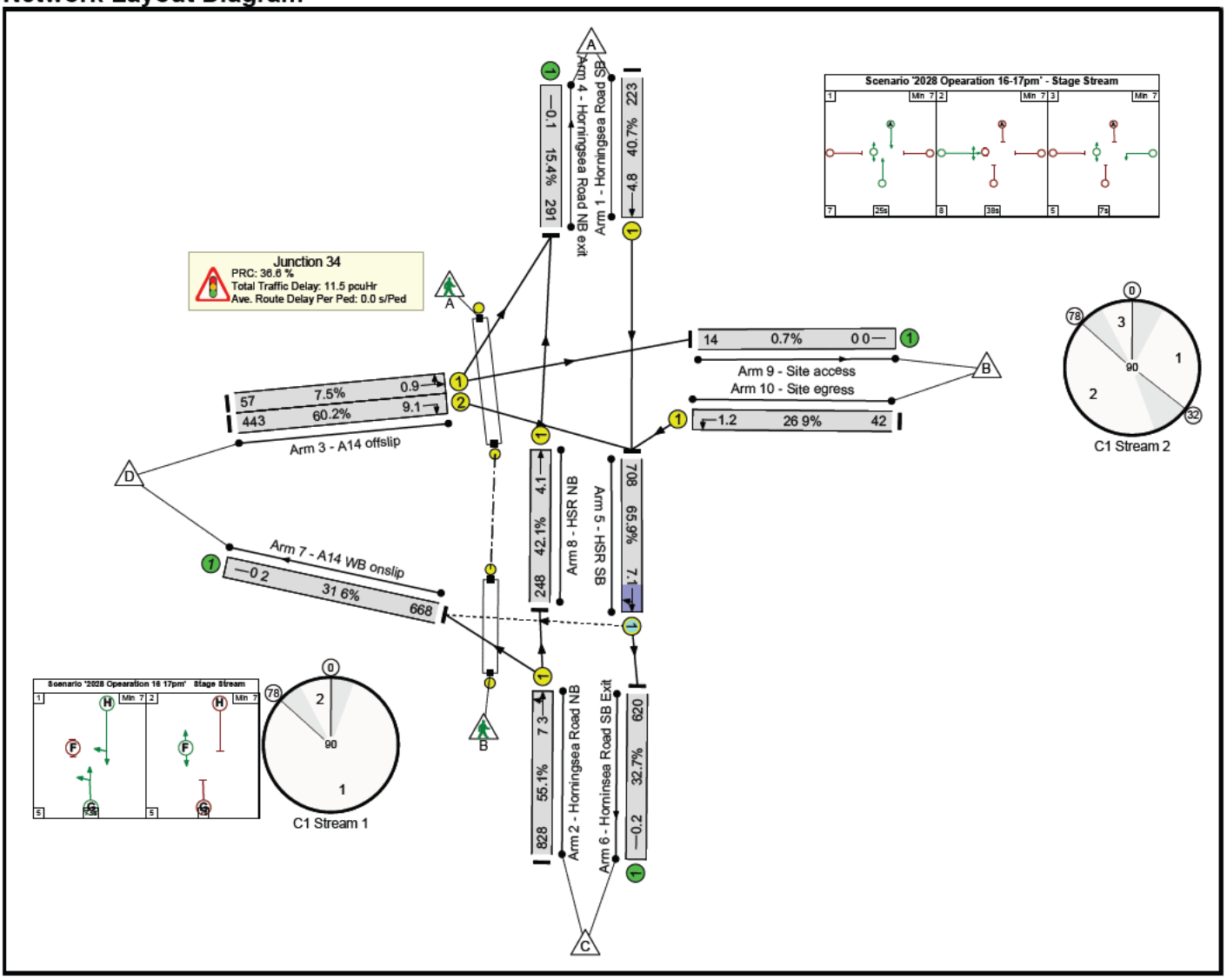
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**58.6%**	**67**	**0**	**0**	**9.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**58.6%**	**67**	**0**	**0**	**9.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	20	-	235	1895	442	53.1%	-	-	-	2.5	38.8	5.7
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	510	1826	1501	34.0%	-	-	-	0.5	3.8	3.4
3/1	A14 offslip Left Ahead	U	C		1	43	-	80	1809	884	9.0%	-	-	-	0.3	14.6	1.1
3/2	A14 offslip Right	U	C		1	43	-	482	1699	831	58.0%	-	-	-	2.9	21.6	9.3
4/1	Horningsea Road NB exit	U	-		-	-	-	173	1895	1895	9.1%	-	-	-	0.1	1.0	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	759	1870	1295	58.6%	67	0	0	1.0	5.0	3.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	692	1895	1895	36.5%	-	-	-	0.3	1.5	0.3
7/1	A14 WB onslip	U	-		-	-	-	437	2115	2115	20.7%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	22	-	140	1895	484	28.9%	-	-	-	1.2	31.3	2.5
9/1	Site access	U	-		-	-	-	47	1975	1975	2.4%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	156	26.9%	-	-	-	0.6	54.0	1.2
Ped Link: P1	Offslip crossing	-	E		1	34	-	0	-	27200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	53.6	Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	55.1	Total Delay for Signalled Lanes (pcuHr):	7.59	Cycle Time (s):	90
	PRC Over All Lanes (%):	53.6	Total Delay Over All Lanes(pcuHr):	9.66		

Basic Results Summary

Scenario 25: '2028 Opearation 16-17pm' (FG15: '2028 Operation 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

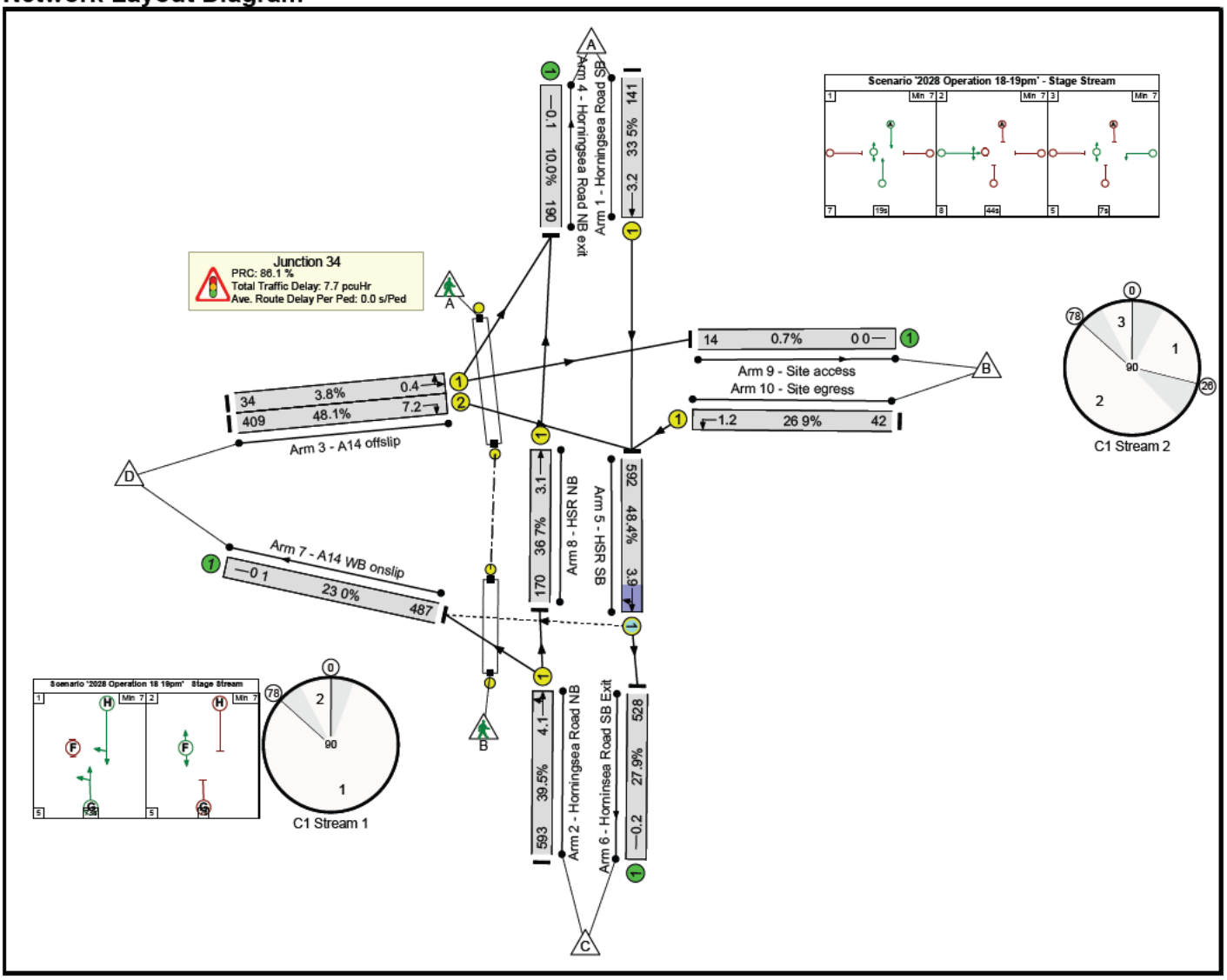
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**65.9%**	**88**	**0**	**0**	**11.5**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**65.9%**	**88**	**0**	**0**	**11.5**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	25	-	223	1895	547	40.7%	-	-	-	1.9	31.3	4.8
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	828	1829	1504	55.1%	-	-	-	1.2	5.3	7.3
3/1	A14 offslip Left Ahead	U	C		1	38	-	57	1743	755	7.5%	-	-	-	0.3	17.5	0.9
3/2	A14 offslip Right	U	C		1	38	-	443	1699	736	60.2%	-	-	-	3.2	25.7	9.1
4/1	Horningsea Road NB exit	U	-		-	-	-	291	1895	1895	15.4%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	708	1860	1075	65.9%	88	0	0	1.8	9.2	7.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	620	1895	1895	32.7%	-	-	-	0.2	1.4	0.2
7/1	A14 WB onslip	U	-		-	-	-	668	2115	2115	31.6%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	27	-	248	1895	590	42.1%	-	-	-	2.0	28.4	4.1
9/1	Site access	U	-		-	-	-	14	1975	1975	0.7%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	156	26.9%	-	-	-	0.6	54.0	1.2
Ped Link: P1	Offslip crossing	-	E		1	39	-	0	-	31200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	3.01	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	49.6	Total Delay for Signalled Lanes (pcuHr):	7.96	Cycle Time (s):	90
	PRC Over All Lanes (%):	36.6	Total Delay Over All Lanes(pcuHr):	11.55		

Basic Results Summary

Scenario 26: '2028 Operation 18-19pm' (FG16: '2028 Operation 18-19pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

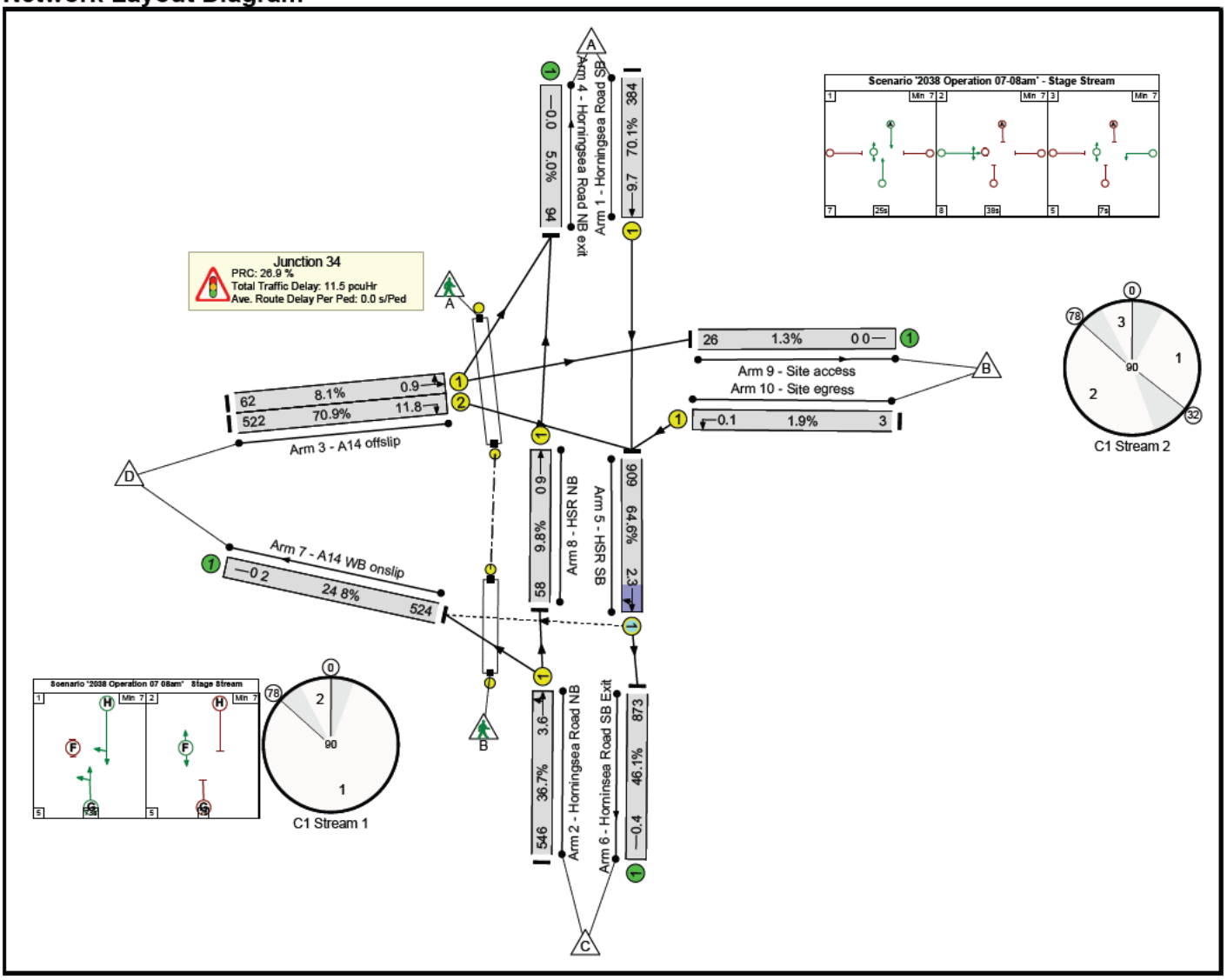
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**48.4%**	**64**	**0**	**0**	**7.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**48.4%**	**64**	**0**	**0**	**7.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	19	-	141	1895	421	33.5%	-	-	-	1.4	35.8	3.2
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	593	1828	1503	39.5%	-	-	-	0.7	4.1	4.1
3/1	A14 offslip Left Ahead	U	C		1	44	-	34	1775	888	3.8%	-	-	-	0.1	13.6	0.4
3/2	A14 offslip Right	U	C		1	44	-	409	1699	849	48.1%	-	-	-	2.1	18.9	7.2
4/1	Horningsea Road NB exit	U	-		-	-	-	190	1895	1895	10.0%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	592	1865	1224	48.4%	64	0	0	0.8	4.8	3.9
6/1	Horninsea Road SB Exit	U	-		-	-	-	528	1895	1895	27.9%	-	-	-	0.2	1.3	0.2
7/1	A14 WB onslip	U	-		-	-	-	487	2115	2115	23.0%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	21	-	170	1895	463	36.7%	-	-	-	1.6	33.4	3.1
9/1	Site access	U	-		-	-	-	14	1975	1975	0.7%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	156	26.9%	-	-	-	0.6	54.0	1.2
Ped Link: P1	Offslip crossing	-	E		1	33	-	0	-	26400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	86.1	Total Delay for Signalled Lanes (pcuHr):	1.46	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	86.9	Total Delay for Signalled Lanes (pcuHr):	5.89	Cycle Time (s):	90
	PRC Over All Lanes (%):	86.1	Total Delay Over All Lanes(pcuHr):	7.75		

Basic Results Summary

Scenario 27: '2038 Operation 07-08am' (FG17: '2038 Operation 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

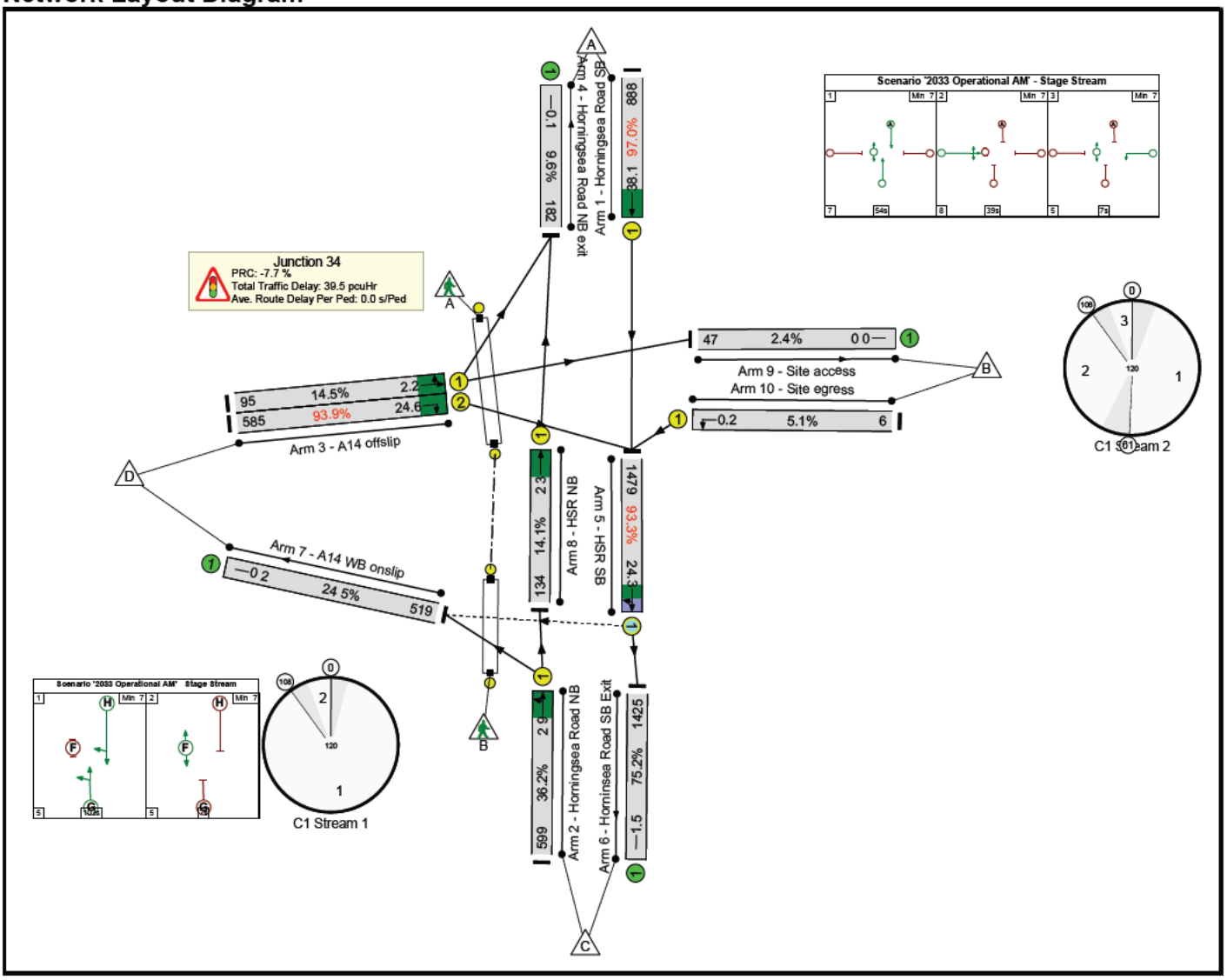
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**70.9%**	**36**	**0**	**0**	**11.5**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**70.9%**	**36**	**0**	**0**	**11.5**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	25	-	384	1895	547	70.1%	-	-	-	4.2	39.4	9.7
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	546	1811	1489	36.7%	-	-	-	0.6	3.9	3.6
3/1	A14 offslip Left Ahead	U	C		1	38	-	62	1776	770	8.1%	-	-	-	0.3	17.5	0.9
3/2	A14 offslip Right	U	C		1	38	-	522	1699	736	70.9%	-	-	-	4.2	29.2	11.8
4/1	Horningsea Road NB exit	U	-		-	-	-	94	1895	1895	5.0%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	909	1884	1408	64.6%	36	0	0	1.1	4.5	2.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	873	1895	1895	46.1%	-	-	-	0.4	1.8	0.4
7/1	A14 WB onslip	U	-		-	-	-	524	2115	2115	24.8%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	27	-	58	1895	590	9.8%	-	-	-	0.4	24.9	0.9
9/1	Site access	U	-		-	-	-	26	1975	1975	1.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	3	1756	156	1.9%	-	-	-	0.0	49.6	0.1
Ped Link: P1	Offslip crossing	-	E		1	39	-	0	-	31200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	39.4	Total Delay for Signalled Lanes (pcuHr):	1.74	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	26.9	Total Delay for Signalled Lanes (pcuHr):	9.18	Cycle Time (s): 90
	PRC Over All Lanes (%):	26.9	Total Delay Over All Lanes(pcuHr):	11.54	

Basic Results Summary

Scenario 28: '2033 Operational AM' (FG29: '2033 Operation AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

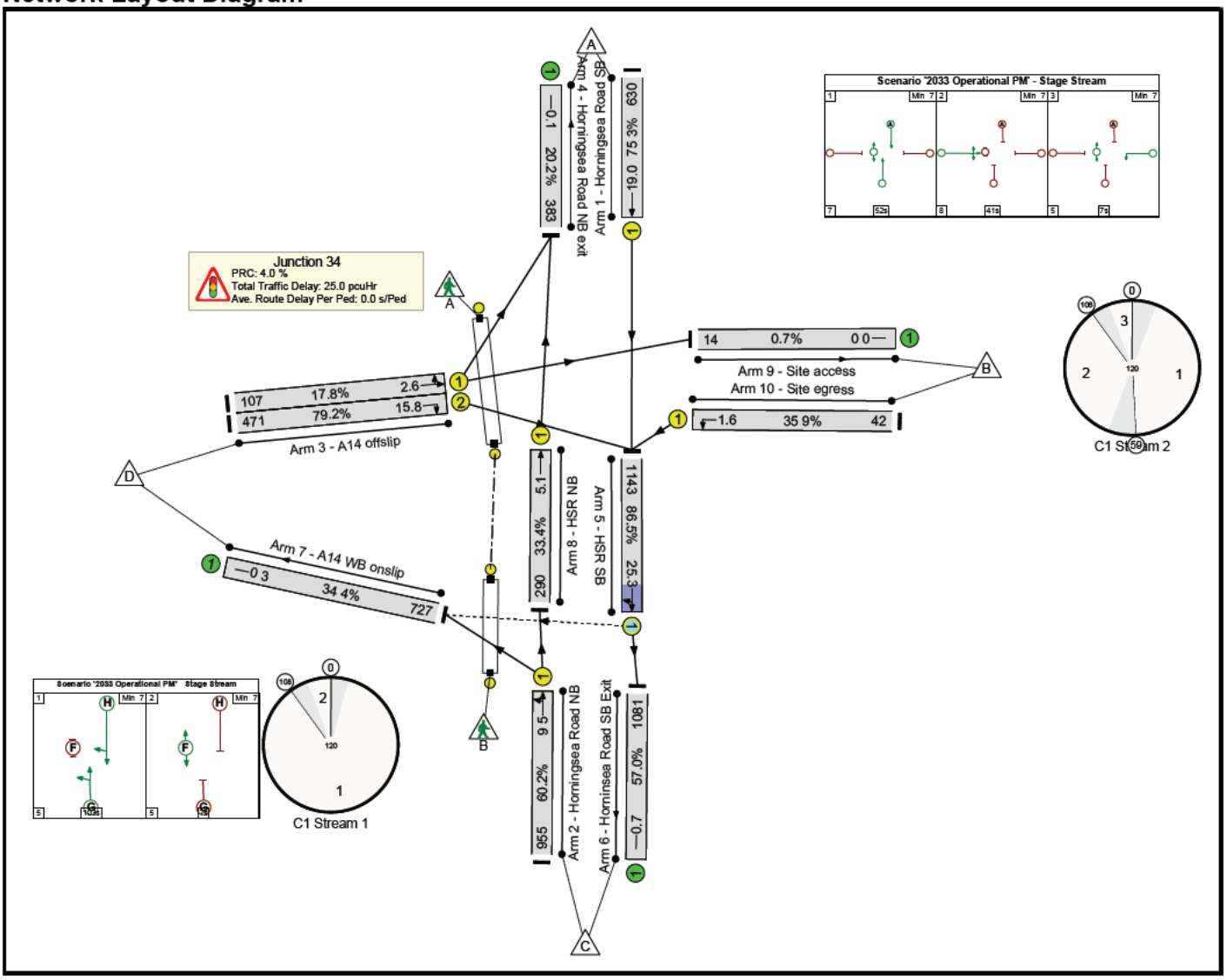
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**97.0%**	**54**	**0**	**0**	**39.5**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**97.0%**	**54**	**0**	**0**	**39.5**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	888	1895	916	97.0%	-	-	-	16.9	68.6	38.1
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	599	1822	1655	36.2%	-	-	-	0.4	2.5	2.9
3/1	A14 offslip Left Ahead	U	C		1	39	-	95	1791	657	14.5%	-	-	-	0.8	28.6	2.2
3/2	A14 offslip Right	U	C		1	39	-	585	1699	623	93.9%	-	-	-	11.8	72.9	24.6
4/1	Horningsea Road NB exit	U	-		-	-	-	182	1895	1895	9.6%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1479	1885	1585	93.3%	54	0	0	7.1	17.2	24.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	1425	1895	1895	75.2%	-	-	-	1.5	3.8	1.5
7/1	A14 WB onslip	U	-		-	-	-	519	2115	2115	24.5%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	134	1895	948	14.1%	-	-	-	0.7	18.3	2.3
9/1	Site access	U	-		-	-	-	47	1975	1975	2.4%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	6	1756	117	5.1%	-	-	-	0.1	68.9	0.2
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-3.7	Total Delay for Signalled Lanes (pcuHr):	7.48	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	-7.7	Total Delay for Signalled Lanes (pcuHr):	30.31	Cycle Time (s):	120
	PRC Over All Lanes (%):	-7.7	Total Delay Over All Lanes(pcuHr):	39.52		

Basic Results Summary

Scenario 29: '2033 Operational PM' (FG30: '2033 Operation PM ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

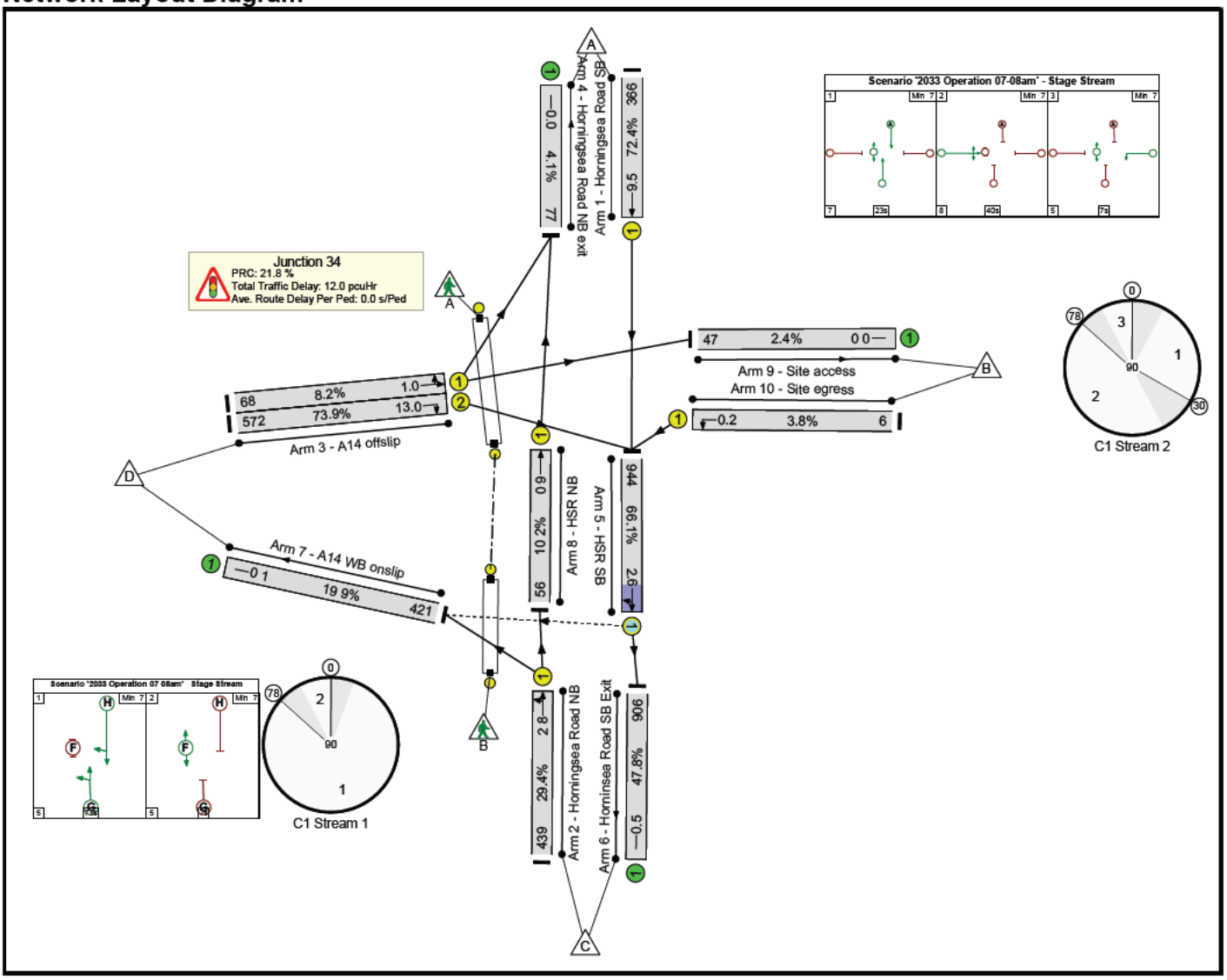
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**86.5%**	**62**	**0**	**0**	**25.0**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**86.5%**	**62**	**0**	**0**	**25.0**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	52	-	630	1895	837	75.3%	-	-	-	6.4	36.6	19.0
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	955	1829	1585	60.2%	-	-	-	1.3	5.1	9.5
3/1	A14 offslip Left Ahead	U	C		1	41	-	107	1722	603	17.8%	-	-	-	0.9	30.7	2.6
3/2	A14 offslip Right	U	C		1	41	-	471	1699	595	79.2%	-	-	-	6.4	49.2	15.8
4/1	Horningsea Road NB exit	U	-		-	-	-	383	1895	1895	20.2%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1143	1880	1321	86.5%	62	0	0	6.1	19.3	25.3
6/1	Horninsea Road SB Exit	U	-		-	-	-	1081	1895	1895	57.0%	-	-	-	0.7	2.2	0.7
7/1	A14 WB onslip	U	-		-	-	-	727	2115	2115	34.4%	-	-	-	0.3	1.3	0.3
8/1	HSR NB Ahead	U	B		1	54	-	290	1895	869	33.4%	-	-	-	1.8	22.5	5.1
9/1	Site access	U	-		-	-	-	14	1975	1975	0.7%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	117	35.9%	-	-	-	0.9	77.4	1.6
Ped Link: P1	Offslip crossing	-	E		1	66	-	0	-	39600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	7.48	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	16.47	Cycle Time (s):	120
	PRC Over All Lanes (%):	4.0	Total Delay Over All Lanes(pcuHr):	25.01		

Basic Results Summary

Scenario 30: '2033 Operation 07-08am' (FG33: '2033 Operation 07-08am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

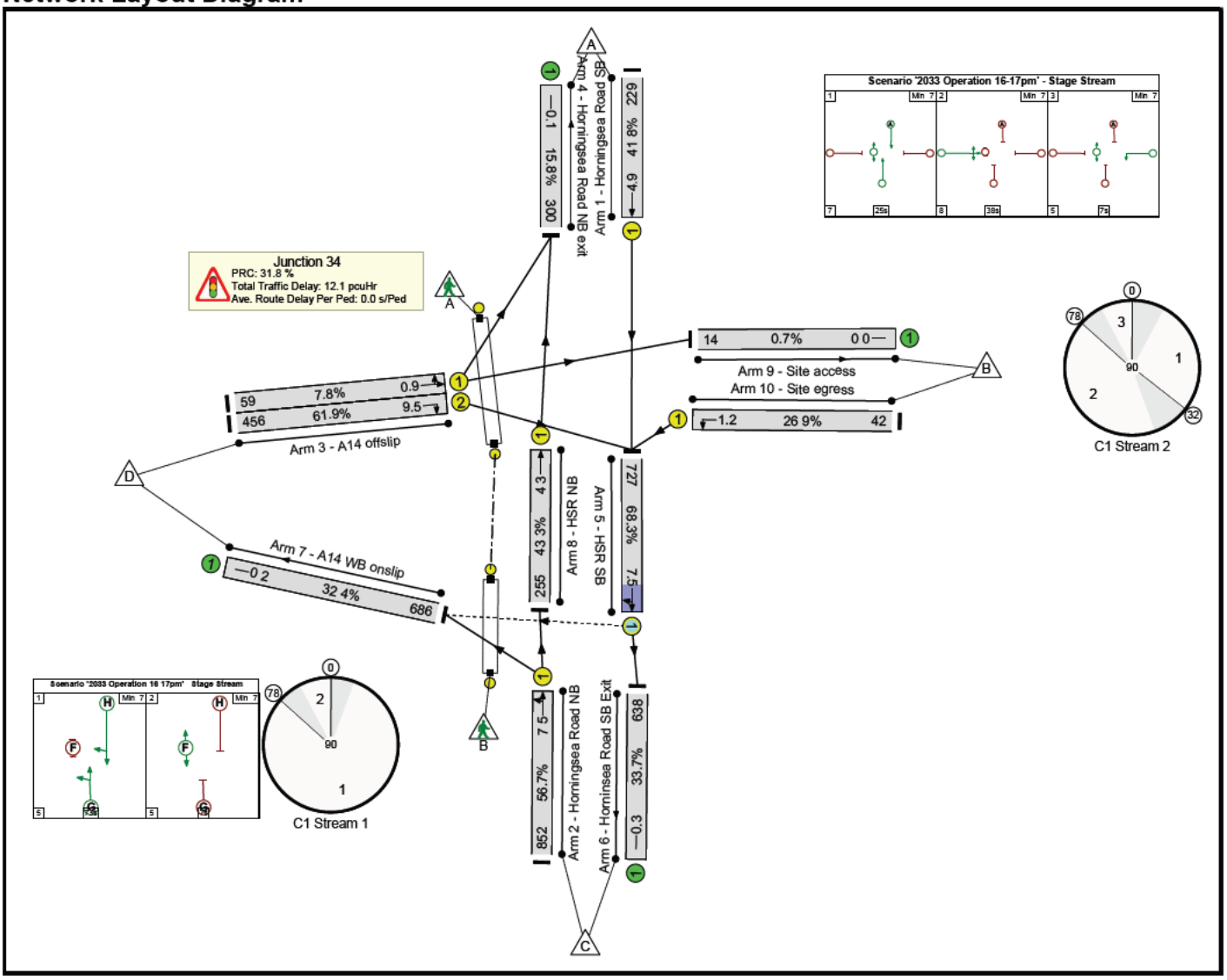
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**73.9%**	**38**	**0**	**0**	**12.0**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**73.9%**	**38**	**0**	**0**	**12.0**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	366	1895	505	72.4%	-	-	-	4.3	42.7	9.5
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	439	1813	1491	29.4%	-	-	-	0.4	3.6	2.8
3/1	A14 offslip Left Ahead	U	C		1	40	-	68	1830	834	8.2%	-	-	-	0.3	16.2	1.0
3/2	A14 offslip Right	U	C		1	40	-	572	1699	774	73.9%	-	-	-	4.6	28.9	13.0
4/1	Horningsea Road NB exit	U	-		-	-	-	77	1895	1895	4.1%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	944	1884	1428	66.1%	38	0	0	1.2	4.6	2.6
6/1	Horninsea Road SB Exit	U	-		-	-	-	906	1895	1895	47.8%	-	-	-	0.5	1.8	0.5
7/1	A14 WB onslip	U	-		-	-	-	421	2115	2115	19.9%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	25	-	56	1895	547	10.2%	-	-	-	0.4	26.6	0.9
9/1	Site access	U	-		-	-	-	47	1975	1975	2.4%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	6	1756	156	3.8%	-	-	-	0.1	49.8	0.2
Ped Link: P1	Offslip crossing	-	E		1	37	-	0	-	29600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	36.1	Total Delay for Signalled Lanes (pcuHr):	1.65	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	21.8	Total Delay for Signalled Lanes (pcuHr):	9.73	Cycle Time (s):	90
	PRC Over All Lanes (%):	21.8	Total Delay Over All Lanes(pcuHr):	12.00		

Basic Results Summary

Scenario 31: '2033 Operation 16-17pm' (FG34: '2033 Operation 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

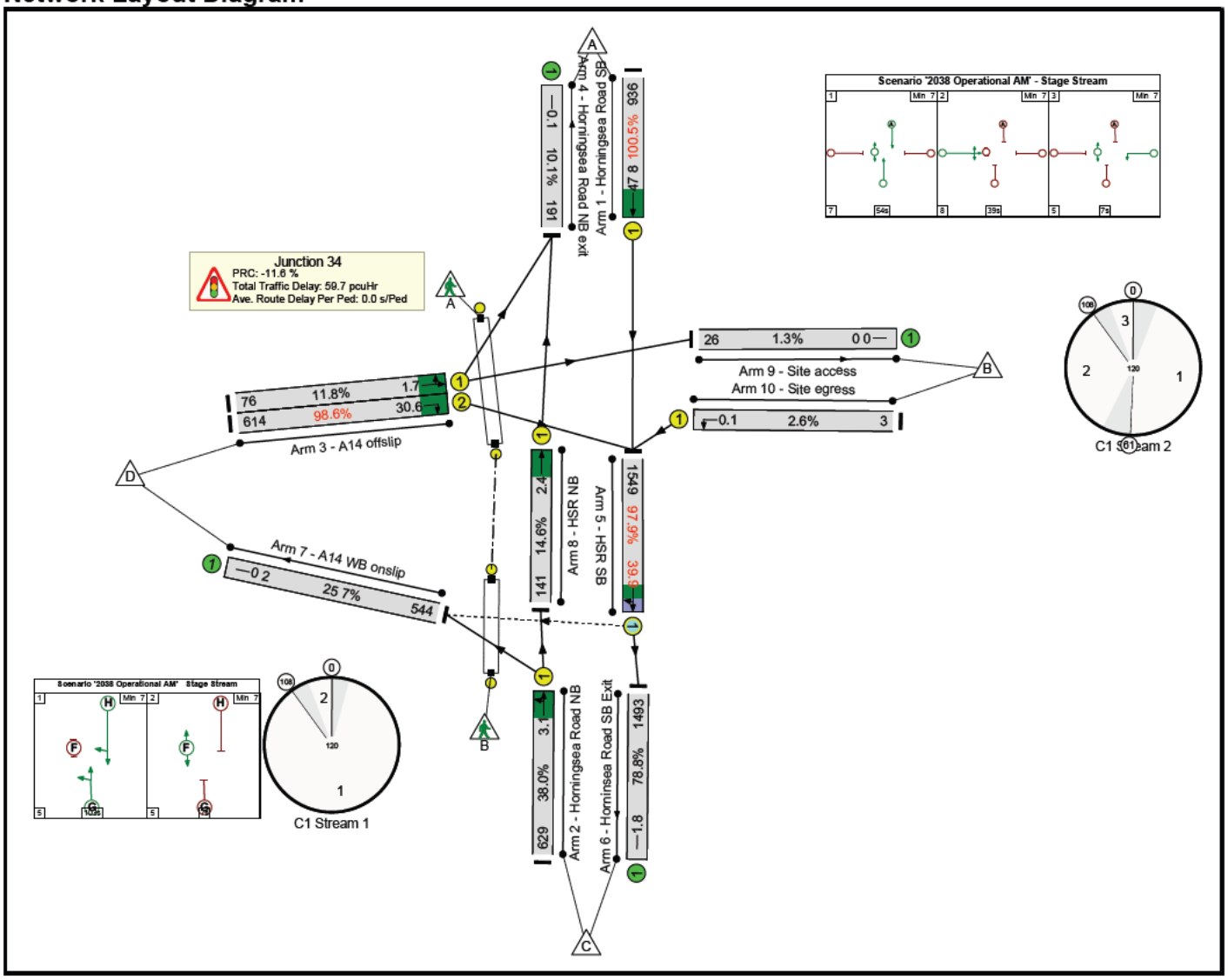
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**68.3%**	**89**	**0**	**0**	**12.1**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**68.3%**	**89**	**0**	**0**	**12.1**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	25	-	229	1895	547	41.8%	-	-	-	2.0	31.5	4.9
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	852	1829	1504	56.7%	-	-	-	1.3	5.4	7.5
3/1	A14 offslip Left Ahead	U	C		1	38	-	59	1742	755	7.8%	-	-	-	0.3	17.6	0.9
3/2	A14 offslip Right	U	C		1	38	-	456	1699	736	61.9%	-	-	-	3.3	26.1	9.5
4/1	Horningsea Road NB exit	U	-		-	-	-	300	1895	1895	15.8%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	727	1861	1065	68.3%	89	0	0	2.0	9.9	7.5
6/1	Horninsea Road SB Exit	U	-		-	-	-	638	1895	1895	33.7%	-	-	-	0.3	1.4	0.3
7/1	A14 WB onslip	U	-		-	-	-	686	2115	2115	32.4%	-	-	-	0.2	1.3	0.2
8/1	HSR NB Ahead	U	B		1	27	-	255	1895	590	43.3%	-	-	-	2.0	28.6	4.3
9/1	Site access	U	-		-	-	-	14	1975	1975	0.7%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	156	26.9%	-	-	-	0.6	54.0	1.2
Ped Link: P1	Offslip crossing	-	E		1	39	-	0	-	31200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	3.28	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	45.3	Total Delay for Signalled Lanes (pcuHr):	8.26	Cycle Time (s):	90
	PRC Over All Lanes (%):	31.8	Total Delay Over All Lanes(pcuHr):	12.13		

Basic Results Summary

Scenario 32: '2038 Operational AM' (FG7: '2038 Operational AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**100.5%**	**56**	**0**	**0**	**59.7**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**100.5%**	**56**	**0**	**0**	**59.7**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	936	1895	932	100.5%	-	-	-	24.6	94.6	47.8
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	629	1822	1655	38.0%	-	-	-	0.4	2.5	3.1
3/1	A14 offslip Left Ahead	U	C		1	39	-	76	1761	646	11.8%	-	-	-	0.6	28.3	1.7
3/2	A14 offslip Right	U	C		1	39	-	614	1699	623	98.6%	-	-	-	16.8	98.4	30.6
4/1	Horningsea Road NB exit	U	-		-	-	-	191	1895	1895	10.1%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1553	1885	1581	97.9%	56	0	0	14.5	33.7	39.9
6/1	Horninsea Road SB Exit	U	-		-	-	-	1497	1895	1895	78.8%	-	-	-	1.8	4.4	1.8
7/1	A14 WB onslip	U	-		-	-	-	544	2115	2115	25.7%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	141	1895	963	14.6%	-	-	-	0.7	17.8	2.4
9/1	Site access	U	-		-	-	-	26	1975	1975	1.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	3	1756	117	2.6%	-	-	-	0.1	68.5	0.1
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

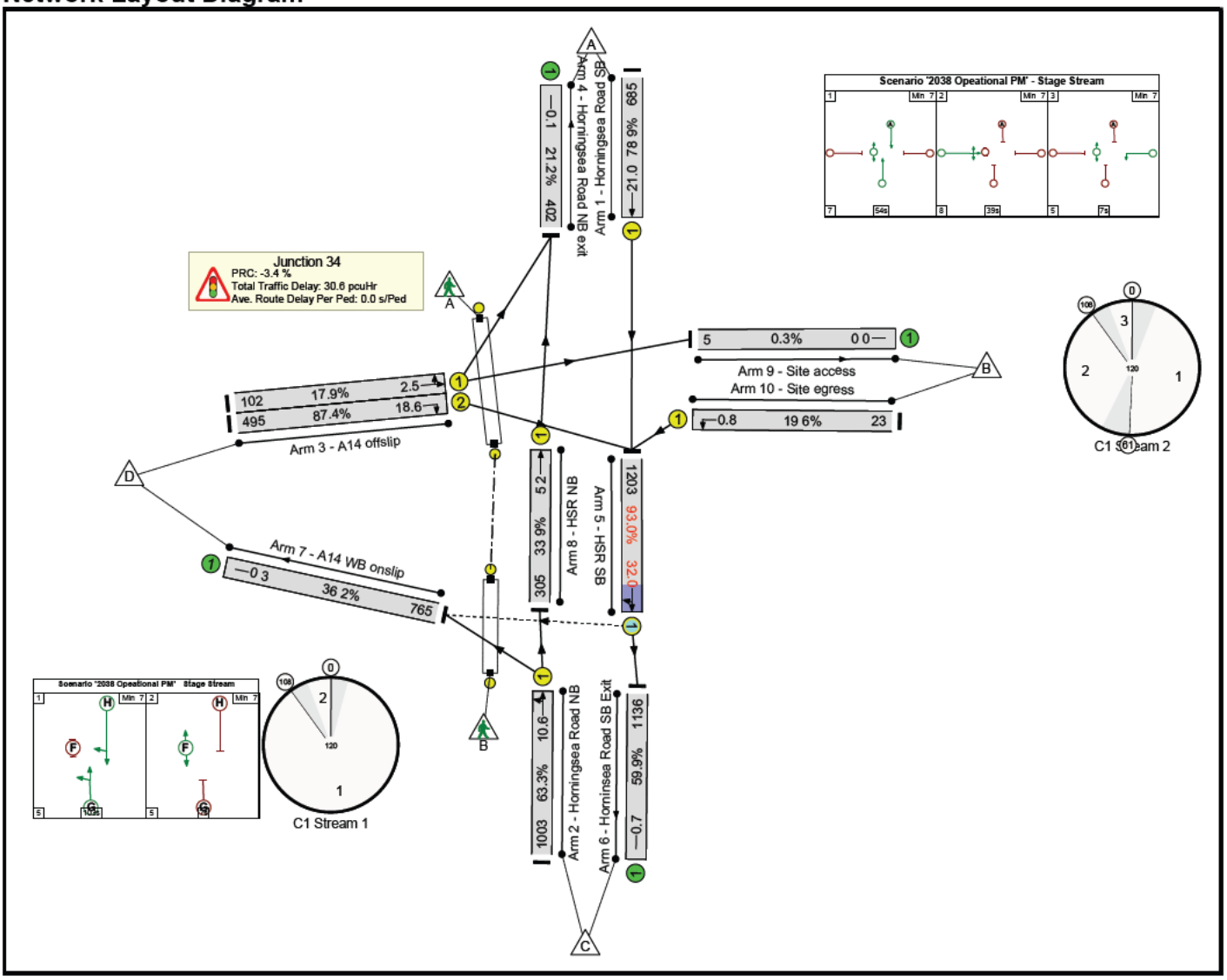
C1	Stream: 1 PRC for Signalled Lanes (%):	-8.8	Total Delay for Signalled Lanes (pcuHr):	14.94	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	42.71	Cycle Time (s): 120
	PRC Over All Lanes (%):	-11.6	Total Delay Over All Lanes(pcuHr):	59.73	

Basic Results Summary

Basic Results Summary

Scenario 33: '2038 Opeational PM' (FG8: '2038 Operational PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

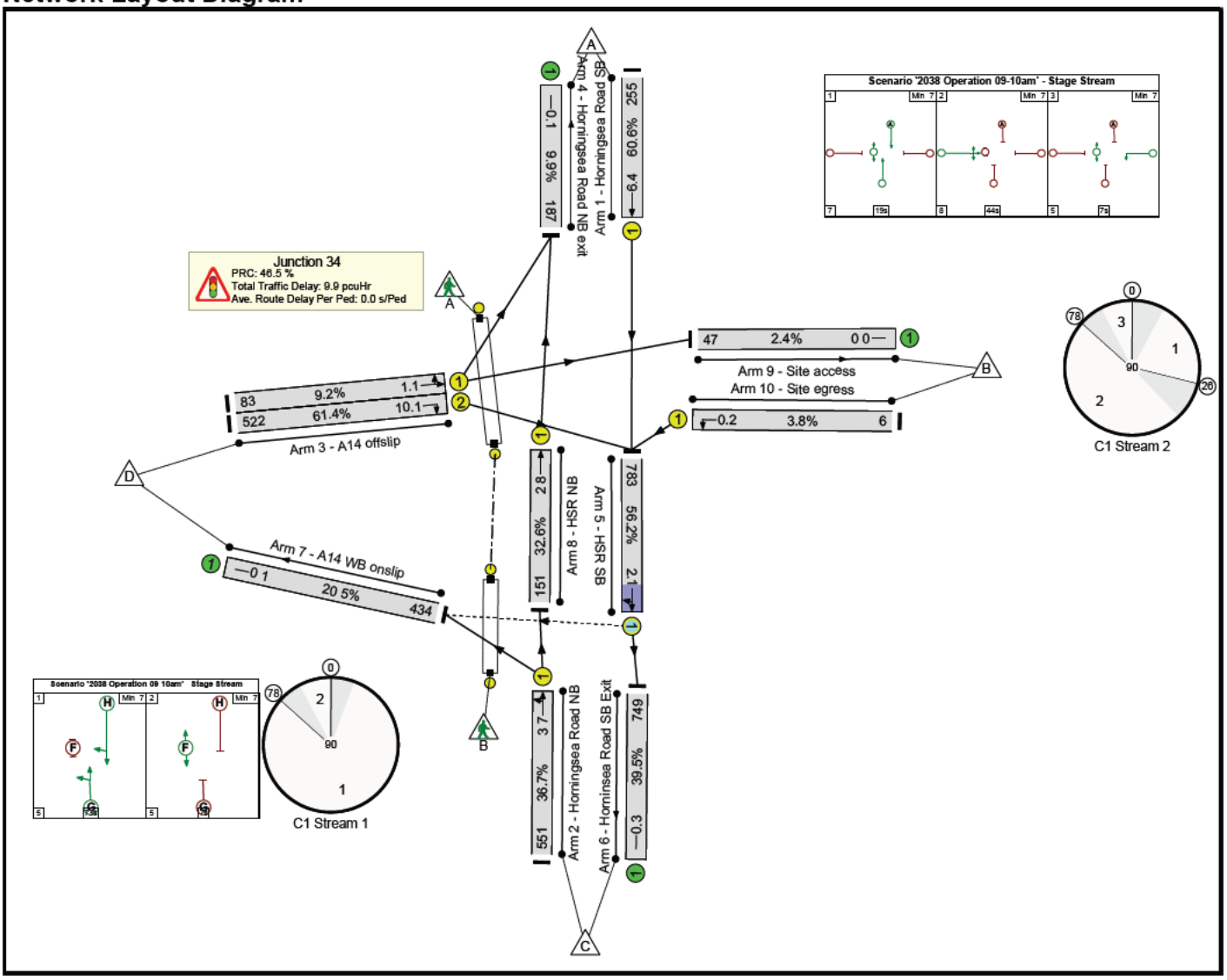
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**93.0%**	**67**	**0**	**0**	**30.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**93.0%**	**67**	**0**	**0**	**30.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	685	1895	869	78.9%	-	-	-	7.1	37.2	21.0
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	1003	1829	1585	63.3%	-	-	-	1.5	5.4	10.6
3/1	A14 offslip Left Ahead	U	C		1	39	-	102	1708	569	17.9%	-	-	-	0.9	32.2	2.5
3/2	A14 offslip Right	U	C		1	39	-	495	1699	566	87.4%	-	-	-	8.4	60.8	18.6
4/1	Horningsea Road NB exit	U	-		-	-	-	402	1895	1895	21.2%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1203	1879	1293	93.0%	67	0	0	9.3	27.9	32.0
6/1	Horninsea Road SB Exit	U	-		-	-	-	1136	1895	1895	59.9%	-	-	-	0.7	2.4	0.7
7/1	A14 WB onslip	U	-		-	-	-	765	2115	2115	36.2%	-	-	-	0.3	1.3	0.3
8/1	HSR NB Ahead	U	B		1	56	-	305	1895	900	33.9%	-	-	-	1.8	21.3	5.2
9/1	Site access	U	-		-	-	-	5	1975	1975	0.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	23	1756	117	19.6%	-	-	-	0.5	72.1	0.8
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	10.84	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	18.62	Cycle Time (s):	120
	PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes(pcuHr):	30.62		

Basic Results Summary

Scenario 34: '2038 Operation 09-10am' (FG18: '2038 Operation 09-10am', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

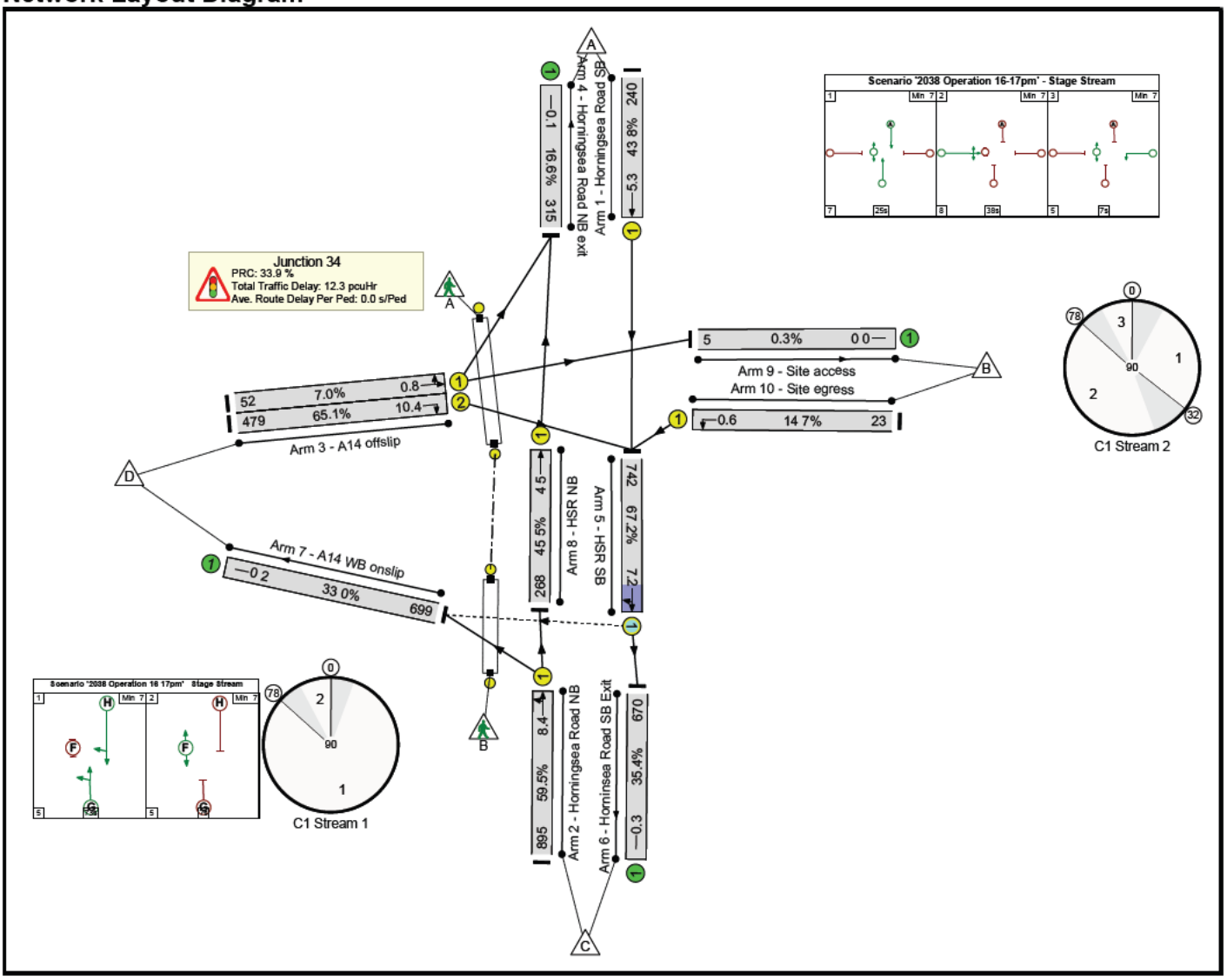
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**61.4%**	**34**	**0**	**0**	**9.9**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**61.4%**	**34**	**0**	**0**	**9.9**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	19	-	255	1895	421	60.6%	-	-	-	3.0	42.2	6.4
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	551	1826	1501	36.7%	-	-	-	0.6	3.9	3.7
3/1	A14 offslip Left Ahead	U	C		1	44	-	83	1805	903	9.2%	-	-	-	0.3	14.0	1.1
3/2	A14 offslip Right	U	C		1	44	-	522	1699	849	61.4%	-	-	-	3.1	21.7	10.1
4/1	Horningsea Road NB exit	U	-		-	-	-	187	1895	1895	9.9%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	783	1883	1393	56.2%	34	0	0	0.8	3.9	2.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	749	1895	1895	39.5%	-	-	-	0.3	1.6	0.3
7/1	A14 WB onslip	U	-		-	-	-	434	2115	2115	20.5%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	21	-	151	1895	463	32.6%	-	-	-	1.4	32.8	2.8
9/1	Site access	U	-		-	-	-	47	1975	1975	2.4%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	6	1756	156	3.8%	-	-	-	0.1	49.8	0.2
Ped Link: P1	Offslip crossing	-	E		1	33	-	0	-	26400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	60.1	Total Delay for Signalled Lanes (pcuHr):	1.44	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	46.5	Total Delay for Signalled Lanes (pcuHr):	7.92	Cycle Time (s):	90
	PRC Over All Lanes (%):	46.5	Total Delay Over All Lanes(pcuHr):	9.88		

Basic Results Summary

Scenario 35: '2038 Operation 16-17pm' (FG19: '2038 Operation 16-17pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

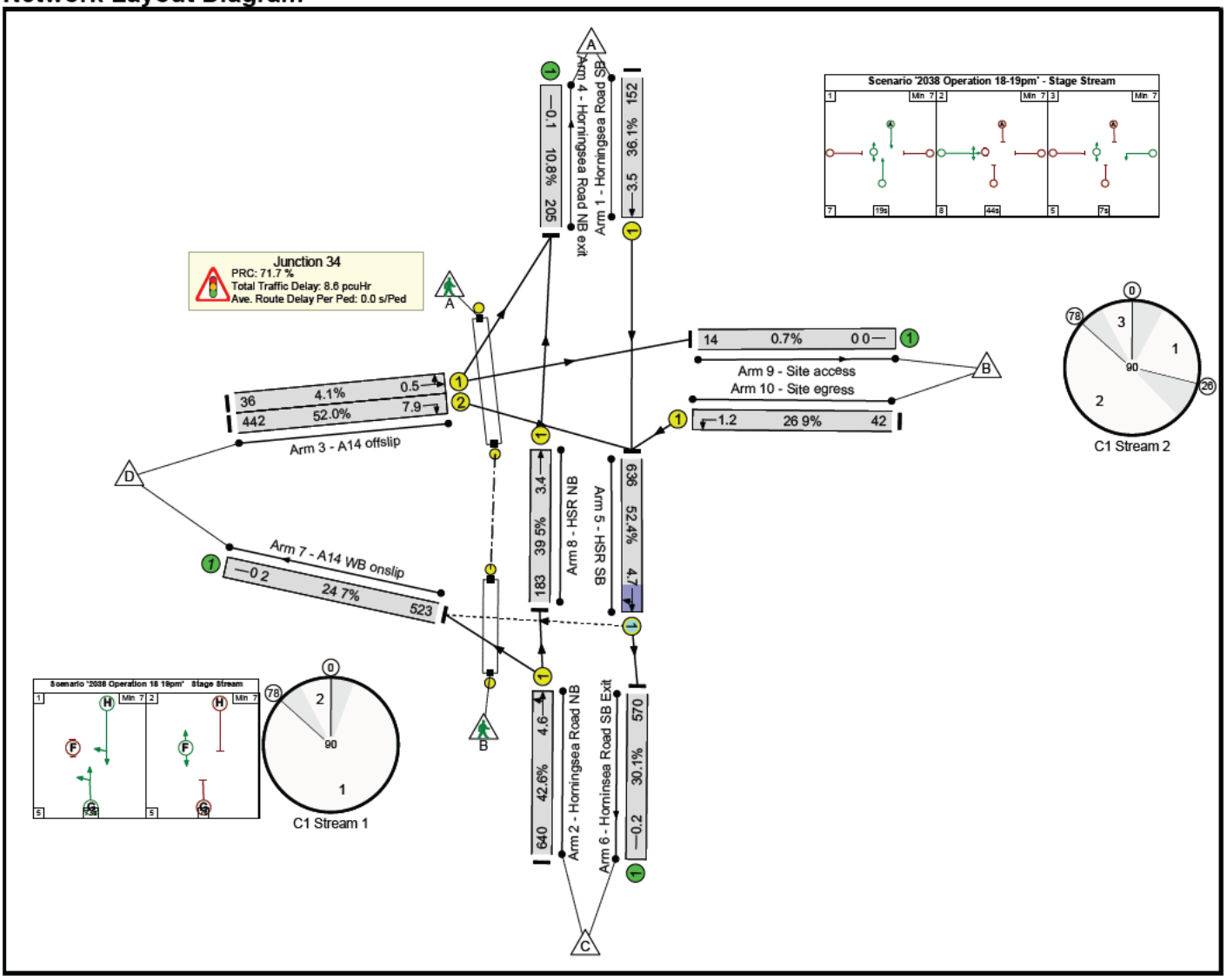
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**67.2%**	**72**	**0**	**0**	**12.3**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**67.2%**	**72**	**0**	**0**	**12.3**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	25	-	240	1895	547	43.8%	-	-	-	2.1	31.9	5.3
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	895	1829	1504	59.5%	-	-	-	1.4	5.7	8.4
3/1	A14 offslip Left Ahead	U	C		1	38	-	52	1716	744	7.0%	-	-	-	0.3	17.5	0.8
3/2	A14 offslip Right	U	C		1	38	-	479	1699	736	65.1%	-	-	-	3.6	27.1	10.4
4/1	Horningsea Road NB exit	U	-		-	-	-	315	1895	1895	16.6%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	742	1868	1104	67.2%	72	0	0	1.8	8.9	7.2
6/1	Horninsea Road SB Exit	U	-		-	-	-	670	1895	1895	35.4%	-	-	-	0.3	1.5	0.3
7/1	A14 WB onslip	U	-		-	-	-	699	2115	2115	33.0%	-	-	-	0.2	1.3	0.2
8/1	HSR NB Ahead	U	B		1	27	-	268	1895	590	45.5%	-	-	-	2.2	29.0	4.5
9/1	Site access	U	-		-	-	-	5	1975	1975	0.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	23	1756	156	14.7%	-	-	-	0.3	51.4	0.6
Ped Link: P1	Offslip crossing	-	E		1	39	-	0	-	31200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	33.9	Total Delay for Signalled Lanes (pcuHr):	3.26	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	38.3	Total Delay for Signalled Lanes (pcuHr):	8.47	Cycle Time (s):	90
	PRC Over All Lanes (%):	33.9	Total Delay Over All Lanes(pcuHr):	12.35		

Basic Results Summary

Scenario 36: '2038 Operation 18-19pm' (FG20: '2038 Operation 18-19pm', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

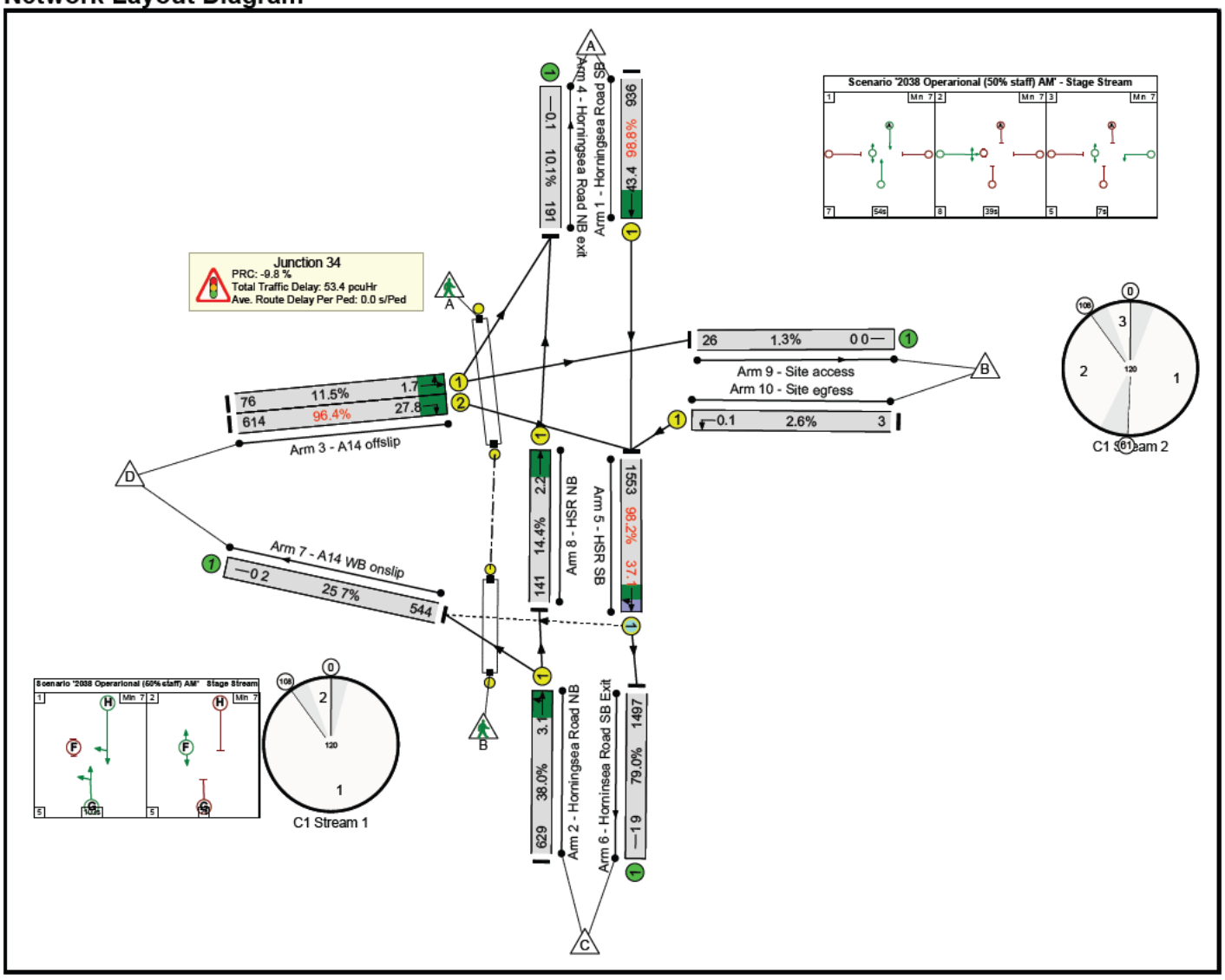
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**52.4%**	**66**	**0**	**0**	**8.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**52.4%**	**66**	**0**	**0**	**8.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	19	-	152	1895	421	36.1%	-	-	-	1.5	36.3	3.5
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	640	1828	1503	42.6%	-	-	-	0.8	4.3	4.6
3/1	A14 offslip Left Ahead	U	C		1	44	-	36	1770	885	4.1%	-	-	-	0.1	13.6	0.5
3/2	A14 offslip Right	U	C		1	44	-	442	1699	849	52.0%	-	-	-	2.4	19.6	7.9
4/1	Horningsea Road NB exit	U	-		-	-	-	205	1895	1895	10.8%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	636	1866	1214	52.4%	66	0	0	0.9	5.4	4.7
6/1	Horninsea Road SB Exit	U	-		-	-	-	570	1895	1895	30.1%	-	-	-	0.2	1.4	0.2
7/1	A14 WB onslip	U	-		-	-	-	523	2115	2115	24.7%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	21	-	183	1895	463	39.5%	-	-	-	1.7	33.8	3.4
9/1	Site access	U	-		-	-	-	14	1975	1975	0.7%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	42	1756	156	26.9%	-	-	-	0.6	54.0	1.2
Ped Link: P1	Offslip crossing	-	E		1	33	-	0	-	26400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	71.7	Total Delay for Signalled Lanes (pcuHr):	1.71	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	73.0	Total Delay for Signalled Lanes (pcuHr):	6.43	Cycle Time (s):	90
	PRC Over All Lanes (%):	71.7	Total Delay Over All Lanes(pcuHr):	8.57		

Basic Results Summary

Scenario 37: '2038 Operarional (50% staff) AM' (FG25: '2038 Operation (50% staff reduce) AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

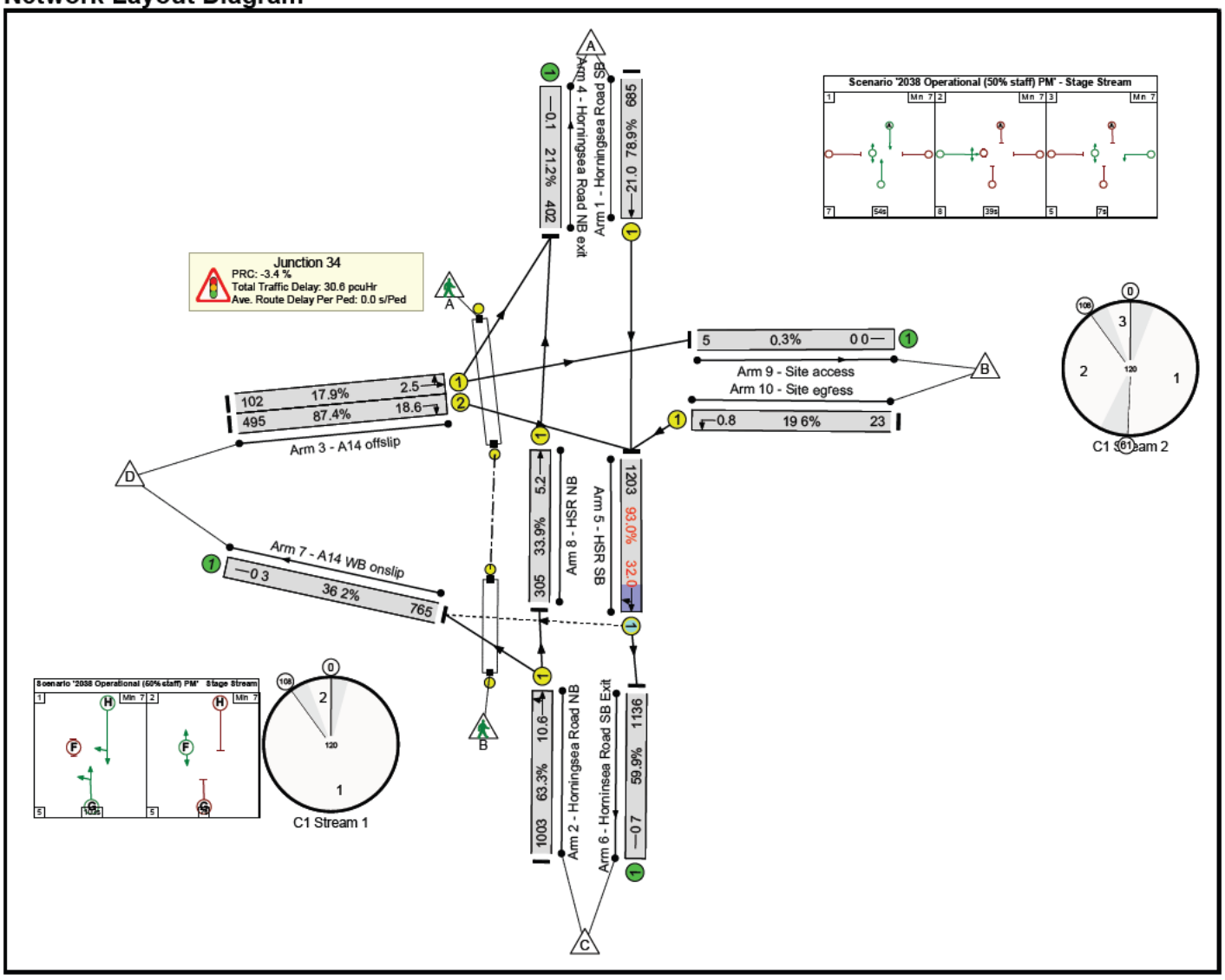
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**98.8%**	**56**	**0**	**0**	**53.4**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**98.8%**	**56**	**0**	**0**	**53.4**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	936	1895	948	98.8%	-	-	-	20.4	78.4	43.4
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	629	1822	1655	38.0%	-	-	-	0.4	2.5	3.1
3/1	A14 offslip Left Ahead	U	C		1	39	-	76	1761	660	11.5%	-	-	-	0.6	27.6	1.7
3/2	A14 offslip Right	U	C		1	39	-	614	1699	637	96.4%	-	-	-	14.2	83.0	27.8
4/1	Horningsea Road NB exit	U	-		-	-	-	191	1895	1895	10.1%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1553	1885	1581	98.2%	56	0	0	15.0	34.7	37.1
6/1	Horninsea Road SB Exit	U	-		-	-	-	1497	1895	1895	79.0%	-	-	-	1.9	4.5	1.9
7/1	A14 WB onslip	U	-		-	-	-	544	2115	2115	25.7%	-	-	-	0.2	1.1	0.2
8/1	HSR NB Ahead	U	B		1	56	-	141	1895	979	14.4%	-	-	-	0.7	17.0	2.2
9/1	Site access	U	-		-	-	-	26	1975	1975	1.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	3	1756	117	2.6%	-	-	-	0.1	68.5	0.1
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-9.1	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	-9.8	Total Delay for Signalled Lanes (pcuHr):	35.85	Cycle Time (s):	120
	PRC Over All Lanes (%):	-9.8	Total Delay Over All Lanes(pcuHr):	53.36		

Basic Results Summary

Scenario 38: '2038 Operational (50% staff) PM' (FG26: '2038 Operation (50% staff reduce) PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

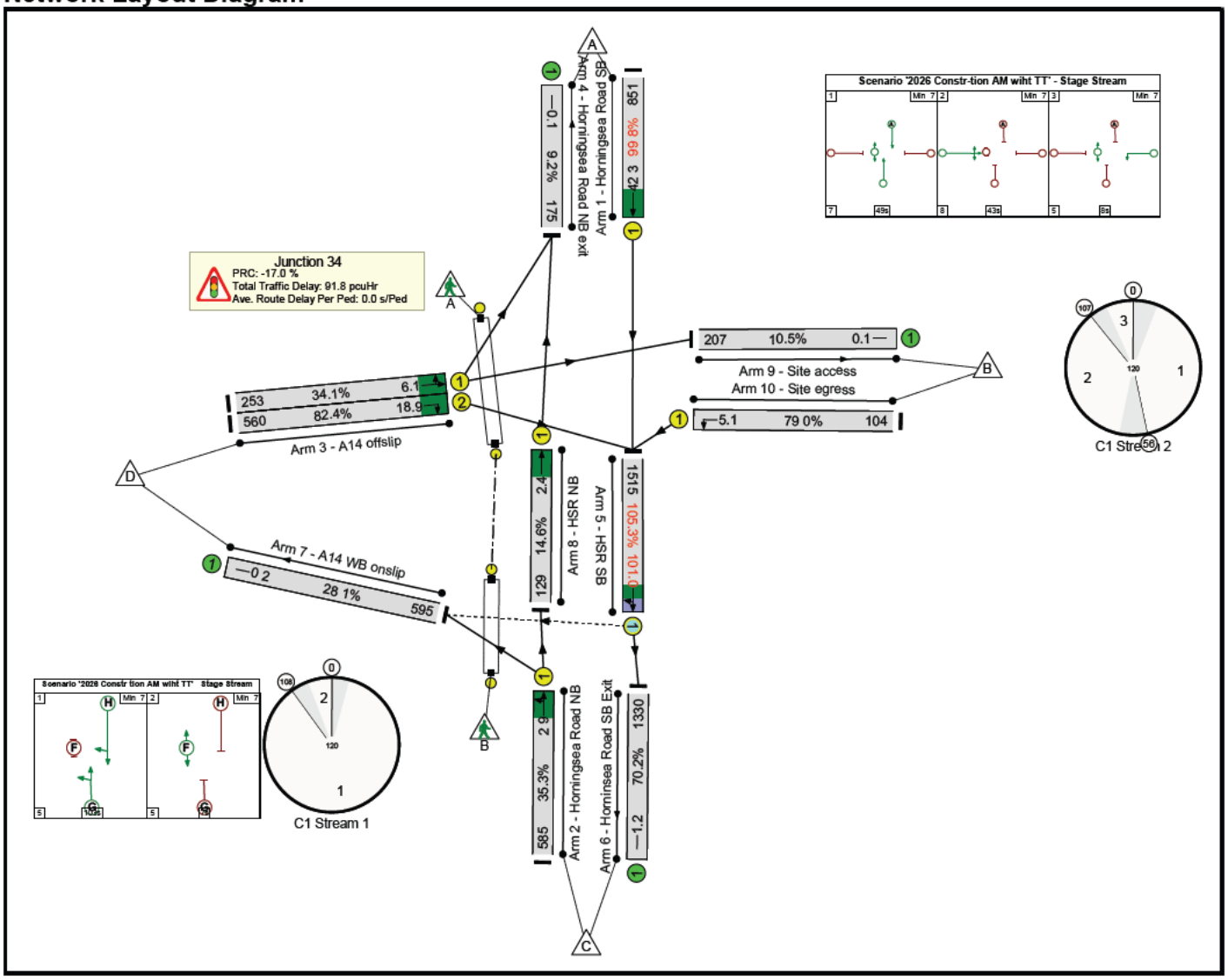
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**93.0%**	**67**	**0**	**0**	**30.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**93.0%**	**67**	**0**	**0**	**30.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	54	-	685	1895	869	78.9%	-	-	-	7.1	37.2	21.0
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	1003	1829	1585	63.3%	-	-	-	1.5	5.4	10.6
3/1	A14 offslip Left Ahead	U	C		1	39	-	102	1708	569	17.9%	-	-	-	0.9	32.2	2.5
3/2	A14 offslip Right	U	C		1	39	-	495	1699	566	87.4%	-	-	-	8.4	60.8	18.6
4/1	Horningsea Road NB exit	U	-		-	-	-	402	1895	1895	21.2%	-	-	-	0.1	1.2	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1203	1879	1293	93.0%	67	0	0	9.3	27.9	32.0
6/1	Horninsea Road SB Exit	U	-		-	-	-	1136	1895	1895	59.9%	-	-	-	0.7	2.4	0.7
7/1	A14 WB onslip	U	-		-	-	-	765	2115	2115	36.2%	-	-	-	0.3	1.3	0.3
8/1	HSR NB Ahead	U	B		1	56	-	305	1895	900	33.9%	-	-	-	1.8	21.3	5.2
9/1	Site access	U	-		-	-	-	5	1975	1975	0.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	23	1756	117	19.6%	-	-	-	0.5	72.1	0.8
Ped Link: P1	Offslip crossing	-	E		1	68	-	0	-	40800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	-3.4	Total Delay for Signalled Lanes (pcuHr):	10.84	Cycle Time (s):	120
C1	Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	18.62	Cycle Time (s):	120
	PRC Over All Lanes (%):	-3.4	Total Delay Over All Lanes(pcuHr):	30.62		

Basic Results Summary

Scenario 39: '2026 Constr-tion AM wiht TT' (FG41: '2026 Constr-on AM with TT', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**105.3%**	**139**	**0**	**0**	**91.8**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**105.3%**	**139**	**0**	**0**	**91.8**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	49	-	851	1895	853	99.8%	-	-	-	21.9	92.8	42.3
2/1	Horningsea Road NB Left Ahead	U	G		1	103	-	585	1822	1655	35.3%	-	-	-	0.4	2.4	2.9
3/1	A14 offslip Left Ahead	U	C		1	43	-	253	1856	742	34.1%	-	-	-	2.0	28.7	6.1
3/2	A14 offslip Right	U	C		1	43	-	560	1699	680	82.4%	-	-	-	7.3	46.7	18.9
4/1	Horningsea Road NB exit	U	-		-	-	-	175	1895	1895	9.2%	-	-	-	0.1	1.0	0.1
5/1	HSR SB Ahead Right	O	H		1	103	-	1515	1869	1439	105.3%	139	0	0	54.7	129.9	101.0
6/1	Horninsea Road SB Exit	U	-		-	-	-	1376	1895	1895	70.2%	-	-	-	1.2	3.2	1.2
7/1	A14 WB onslip	U	-		-	-	-	595	2115	2115	28.1%	-	-	-	0.2	1.2	0.2
8/1	HSR NB Ahead	U	B		1	51	-	129	1895	884	14.6%	-	-	-	0.7	20.6	2.4
9/1	Site access	U	-		-	-	-	207	1975	1975	10.5%	-	-	-	0.1	1.0	0.1
10/1	Site egress Left	U	D		1	8	-	104	1756	132	79.0%	-	-	-	3.3	112.5	5.1
Ped Link: P1	Offslip crossing	-	E		1	64	-	0	-	38400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	4200	0.0%	-	-	-	0.0	0.0	0.0

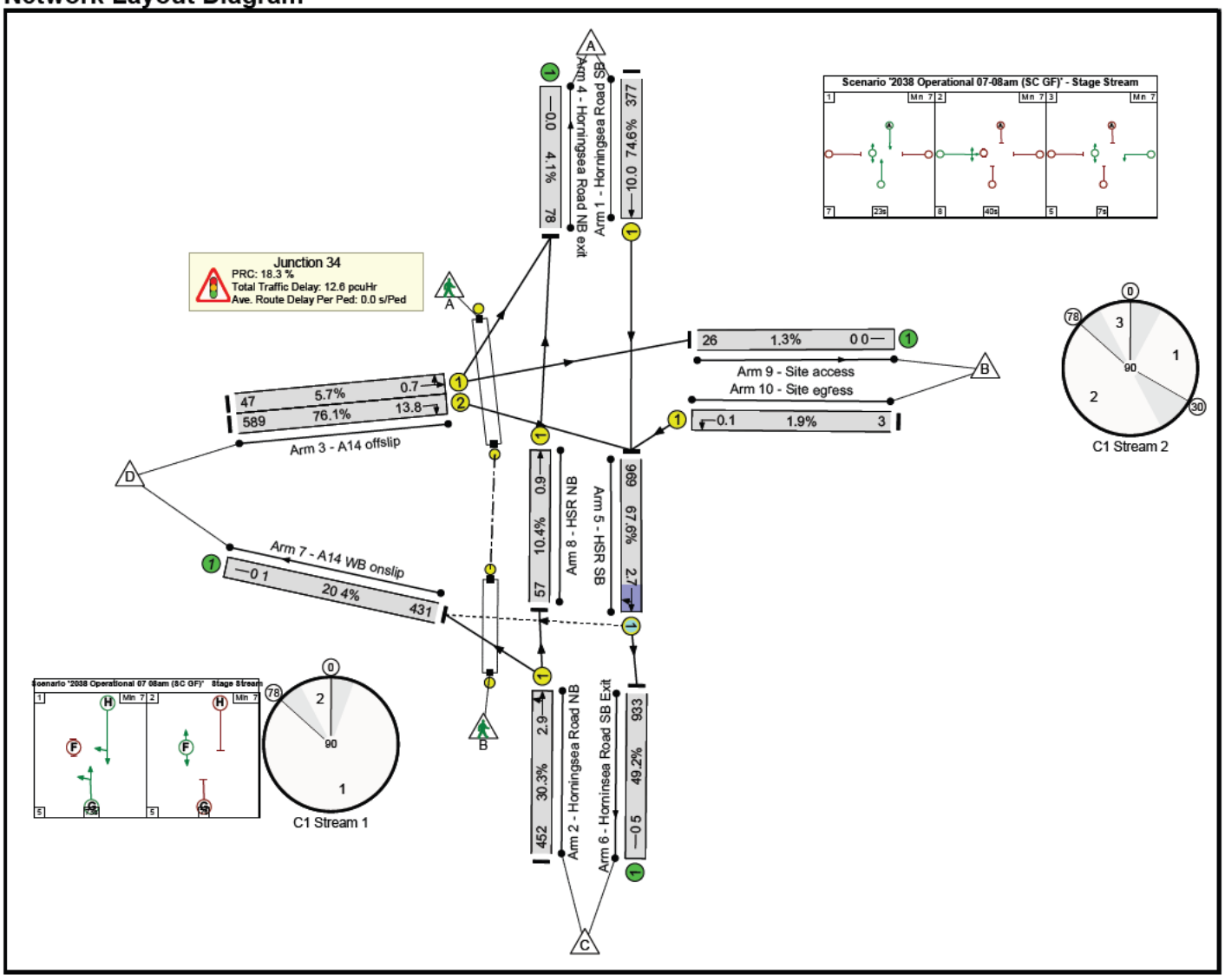
C1	Stream: 1 PRC for Signalled Lanes (%):	-17.0	Total Delay for Signalled Lanes (pcuHr):	55.08	Cycle Time (s): 120
C1	Stream: 2 PRC for Signalled Lanes (%):	-10.9	Total Delay for Signalled Lanes (pcuHr):	35.22	Cycle Time (s): 120
	PRC Over All Lanes (%):	-17.0	Total Delay Over All Lanes(pcuHr):	91.77	

Basic Results Summary

Basic Results Summary

Scenario 40: '2038 Operational 07-08am (SC GF)' (FG37: '2038 Operation 07-08am (SC GF)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

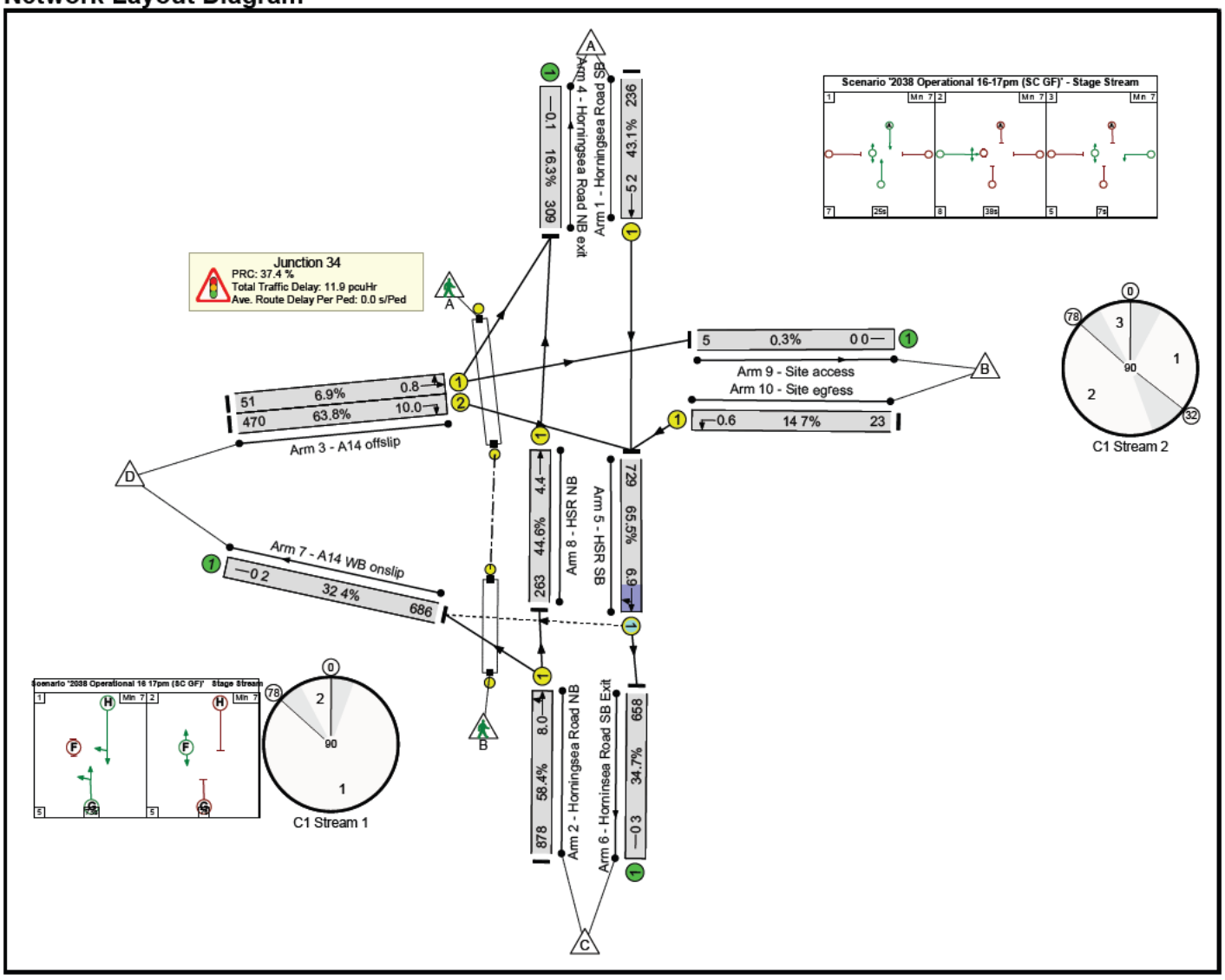
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**76.1%**	**36**	**0**	**0**	**12.6**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**76.1%**	**36**	**0**	**0**	**12.6**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	23	-	377	1895	505	74.6%	-	-	-	4.6	43.9	10.0
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	452	1813	1491	30.3%	-	-	-	0.5	3.6	2.9
3/1	A14 offslip Left Ahead	U	C		1	40	-	47	1802	821	5.7%	-	-	-	0.2	16.1	0.7
3/2	A14 offslip Right	U	C		1	40	-	589	1699	774	76.1%	-	-	-	4.9	30.0	13.8
4/1	Horningsea Road NB exit	U	-		-	-	-	78	1895	1895	4.1%	-	-	-	0.0	1.0	0.0
5/1	HSR SB Ahead Right	O	H		1	73	-	969	1884	1434	67.6%	36	0	0	1.3	4.8	2.7
6/1	Horninsea Road SB Exit	U	-		-	-	-	933	1895	1895	49.2%	-	-	-	0.5	1.9	0.5
7/1	A14 WB onslip	U	-		-	-	-	431	2115	2115	20.4%	-	-	-	0.1	1.1	0.1
8/1	HSR NB Ahead	U	B		1	25	-	57	1895	547	10.4%	-	-	-	0.4	26.6	0.9
9/1	Site access	U	-		-	-	-	26	1975	1975	1.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	3	1756	156	1.9%	-	-	-	0.0	49.6	0.1
Ped Link: P1	Offslip crossing	-	E		1	37	-	0	-	29600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	33.2	Total Delay for Signalled Lanes (pcuHr):	1.75	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	18.3	Total Delay for Signalled Lanes (pcuHr):	10.18	Cycle Time (s):	90
	PRC Over All Lanes (%):	18.3	Total Delay Over All Lanes(pcuHr):	12.57		

Basic Results Summary

Scenario 41: '2038 Operational 16-17pm (SC GF)' (FG38: '2038 Operation 16-17pm (SC GF)', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**65.5%**	**71**	**0**	**0**	**11.9**	-	-
Junction 34	-	-	-		-	-	-	-	-	-	**65.5%**	**71**	**0**	**0**	**11.9**	-	-
1/1	Horningsea Road SB Ahead	U	A		1	25	-	236	1895	547	43.1%	-	-	-	2.1	31.8	5.2
2/1	Horningsea Road NB Left Ahead	U	G		1	73	-	878	1829	1504	58.4%	-	-	-	1.4	5.6	8.0
3/1	A14 offslip Left Ahead	U	C		1	38	-	51	1716	744	6.9%	-	-	-	0.2	17.5	0.8
3/2	A14 offslip Right	U	C		1	38	-	470	1699	736	63.8%	-	-	-	3.5	26.7	10.0
4/1	Horningsea Road NB exit	U	-		-	-	-	309	1895	1895	16.3%	-	-	-	0.1	1.1	0.1
5/1	HSR SB Ahead Right	O	H		1	73	-	729	1868	1113	65.5%	71	0	0	1.7	8.4	6.9
6/1	Horninsea Road SB Exit	U	-		-	-	-	658	1895	1895	34.7%	-	-	-	0.3	1.5	0.3
7/1	A14 WB onslip	U	-		-	-	-	686	2115	2115	32.4%	-	-	-	0.2	1.3	0.2
8/1	HSR NB Ahead	U	B		1	27	-	263	1895	590	44.6%	-	-	-	2.1	28.8	4.4
9/1	Site access	U	-		-	-	-	5	1975	1975	0.3%	-	-	-	0.0	0.9	0.0
10/1	Site egress Left	U	D		1	7	-	23	1756	156	14.7%	-	-	-	0.3	51.4	0.6
Ped Link: P1	Offslip crossing	-	E		1	39	-	0	-	31200	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Onslip crossing	-	F		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0

C1	Stream: 1 PRC for Signalled Lanes (%):	37.4	Total Delay for Signalled Lanes (pcuHr):	3.07	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	41.0	Total Delay for Signalled Lanes (pcuHr):	8.25	Cycle Time (s):	90
	PRC Over All Lanes (%):	37.4	Total Delay Over All Lanes(pcuHr):	11.93		

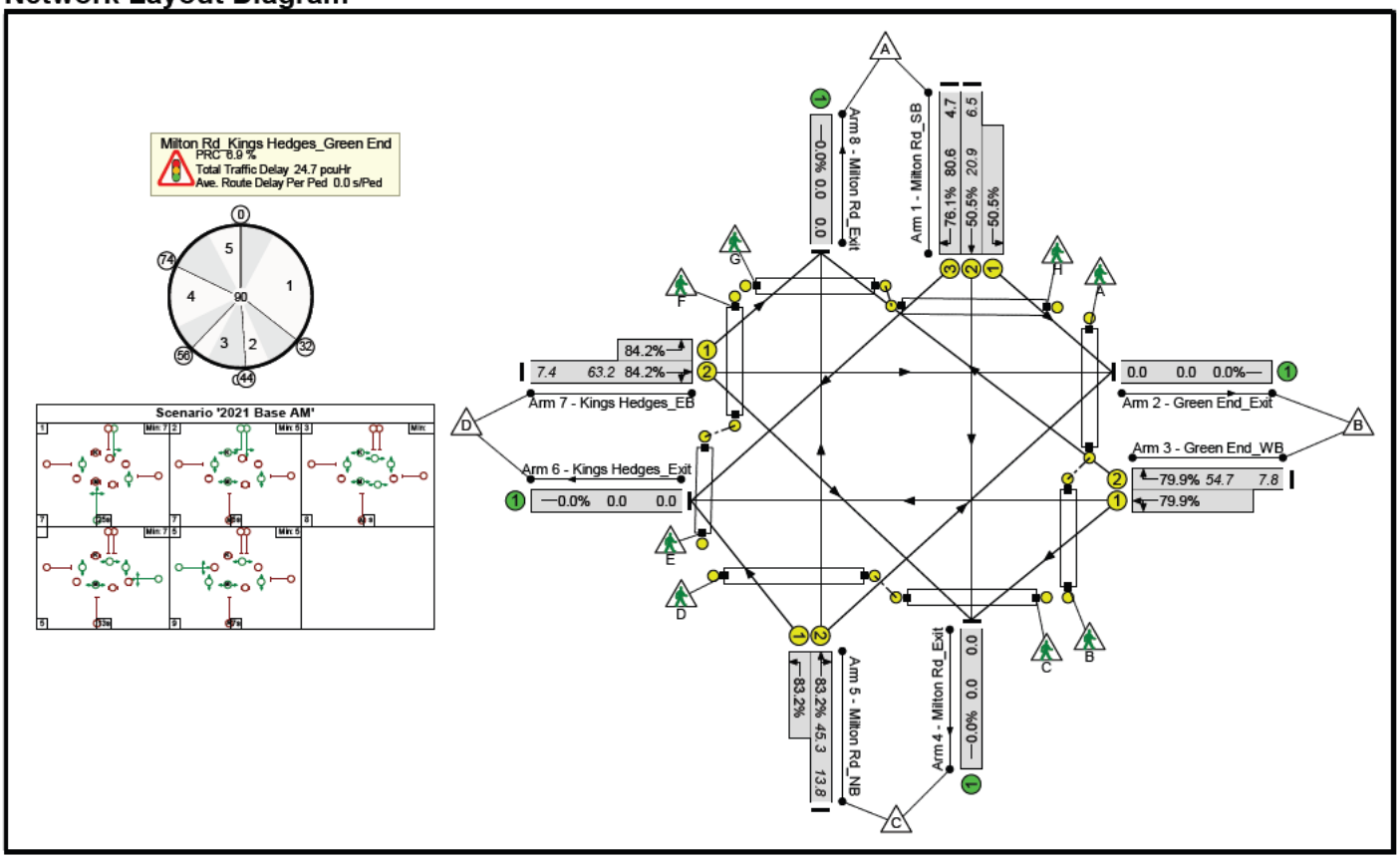
Basic Results Summary

User and Project Details

Project:	**100102041 – Transport Assessment**
Title:	**AWS Cambridge WWTPRP EIA Stage 2**
Location:	
Client:	Anglian Water
Design Layout Ref:	[redacted]
Date Completed:	28.03.22
Model Purpose:	Base Year Assesment
Model Assumptions:	[redacted]
Flow Details:	[redacted]
Checked By:	TE
Additional detail:	
File name:	Milton Rd_Kings Hedges_Green End_adjusted.lsg3x
Author:	ES
Company:	Mott MacDonald
Address:	

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1 AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**84.2%**	**0**	**0**	**0**	**24.7**	-	-
Milton Rd Kings Hedges Green End	-	-	-		-	-	-	-	-	-	**84.2%**	**0**	**0**	**0**	**24.7**	-	-
1/2+1/1	Milton Rd_SB Left Ahead	U	B		1	37	-	603	2055:1826	687+507	50.5 : 50.5%	-	-	-	3.5	20.9	6.5
1/3	Milton Rd SB Right	U	C		1	7	-	132	1951	173	76.1%	-	-	-	3.0	80.6	4.7
3/2+3/1	Green End WB Left Ahead Right	U	D		1	13	-	364	1971:1913	307+149	79.9 : 79.9%	-	-	-	5.5	54.7	7.8
5/2+5/1	Milton Rd NB Right Left Ahead	U	A		1	25	-	531	2075:1798	560+78	83.2 : 83.2%	-	-	-	6.7	45.3	13.8
7/2+7/1	Kings Hedges EB Ahead Right Left	U	E		1	11	-	343	2049:1841	246+161	84.2 : 84.2%	-	-	-	6.0	63.2	7.4
Ped Link: P1	Unnamed Ped Link	-	G		1	22	-	0	-	17600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	H		1	55	-	0	-	44000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	L		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	M		1	53	-	0	-	42400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P5	Unnamed Ped Link	-	J		1	68	-	0	-	54400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P6	Unnamed Ped Link	-	I		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P7	Unnamed Ped Link	-	K		1	17	-	0	-	13600	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

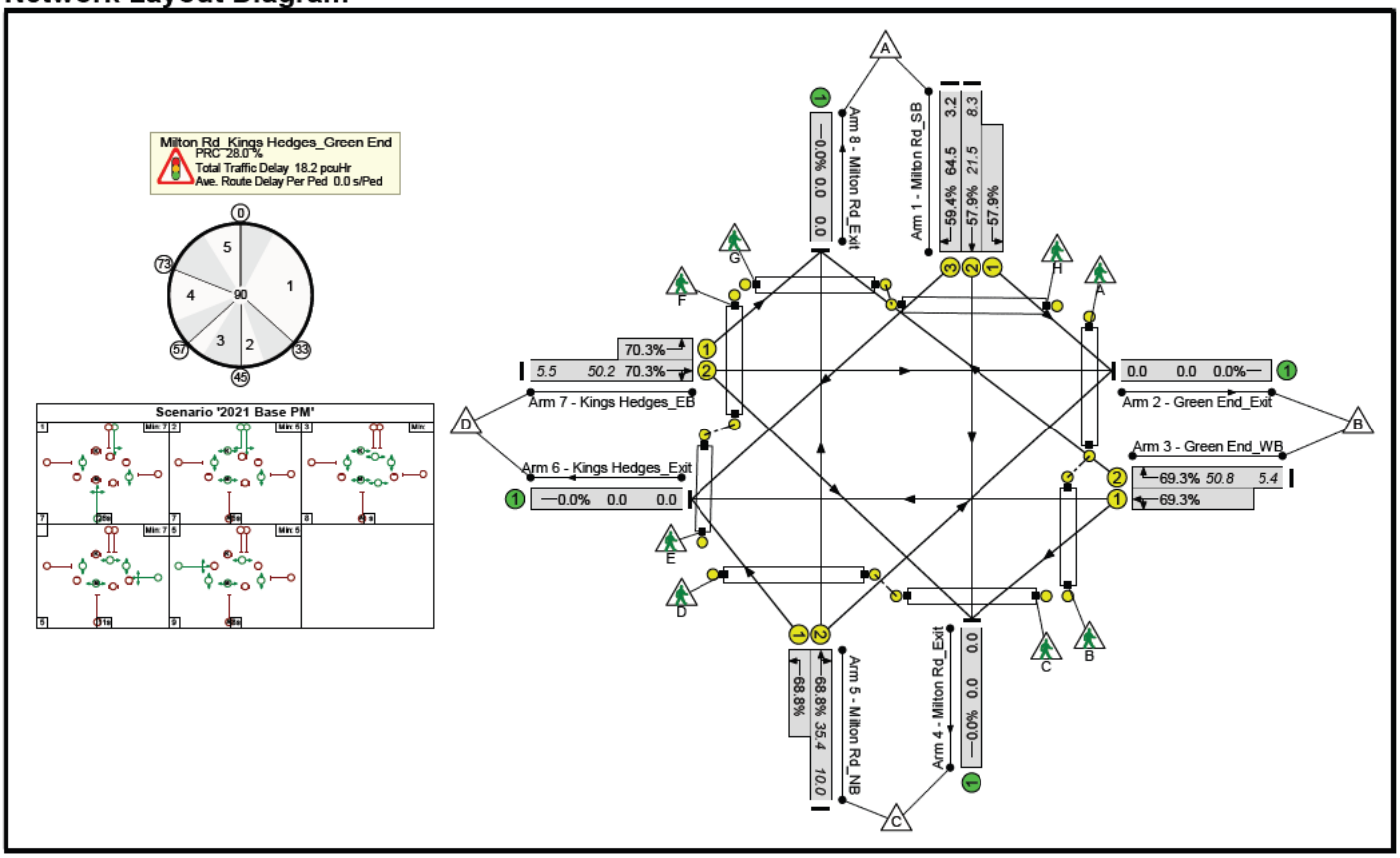
Ped Link: P8	Unnamed Ped Link	-	F		1	41	-	0	-	32800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	24.69	Cycle Time (s): 90
	PRC Over All Lanes (%):	6.9	Total Delay Over All Lanes(pcuHr):	24.69	

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 2: 'Network Control Plan 2 PM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**70.3%**	**0**	**0**	**0**	**18.2**	-	-
Milton Rd Kings Hedges Green End	-	-	-		-	-	-	-	-	-	**70.3%**	**0**	**0**	**0**	**18.2**	-	-
1/2+1/1	Milton Rd_SB Left Ahead	U	B		1	38	-	640	2055:1826	744+361	57.9 : 57.9%	-	-	-	3.8	21.5	8.3
1/3	Milton Rd SB Right	U	C		1	7	-	103	1951	173	59.4%	-	-	-	1.8	64.5	3.2
3/2+3/1	Green End WB Left Ahead Right	U	D		1	11	-	283	1971:1912	263+146	69.3 : 69.3%	-	-	-	4.0	50.8	5.4
5/2+5/1	Milton Rd NB Right Left Ahead	U	A		1	26	-	458	2074:1798	571+94	68.8 : 68.8%	-	-	-	4.5	35.4	10.0
7/2+7/1	Kings Hedges EB Ahead Right Left	U	E		1	12	-	289	2042:1841	262+149	70.3 : 70.3%	-	-	-	4.0	50.2	5.5
Ped Link: P1	Unnamed Ped Link	-	G		1	20	-	0	-	16000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	H		1	57	-	0	-	45600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	L		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	M		1	52	-	0	-	41600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P5	Unnamed Ped Link	-	J		1	67	-	0	-	53600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P6	Unnamed Ped Link	-	I		1	8	-	0	-	6400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P7	Unnamed Ped Link	-	K		1	17	-	0	-	13600	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

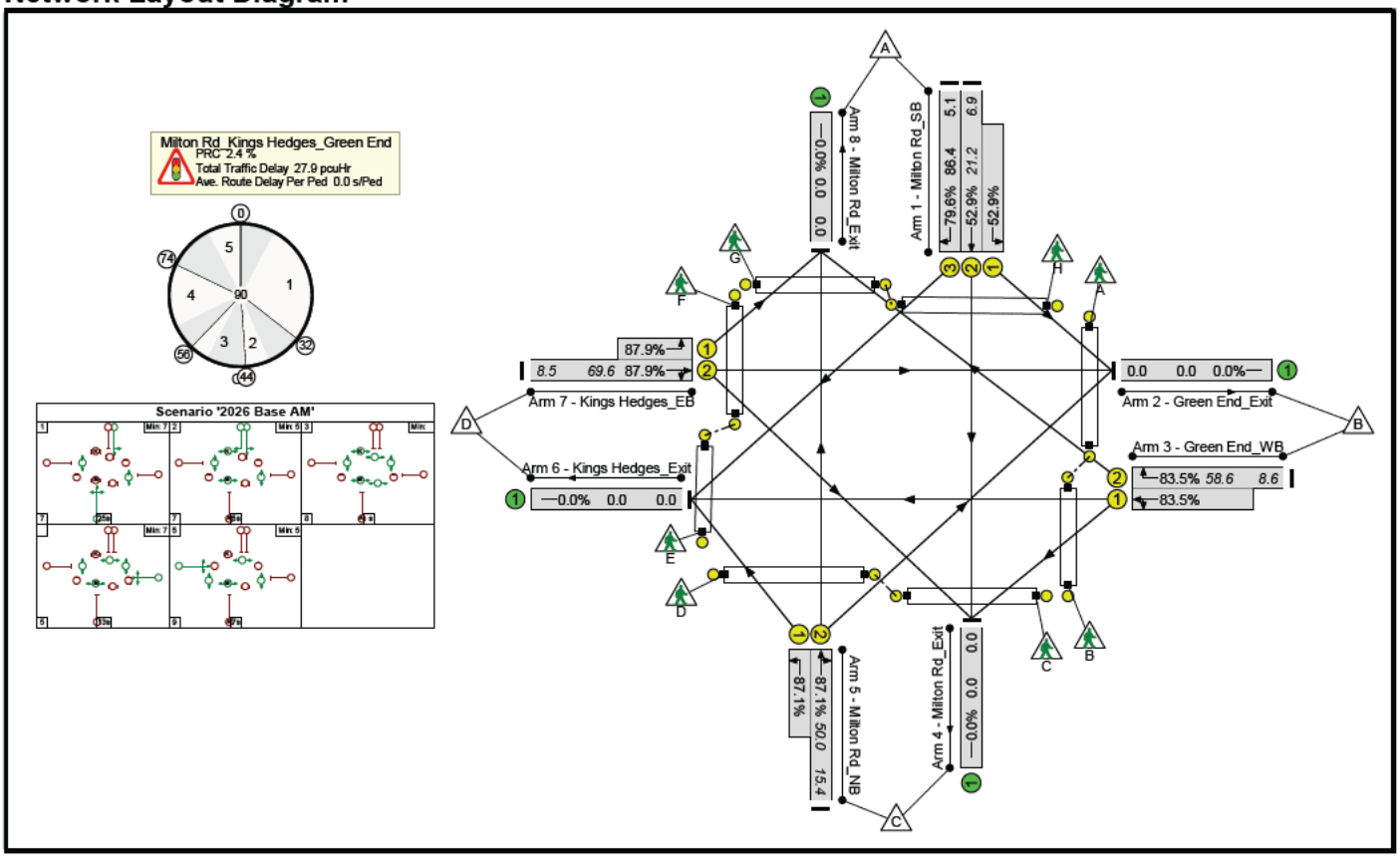
Ped Link: P8	Unnamed Ped Link	-	F		1	40	-	0	-	32000	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	28.0	Total Delay for Signalled Lanes (pcuHr):	18.20	Cycle Time (s): 90
	PRC Over All Lanes (%):	28.0	Total Delay Over All Lanes(pcuHr):	18.20	

Basic Results Summary

Scenario 3: '2026 Base AM' (FG7: '2026 Base AM', Plan 1: 'Network Control Plan 1 AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**87.9%**	**0**	**0**	**0**	**27.9**	-	-
Milton Rd Kings Hedges Green End	-	-	-		-	-	-	-	-	-	**87.9%**	**0**	**0**	**0**	**27.9**	-	-
1/2+1/1	Milton Rd_SB Left Ahead	U	B		1	37	-	631	2055:1826	687+507	52.9 : 52.9%	-	-	-	3.7	21.2	6.9
1/3	Milton Rd SB Right	U	C		1	7	-	138	1951	173	79.6%	-	-	-	3.3	86.4	5.1
3/2+3/1	Green End WB Left Ahead Right	U	D		1	13	-	380	1971:1913	307+149	83.5 : 83.5%	-	-	-	6.2	58.6	8.6
5/2+5/1	Milton Rd NB Right Left Ahead	U	A		1	25	-	556	2075:1798	560+78	87.1 : 87.1%	-	-	-	7.7	50.0	15.4
7/2+7/1	Kings Hedges EB Ahead Right Left	U	E		1	11	-	358	2049:1841	246+162	87.9 : 87.9%	-	-	-	6.9	69.6	8.5
Ped Link: P1	Unnamed Ped Link	-	G		1	22	-	0	-	17600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	H		1	55	-	0	-	44000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	L		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	M		1	53	-	0	-	42400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P5	Unnamed Ped Link	-	J		1	68	-	0	-	54400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P6	Unnamed Ped Link	-	I		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P7	Unnamed Ped Link	-	K		1	17	-	0	-	13600	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

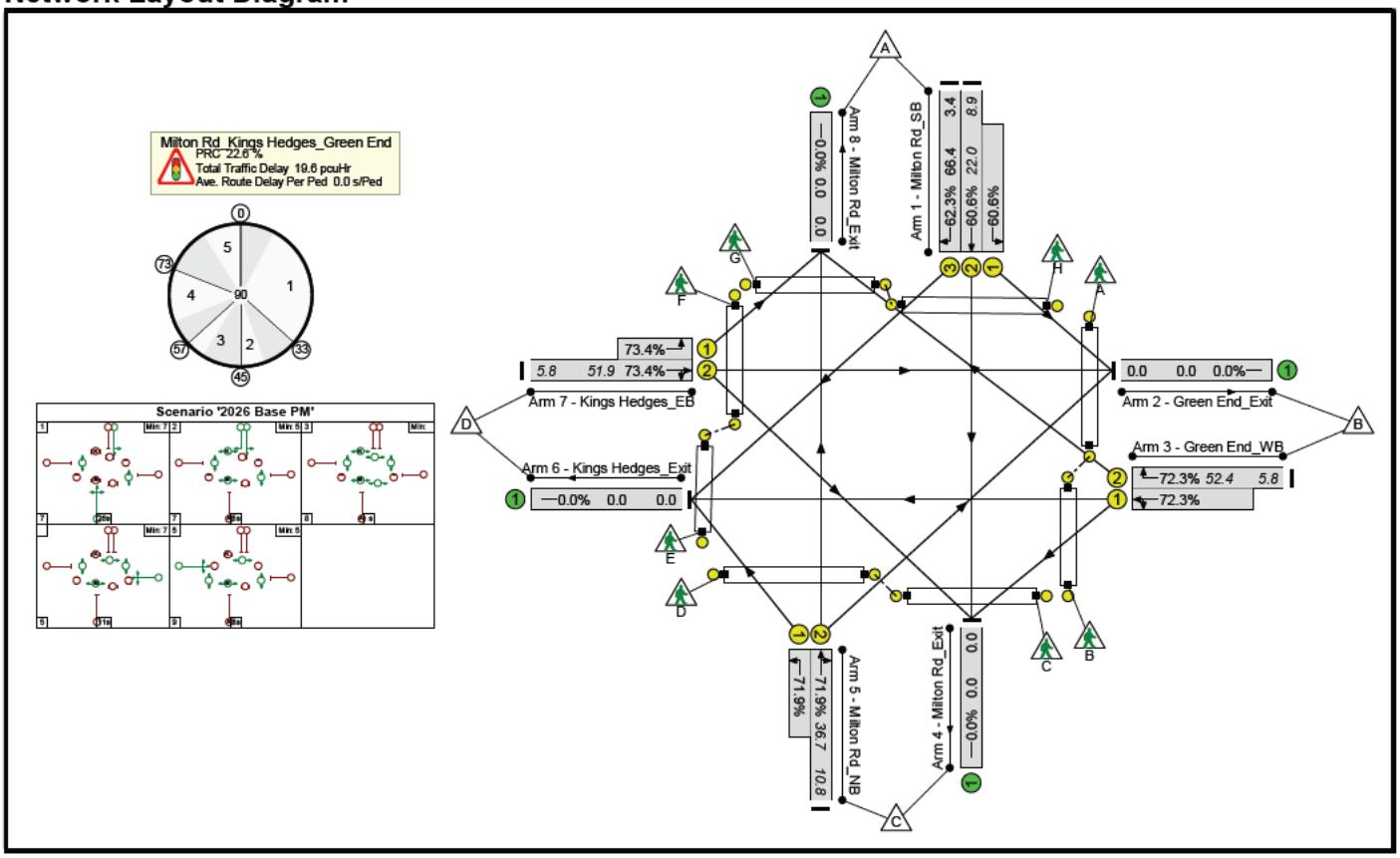
Ped Link: P8	Unnamed Ped Link	-	F		1	41	-	0	-	32800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	2.4	Total Delay for Signalled Lanes (pcuHr):	27.86	Cycle Time (s): 90
	PRC Over All Lanes (%):	2.4	Total Delay Over All Lanes(pcuHr):	27.86	

Basic Results Summary

Scenario 4: '2026 Base PM' (FG8: '2026 Base PM ', Plan 1: 'Network Control Plan 1 AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**73.4%**	**0**	**0**	**0**	**19.6**	-	-
Milton Rd Kings Hedges Green End	-	-	-		-	-	-	-	-	-	**73.4%**	**0**	**0**	**0**	**19.6**	-	-
1/2+1/1	Milton Rd_SB Left Ahead	U	B		1	38	-	670	2055:1826	744+361	60.6 : 60.6%	-	-	-	4.1	22.0	8.9
1/3	Milton Rd SB Right	U	C		1	7	-	108	1951	173	62.3%	-	-	-	2.0	66.4	3.4
3/2+3/1	Green End WB Left Ahead Right	U	D		1	11	-	296	1971:1912	263+147	72.3 : 72.3%	-	-	-	4.3	52.4	5.8
5/2+5/1	Milton Rd NB Right Left Ahead	U	A		1	26	-	479	2074:1798	571+95	71.9 : 71.9%	-	-	-	4.9	36.7	10.8
7/2+7/1	Kings Hedges EB Ahead Right Left	U	E		1	12	-	302	2042:1841	262+150	73.4 : 73.4%	-	-	-	4.4	51.9	5.8
Ped Link: P1	Unnamed Ped Link	-	G		1	20	-	0	-	16000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	H		1	57	-	0	-	45600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	L		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	M		1	52	-	0	-	41600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P5	Unnamed Ped Link	-	J		1	67	-	0	-	53600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P6	Unnamed Ped Link	-	I		1	8	-	0	-	6400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P7	Unnamed Ped Link	-	K		1	17	-	0	-	13600	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

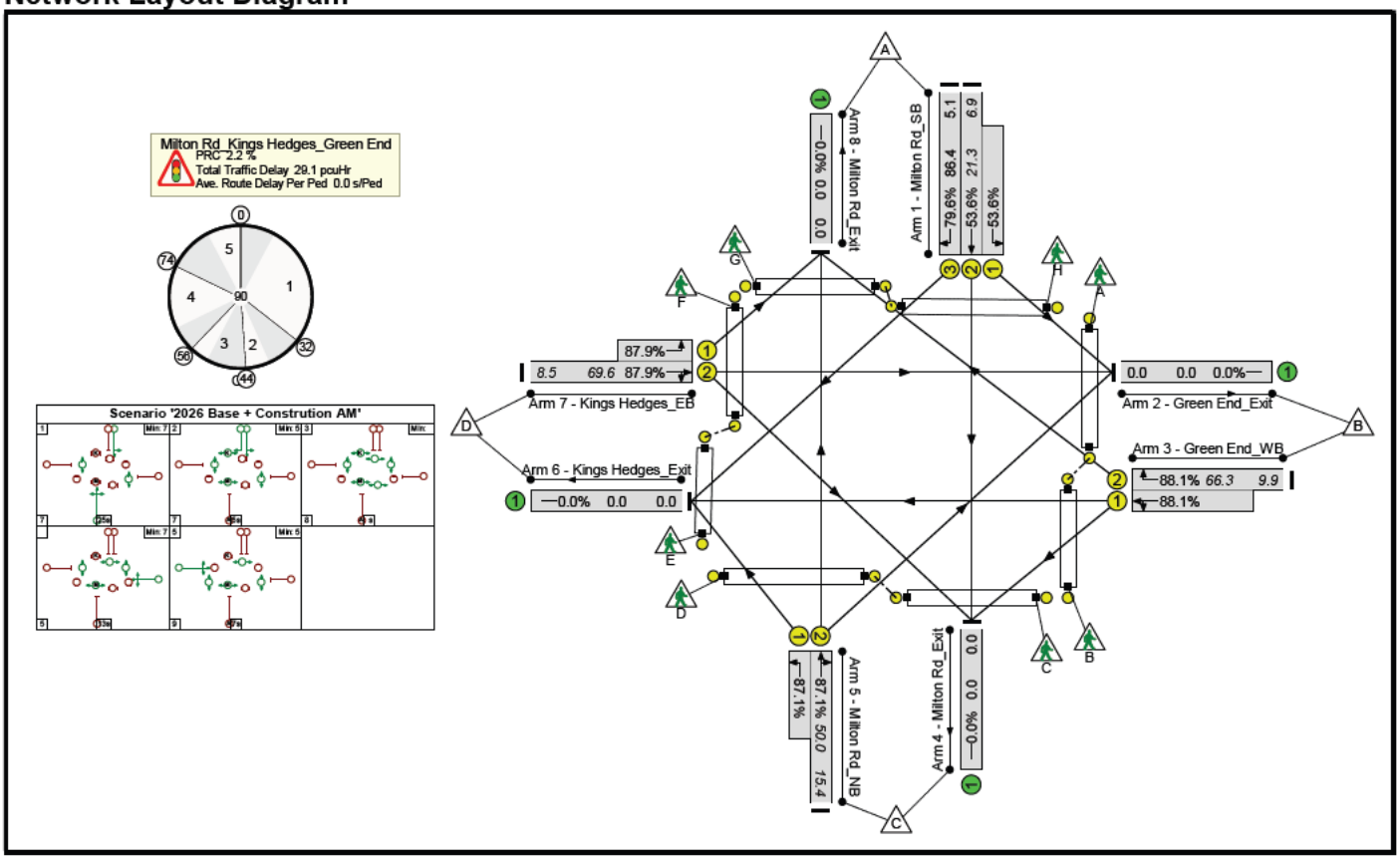
Ped Link: P8	Unnamed Ped Link	-	F		1	40	-	0	-	32000	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	22.6	Total Delay for Signalled Lanes (pcuHr):	19.62	Cycle Time (s):	90
	PRC Over All Lanes (%):	22.6	Total Delay Over All Lanes(pcuHr):	19.62		

Basic Results Summary

Scenario 5: '2026 Base + Constrution AM' (FG9: '2026 Base + Construction AM', Plan 1: 'Network Control Plan 1 AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**88.1%**	**0**	**0**	**0**	**29.1**	-	-
Milton Rd Kings Hedges Green End	-	-	-		-	-	-	-	-	-	**88.1%**	**0**	**0**	**0**	**29.1**	-	-
1/2+1/1	Milton Rd_SB Left Ahead	U	B		1	37	-	655	2055:1826	677+545	53.6 : 53.6%	-	-	-	3.9	21.3	6.9
1/3	Milton Rd SB Right	U	C		1	7	-	138	1951	173	79.6%	-	-	-	3.3	86.4	5.1
3/2+3/1	Green End WB Left Ahead Right	U	D		1	13	-	394	1971:1913	307+141	88.1 : 88.1%	-	-	-	7.3	66.3	9.9
5/2+5/1	Milton Rd NB Right Left Ahead	U	A		1	25	-	556	2075:1798	560+78	87.1 : 87.1%	-	-	-	7.7	50.0	15.4
7/2+7/1	Kings Hedges EB Ahead Right Left	U	E		1	11	-	358	2049:1841	246+162	87.9 : 87.9%	-	-	-	6.9	69.6	8.5
Ped Link: P1	Unnamed Ped Link	-	G		1	22	-	0	-	17600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	H		1	55	-	0	-	44000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	L		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	M		1	53	-	0	-	42400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P5	Unnamed Ped Link	-	J		1	68	-	0	-	54400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P6	Unnamed Ped Link	-	I		1	7	-	0	-	5600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P7	Unnamed Ped Link	-	K		1	17	-	0	-	13600	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

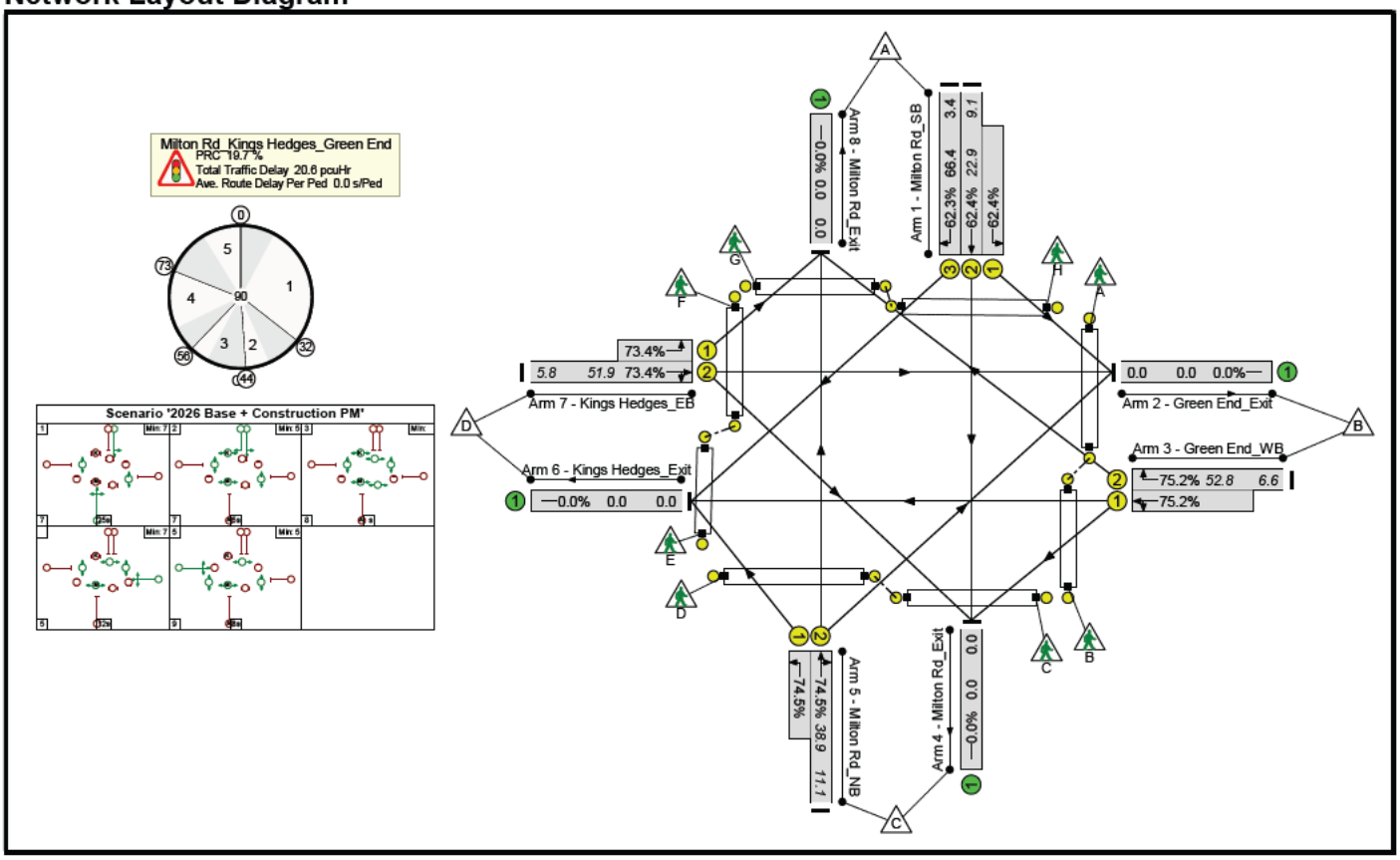
Ped Link: P8	Unnamed Ped Link	-	F		1	41	-	0	-	32800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	29.09	Cycle Time (s): 90
	PRC Over All Lanes (%):	2.2	Total Delay Over All Lanes(pcuHr):	29.09	

Basic Results Summary

Scenario 6: '2026 Base + Construction PM' (FG10: '2026 Base + Construction PM ', Plan 1: 'Network Control Plan 1 AM')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**75.2%**	**0**	**0**	**0**	**20.6**	-	-
Milton Rd Kings Hedges Green End	-	-	-		-	-	-	-	-	-	**75.2%**	**0**	**0**	**0**	**20.6**	-	-
1/2+1/1	Milton Rd_SB Left Ahead	U	B		1	37	-	684	2055:1826	723+374	62.4 : 62.4%	-	-	-	4.4	22.9	9.1
1/3	Milton Rd SB Right	U	C		1	7	-	108	1951	173	62.3%	-	-	-	2.0	66.4	3.4
3/2+3/1	Green End WB Left Ahead Right	U	D		1	12	-	320	1971:1912	285+141	75.2 : 75.2%	-	-	-	4.7	52.8	6.6
5/2+5/1	Milton Rd NB Right Left Ahead	U	A		1	25	-	479	2074:1798	552+91	74.5 : 74.5%	-	-	-	5.2	38.9	11.1
7/2+7/1	Kings Hedges EB Ahead Right Left	U	E		1	12	-	302	2042:1841	262+150	73.4 : 73.4%	-	-	-	4.4	51.9	5.8
Ped Link: P1	Unnamed Ped Link	-	G		1	21	-	0	-	16800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P2	Unnamed Ped Link	-	H		1	56	-	0	-	44800	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P3	Unnamed Ped Link	-	L		1	5	-	0	-	4000	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P4	Unnamed Ped Link	-	M		1	53	-	0	-	42400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P5	Unnamed Ped Link	-	J		1	67	-	0	-	53600	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P6	Unnamed Ped Link	-	I		1	8	-	0	-	6400	0.0%	-	-	-	0.0	0.0	0.0
Ped Link: P7	Unnamed Ped Link	-	K		1	17	-	0	-	13600	0.0%	-	-	-	0.0	0.0	0.0

Basic Results Summary

Ped Link: P8	Unnamed Ped Link	-	F		1	41	-	0	-	32800	0.0%	-	-	-	0.0	0.0	0.0

C1	PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	20.57	Cycle Time (s): 90
	PRC Over All Lanes (%):	19.7	Total Delay Over All Lanes(pcuHr):	20.57	

Basic Results Summary

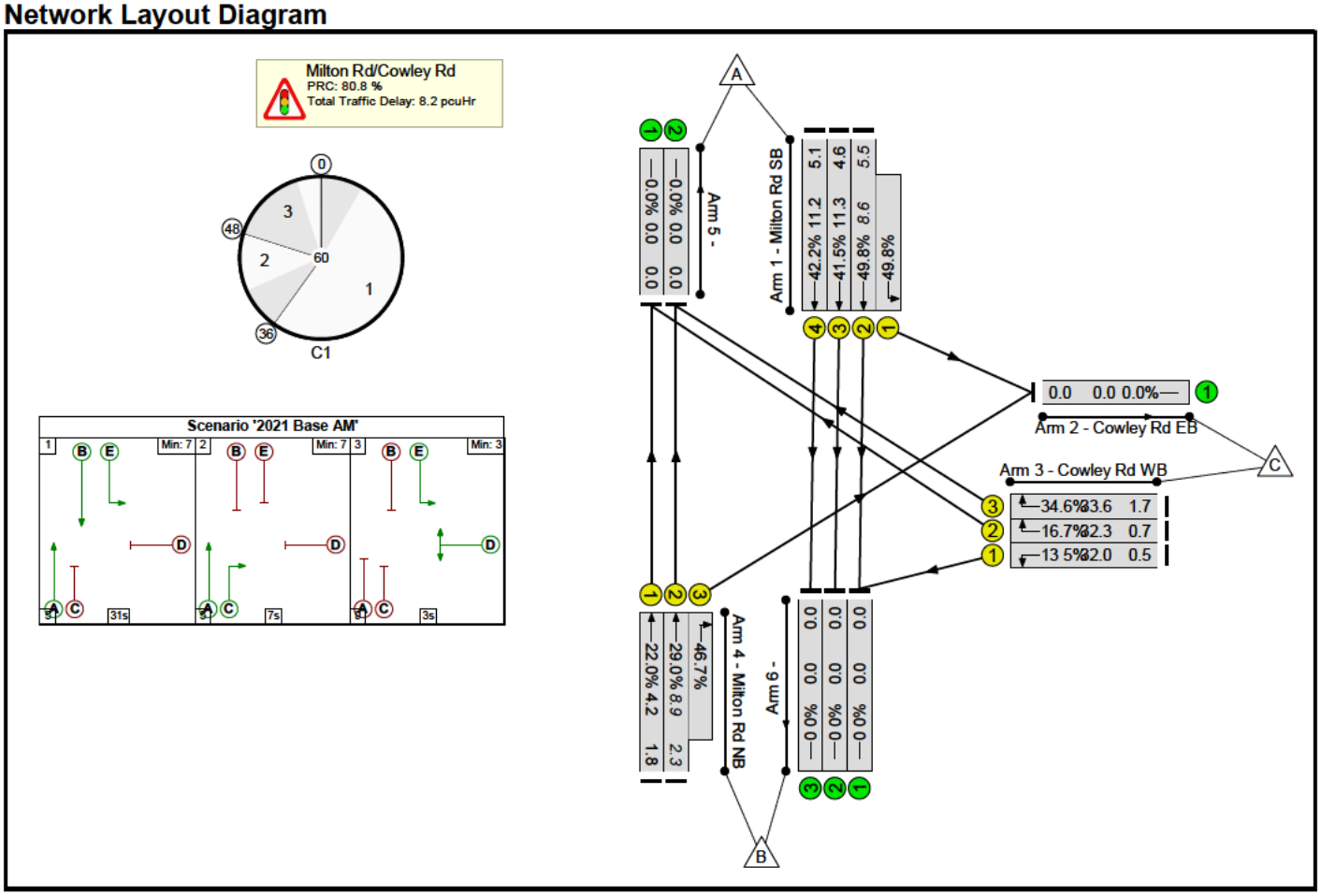
User and Project Details

Project:	**100102041 – Transport Assessment**
Title:	**AWS Cambridge WWTPRP EIA Stage 2**
Location:	
Client:	Anglian Water
Design Layout Ref:	[redacted]
Date Completed:	28.03.22
Model Purpose:	Base Year Assesment
Model Assumptions:	[redacted]
Flow Details:	[redacted]
Checked By:	TE
Additional detail:	
File name:	Milton Rd_Cowley Rd (1).lsg3x
Author:	ES
Company:	Mott MacDonald
Address:	

Basic Results Summary

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

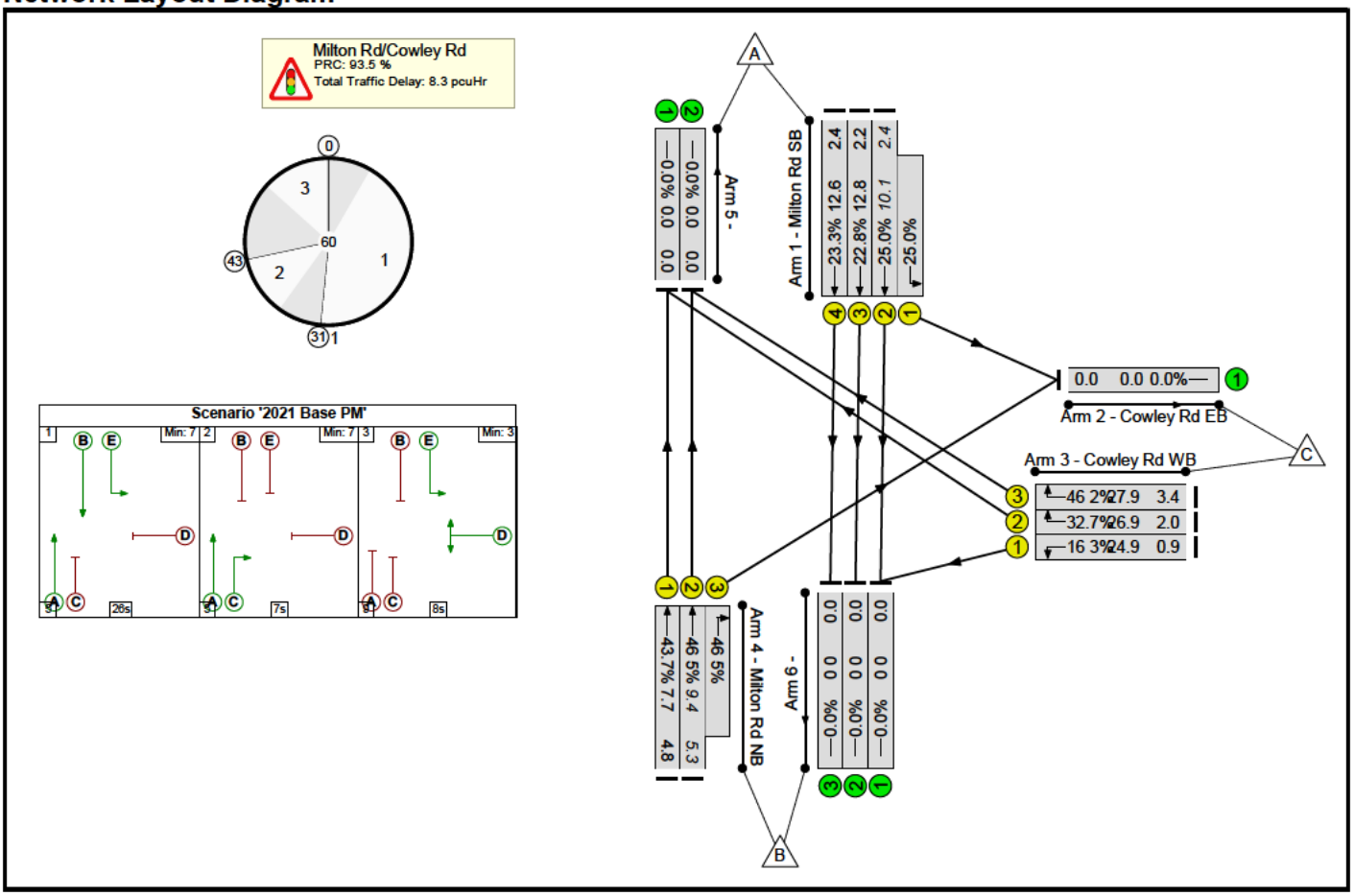
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**49.8%**	**0**	**0**	**0**	**8.2**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**49.8%**	**0**	**0**	**0**	**8.2**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	31:39	-	934	1965:1787	984+892	49.8 : 49.8%	-	-	-	2.2	8.6	5.5
1/3	Milton Rd SB Ahead	U	B		1	31	-	435	1965	1048	41.5%	-	-	-	1.4	11.3	4.6
1/4	Milton Rd SB Ahead	U	B		1	31	-	474	2105	1123	42.2%	-	-	-	1.5	11.2	5.1
3/1	Cowley Rd WB Left	U	D		1	7	-	31	1724	230	13.5%	-	-	-	0.3	32.0	0.5
3/2	Cowley Rd WB Right	U	D		1	7	-	39	1752	234	16.7%	-	-	-	0.4	32.3	0.7
3/3	Cowley Rd WB Right	U	D		1	7	-	96	2080	277	34.6%	-	-	-	0.9	33.6	1.7
4/1	Milton Rd NB Ahead	U	A		1	43	-	309	1915	1404	22.0%	-	-	-	0.4	4.2	1.8
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	43:7	-	510	2055:1781	1375+237	29.0 : 46.7%	-	-	-	1.3	8.9	2.3

C1 PRC for Signalled Lanes (%): 80.8 Total Delay for Signalled Lanes (pcuHr): 8.22 Cycle Time (s): 60
PRC Over All Lanes (%): 80.8 Total Delay Over All Lanes(pcuHr): 8.22

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

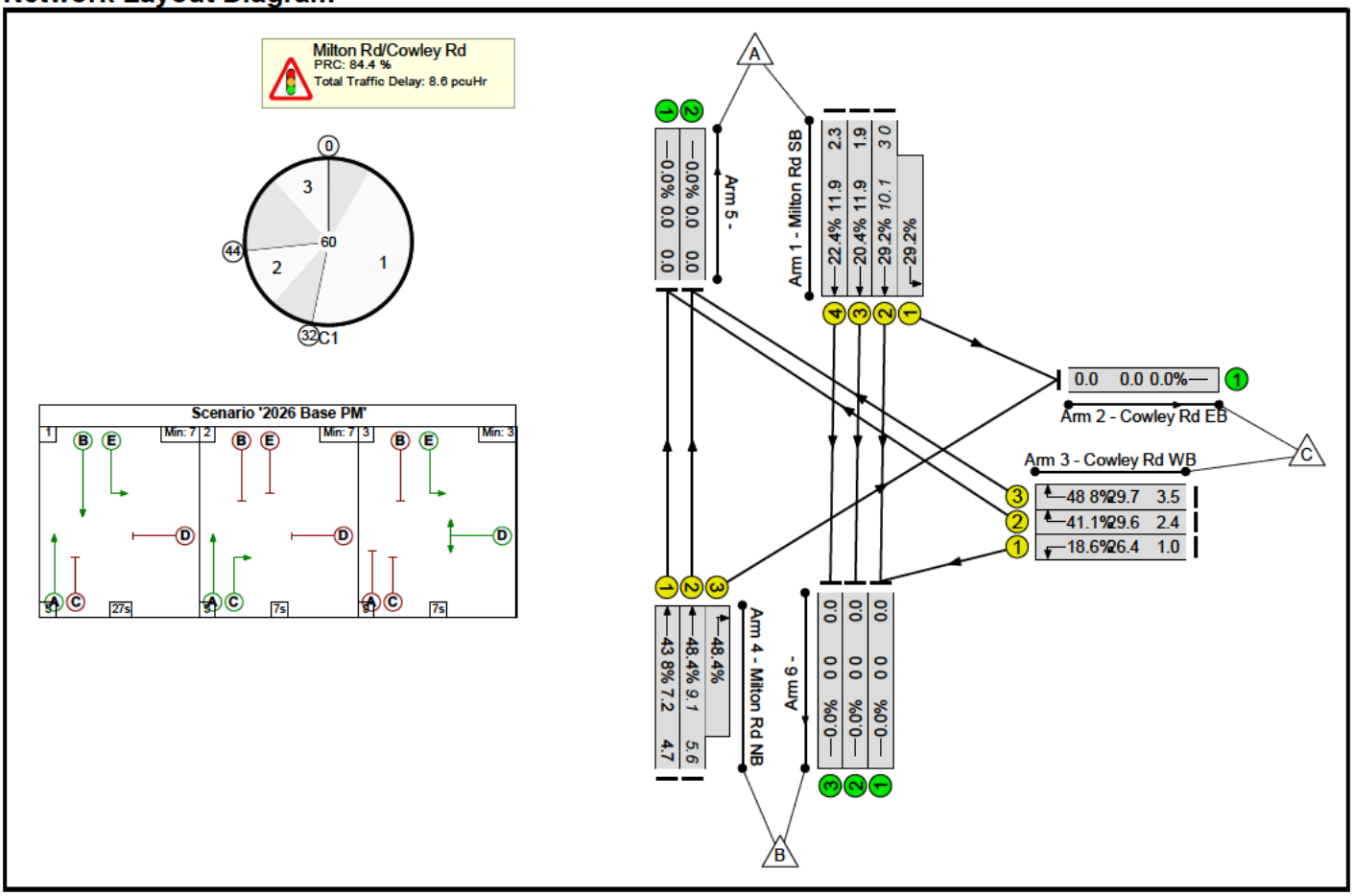
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**46.5%**	**0**	**0**	**0**	**8.3**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**46.5%**	**0**	**0**	**0**	**8.3**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	26:39	-	318	1965:1787	884+388	25.0 : 25.0%	-	-	-	0.9	10.1	2.4
1/3	Milton Rd SB Ahead	U	B		1	26	-	202	1965	884	22.8%	-	-	-	0.7	12.8	2.2
1/4	Milton Rd SB Ahead	U	B		1	26	-	221	2105	947	23.3%	-	-	-	0.8	12.6	2.4
3/1	Cowley Rd WB Left	U	D		1	12	-	61	1724	374	16.3%	-	-	-	0.4	24.9	0.9
3/2	Cowley Rd WB Right	U	D		1	12	-	124	1752	380	32.7%	-	-	-	0.9	26.9	2.0
3/3	Cowley Rd WB Right	U	D		1	12	-	208	2080	451	46.2%	-	-	-	1.6	27.9	3.4
4/1	Milton Rd NB Ahead	U	A		1	38	-	544	1915	1245	43.7%	-	-	-	1.2	7.7	4.8
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	38:7	-	671	2055:1781	1292+150	46.5 : 46.5%	-	-	-	1.8	9.4	5.3

C1 PRC for Signalled Lanes (%): 93.5 Total Delay for Signalled Lanes (pcuHr): 8.26 Cycle Time (s): 60
PRC Over All Lanes (%): 93.5 Total Delay Over All Lanes(pcuHr): 8.26

Basic Results Summary

Scenario 3: '2026 Base PM' (FG10: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

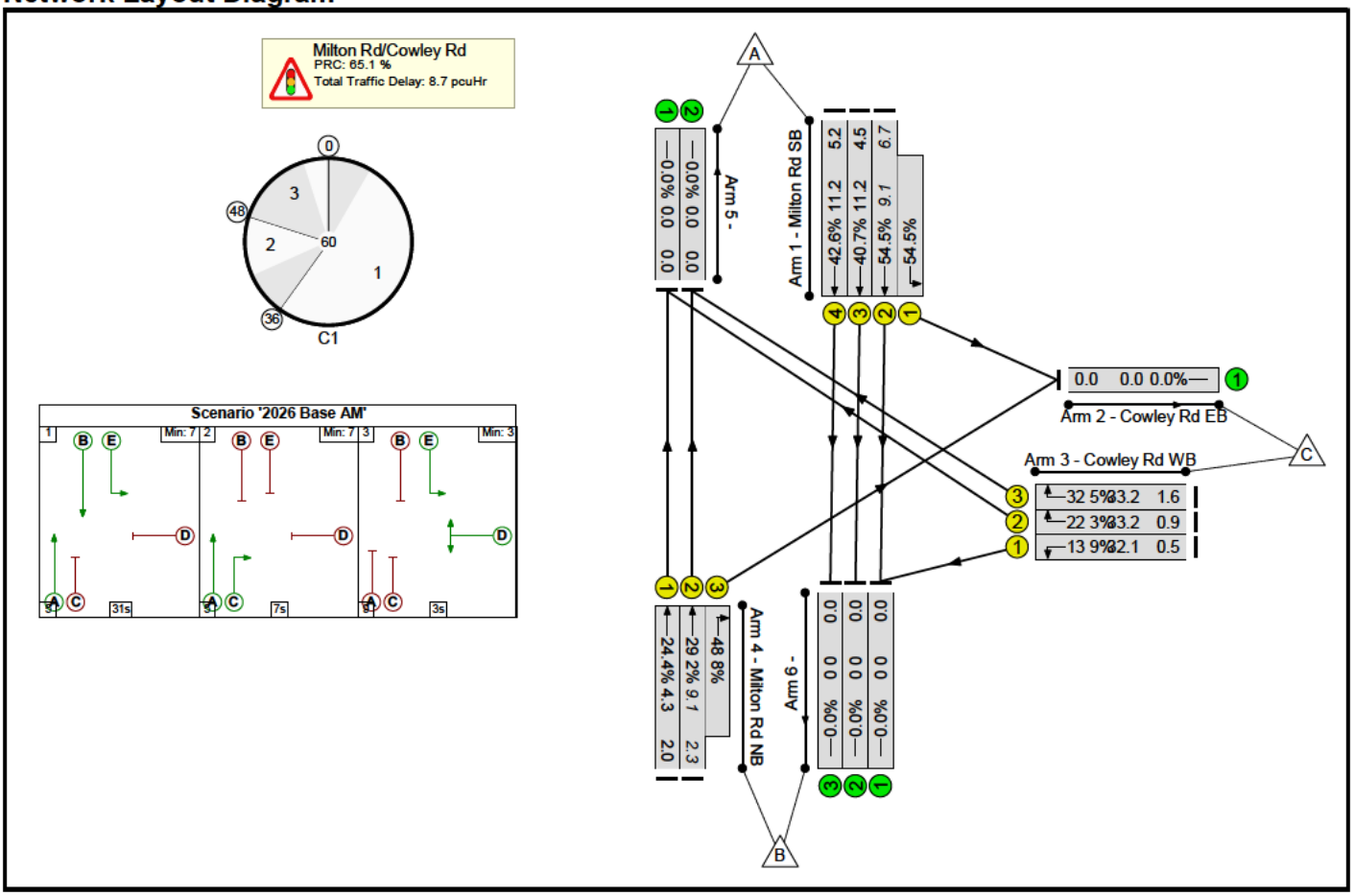
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**48.8%**	**0**	**0**	**0**	**8.6**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**48.8%**	**0**	**0**	**0**	**8.6**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	27:39	-	370	1965:1787	917+349	29.2 : 29.2%	-	-	-	1.0	10.1	3.0
1/3	Milton Rd SB Ahead	U	B		1	27	-	187	1965	917	20.4%	-	-	-	0.6	11.9	1.9
1/4	Milton Rd SB Ahead	U	B		1	27	-	220	2105	982	22.4%	-	-	-	0.7	11.9	2.3
3/1	Cowley Rd WB Left	U	D		1	11	-	64	1724	345	18.6%	-	-	-	0.5	26.4	1.0
3/2	Cowley Rd WB Right	U	D		1	11	-	144	1752	350	41.1%	-	-	-	1.2	29.6	2.4
3/3	Cowley Rd WB Right	U	D		1	11	-	203	2080	416	48.8%	-	-	-	1.7	29.7	3.5
4/1	Milton Rd NB Ahead	U	A		1	39	-	559	1915	1277	43.8%	-	-	-	1.1	7.2	4.7
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	39:7	-	713	2055:1781	1323+151	48.4 : 48.4%	-	-	-	1.8	9.1	5.6

C1 PRC for Signalled Lanes (%): 84.4 Total Delay for Signalled Lanes (pcuHr): 8.64 Cycle Time (s): 60
PRC Over All Lanes (%): 84.4 Total Delay Over All Lanes(pcuHr): 8.64

Basic Results Summary

Scenario 4: '2026 Base AM' (FG9: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**54.5%**	**0**	**0**	**0**	**8.7**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**54.5%**	**0**	**0**	**0**	**8.7**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	31:39	-	1025	1965:1787	1027+853	54.5 : 54.5%	-	-	-	2.6	9.1	6.7
1/3	Milton Rd SB Ahead	U	B		1	31	-	427	1965	1048	40.7%	-	-	-	1.3	11.2	4.5
1/4	Milton Rd SB Ahead	U	B		1	31	-	478	2105	1123	42.6%	-	-	-	1.5	11.2	5.2
3/1	Cowley Rd WB Left	U	D		1	7	-	32	1724	230	13.9%	-	-	-	0.3	32.1	0.5
3/2	Cowley Rd WB Right	U	D		1	7	-	52	1752	234	22.3%	-	-	-	0.5	33.2	0.9
3/3	Cowley Rd WB Right	U	D		1	7	-	90	2080	277	32.5%	-	-	-	0.8	33.2	1.6
4/1	Milton Rd NB Ahead	U	A		1	43	-	342	1915	1404	24.4%	-	-	-	0.4	4.3	2.0
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	43:7	-	516	2055:1781	1371+237	29.2 : 48.8%	-	-	-	1.3	9.1	2.3

C1

PRC for Signalled Lanes (%): 65.1
PRC Over All Lanes (%): 65.1

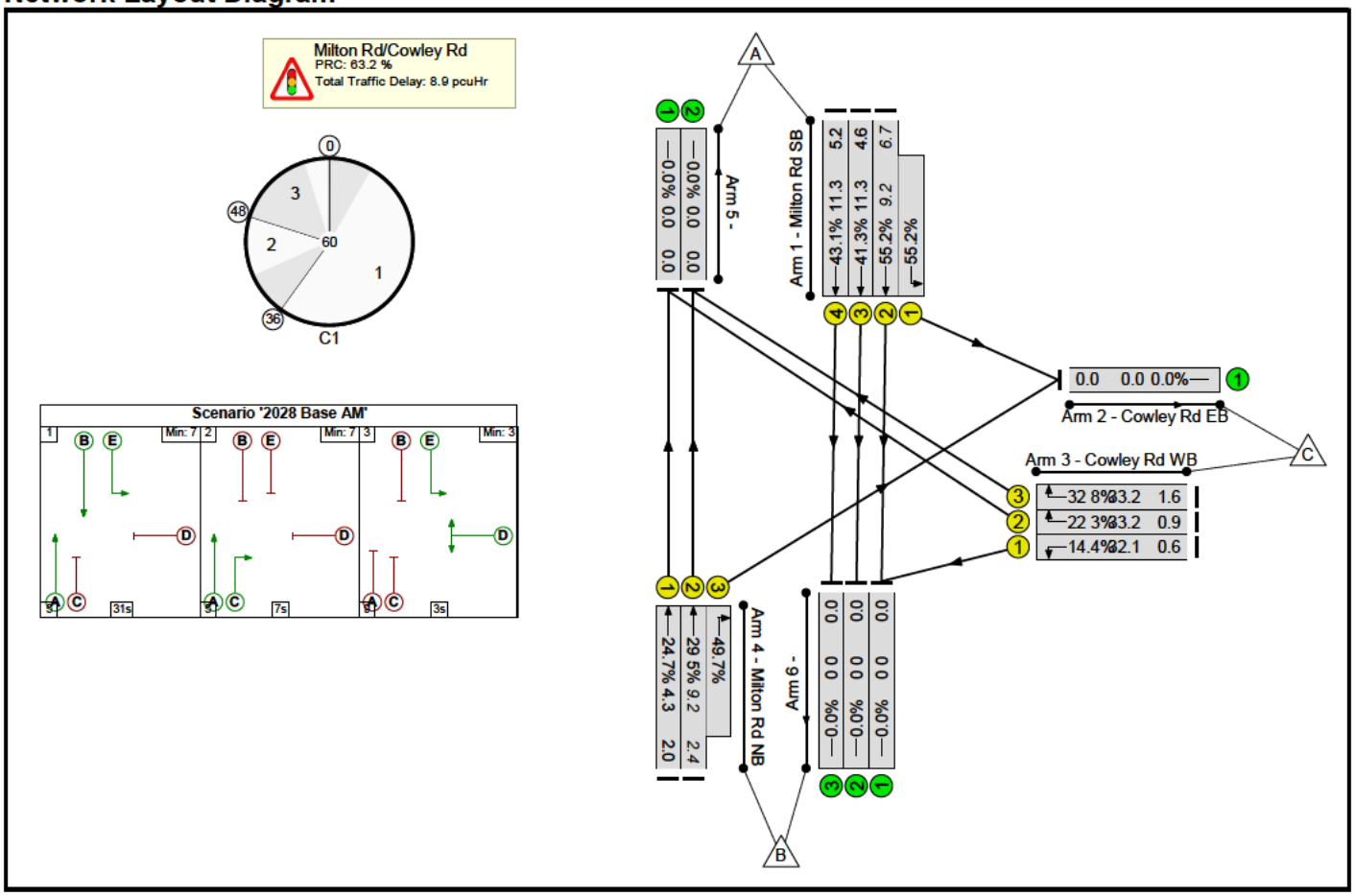
Total Delay for Signalled Lanes (pcuHr): 8.74
Total Delay Over All Lanes(pcuHr): 8.74

Cycle Time (s): 60

Basic Results Summary

Scenario 5: '2028 Base AM' (FG5: '2028 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

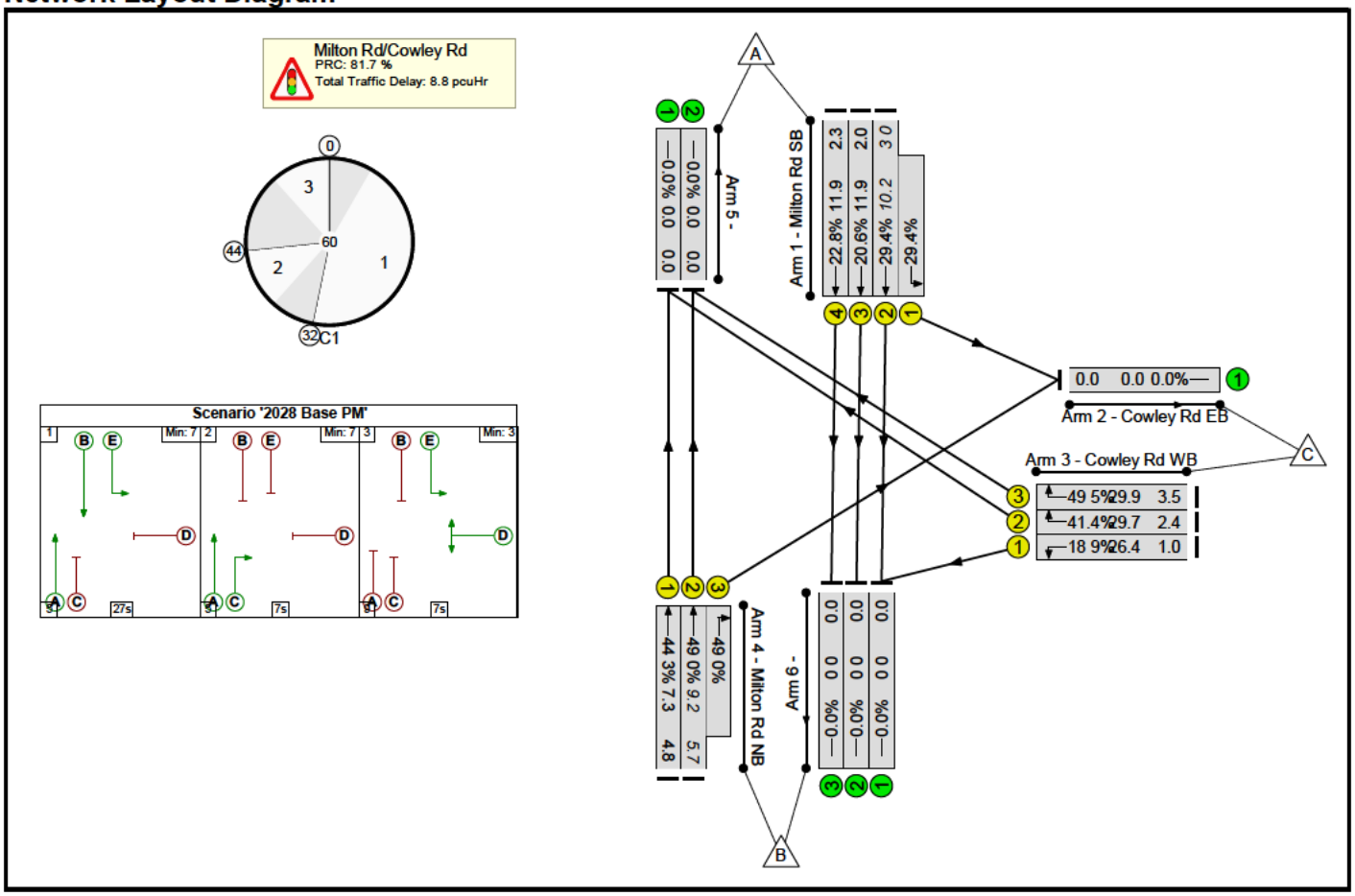
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**55.2%**	**0**	**0**	**0**	**8.9**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**55.2%**	**0**	**0**	**0**	**8.9**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	31:39	-	1037	1965:1787	1026+854	55.2 : 55.2%	-	-	-	2.7	9.2	6.7
1/3	Milton Rd SB Ahead	U	B		1	31	-	433	1965	1048	41.3%	-	-	-	1.4	11.3	4.6
1/4	Milton Rd SB Ahead	U	B		1	31	-	484	2105	1123	43.1%	-	-	-	1.5	11.3	5.2
3/1	Cowley Rd WB Left	U	D		1	7	-	33	1724	230	14.4%	-	-	-	0.3	32.1	0.6
3/2	Cowley Rd WB Right	U	D		1	7	-	52	1752	234	22.3%	-	-	-	0.5	33.2	0.9
3/3	Cowley Rd WB Right	U	D		1	7	-	91	2080	277	32.8%	-	-	-	0.8	33.2	1.6
4/1	Milton Rd NB Ahead	U	A		1	43	-	347	1915	1404	24.7%	-	-	-	0.4	4.3	2.0
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	43:7	-	522	2055:1781	1370+237	29.5 : 49.7%	-	-	-	1.3	9.2	2.4

C1 PRC for Signalled Lanes (%): 63.2 Total Delay for Signalled Lanes (pcuHr): 8.89 Cycle Time (s): 60
PRC Over All Lanes (%): 63.2 Total Delay Over All Lanes(pcuHr): 8.89

Basic Results Summary

Scenario 6: '2028 Base PM' (FG6: '2028 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

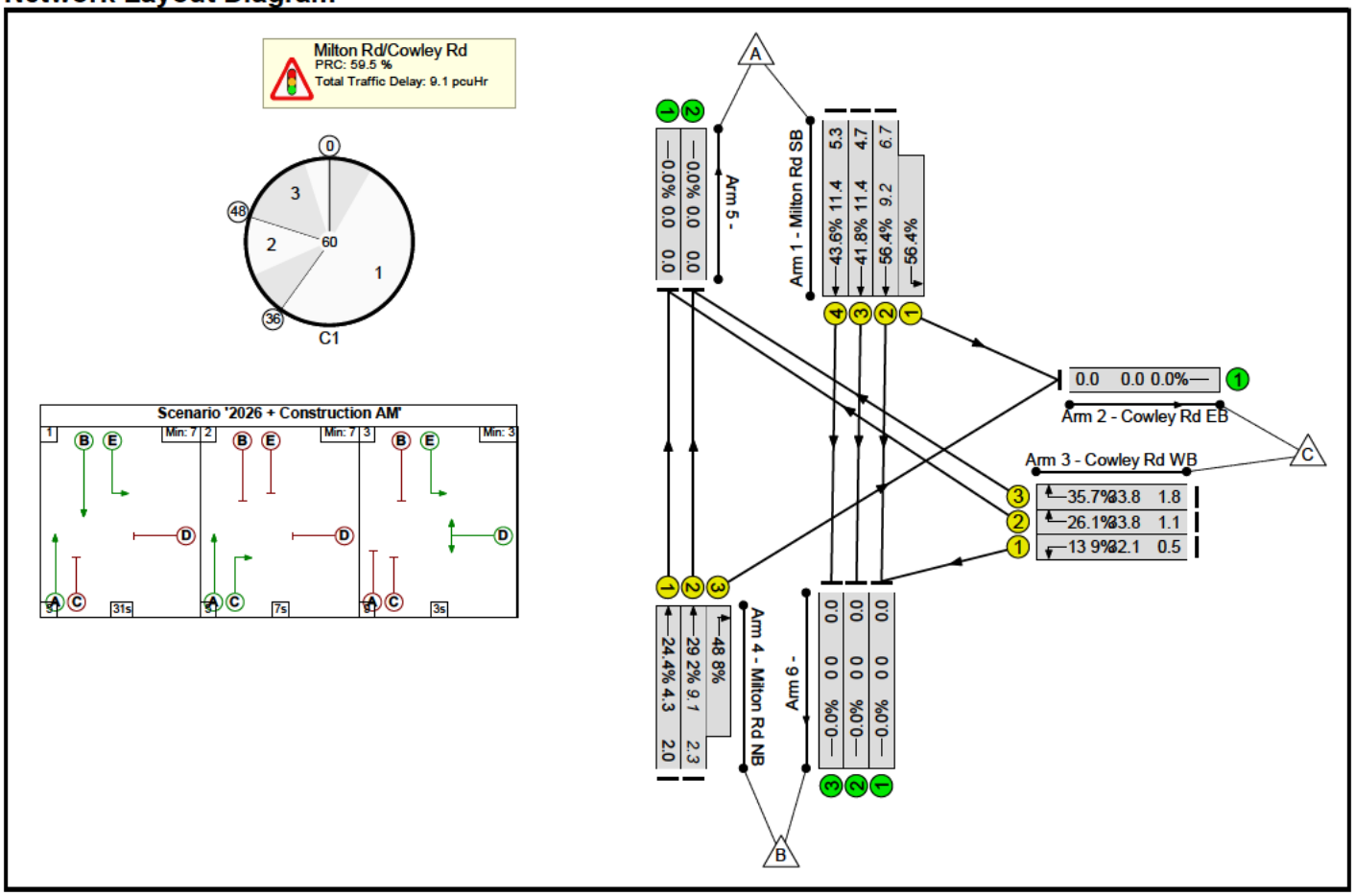
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**49.5%**	**0**	**0**	**0**	**8.8**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**49.5%**	**0**	**0**	**0**	**8.8**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	27:39	-	373	1965:1787	917+350	29.4 : 29.4%	-	-	-	1.1	10.2	3.0
1/3	Milton Rd SB Ahead	U	B		1	27	-	189	1965	917	20.6%	-	-	-	0.6	11.9	2.0
1/4	Milton Rd SB Ahead	U	B		1	27	-	224	2105	982	22.8%	-	-	-	0.7	11.9	2.3
3/1	Cowley Rd WB Left	U	D		1	11	-	65	1724	345	18.9%	-	-	-	0.5	26.4	1.0
3/2	Cowley Rd WB Right	U	D		1	11	-	145	1752	350	41.4%	-	-	-	1.2	29.7	2.4
3/3	Cowley Rd WB Right	U	D		1	11	-	206	2080	416	49.5%	-	-	-	1.7	29.9	3.5
4/1	Milton Rd NB Ahead	U	A		1	39	-	566	1915	1277	44.3%	-	-	-	1.1	7.3	4.8
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	39:7	-	722	2055:1781	1323+151	49.0 : 49.0%	-	-	-	1.8	9.2	5.7

C1 PRC for Signalled Lanes (%): 81.7 Total Delay for Signalled Lanes (pcuHr): 8.79 Cycle Time (s): 60
PRC Over All Lanes (%): 81.7 Total Delay Over All Lanes(pcuHr): 8.79

Basic Results Summary

Scenario 7: '2026 + Construction AM' (FG13: '2026 + Construction AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

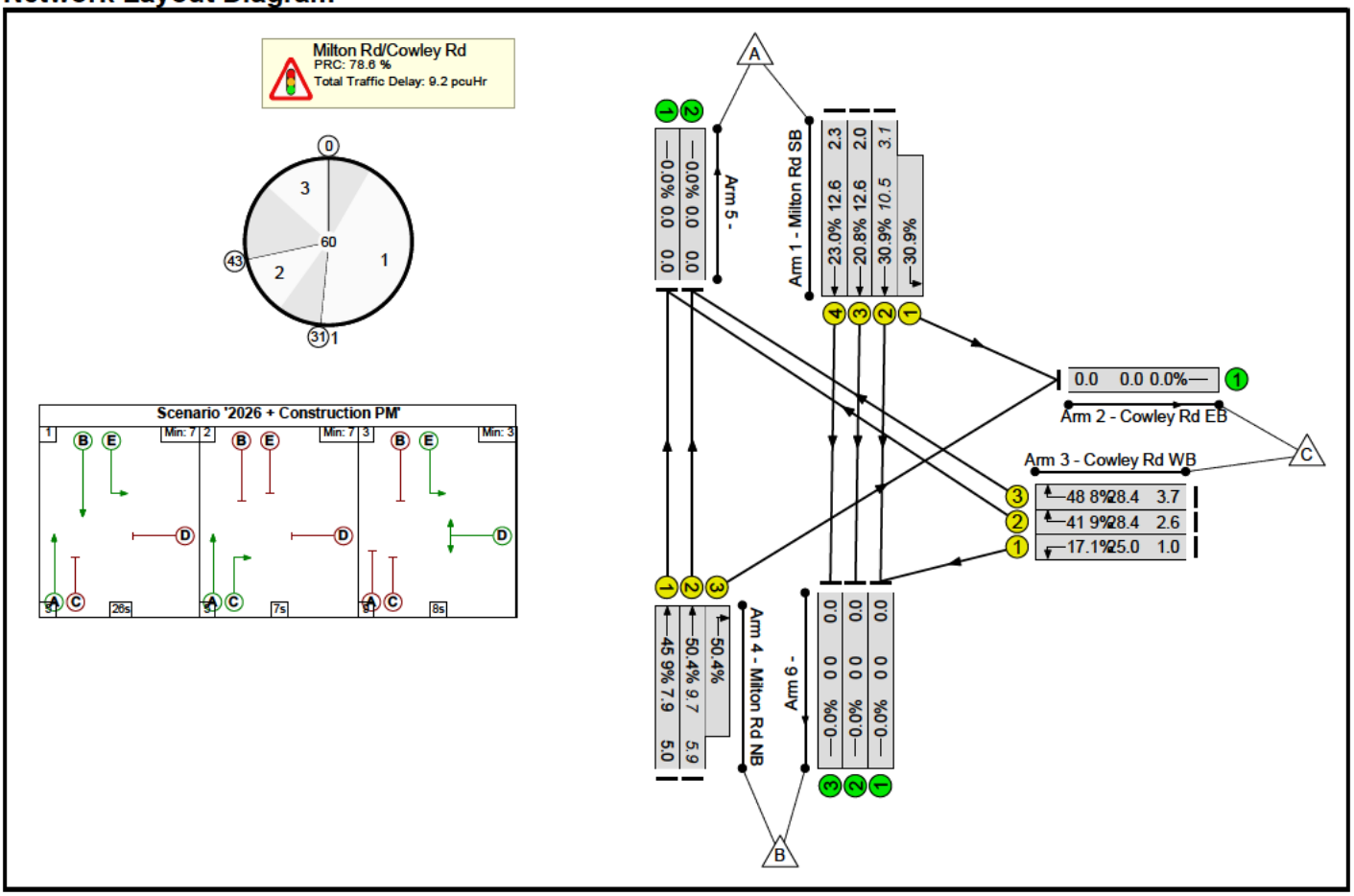
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**56.4%**	**0**	**0**	**0**	**9.1**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**56.4%**	**0**	**0**	**0**	**9.1**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	31:39	-	1059	1965:1787	996+881	56.4 : 56.4%	-	-	-	2.7	9.2	6.7
1/3	Milton Rd SB Ahead	U	B		1	31	-	438	1965	1048	41.8%	-	-	-	1.4	11.4	4.7
1/4	Milton Rd SB Ahead	U	B		1	31	-	489	2105	1123	43.6%	-	-	-	1.5	11.4	5.3
3/1	Cowley Rd WB Left	U	D		1	7	-	32	1724	230	13.9%	-	-	-	0.3	32.1	0.5
3/2	Cowley Rd WB Right	U	D		1	7	-	61	1752	234	26.1%	-	-	-	0.6	33.8	1.1
3/3	Cowley Rd WB Right	U	D		1	7	-	99	2080	277	35.7%	-	-	-	0.9	33.8	1.8
4/1	Milton Rd NB Ahead	U	A		1	43	-	342	1915	1404	24.4%	-	-	-	0.4	4.3	2.0
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	43:7	-	516	2055:1781	1371+237	29.2 : 48.8%	-	-	-	1.3	9.1	2.3

C1 PRC for Signalled Lanes (%): 59.5 Total Delay for Signalled Lanes (pcuHr): 9.14 Cycle Time (s): 60
PRC Over All Lanes (%): 59.5 Total Delay Over All Lanes(pcuHr): 9.14

Basic Results Summary

Scenario 8: '2026 + Construction PM' (FG14: '2026 + Construction PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

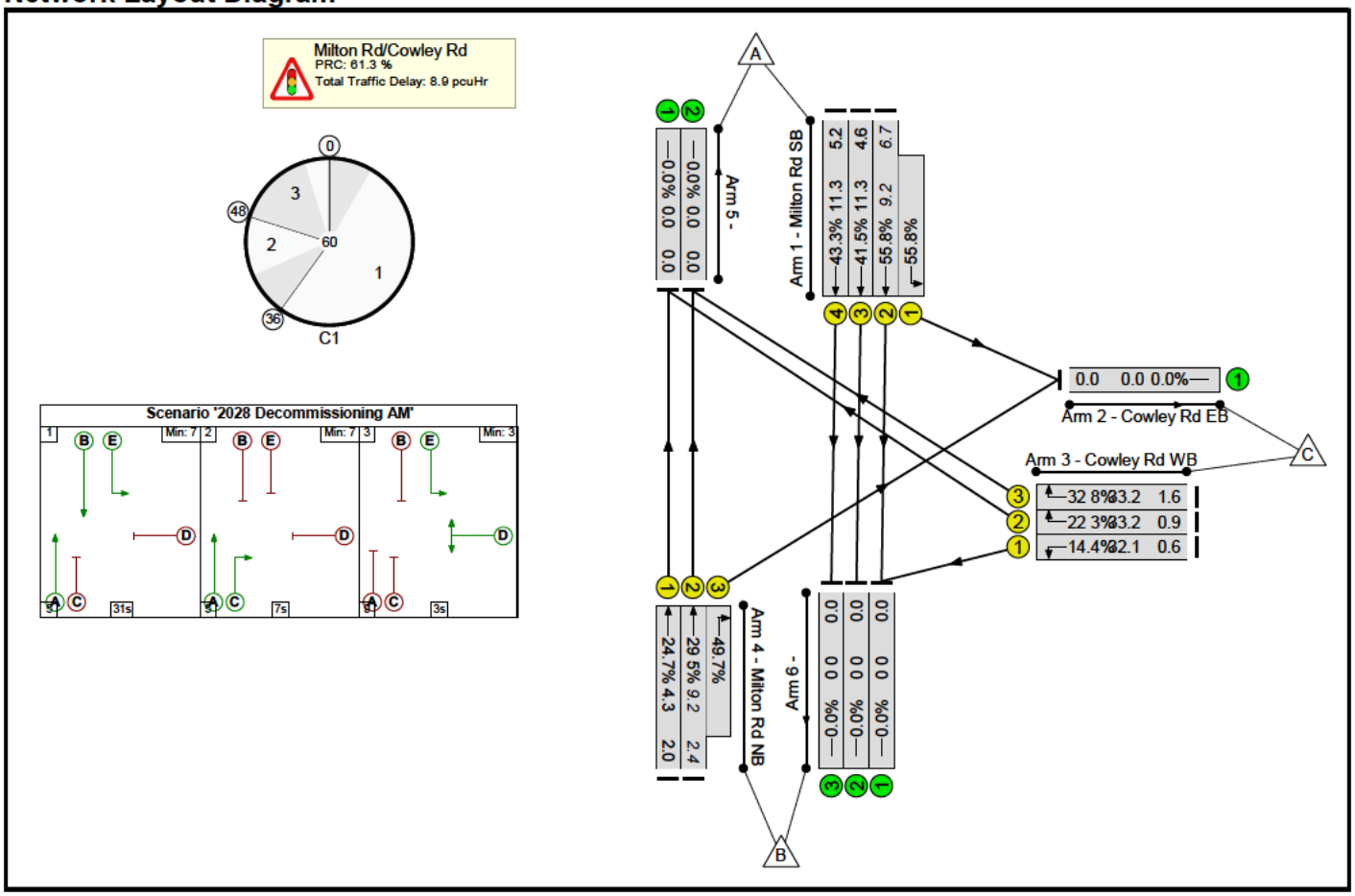
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**50.4%**	**0**	**0**	**0**	**9.2**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**50.4%**	**0**	**0**	**0**	**9.2**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	26:39	-	393	1965:1787	884+389	30.9 : 30.9%	-	-	-	1.1	10.5	3.1
1/3	Milton Rd SB Ahead	U	B		1	26	-	184	1965	884	20.8%	-	-	-	0.6	12.6	2.0
1/4	Milton Rd SB Ahead	U	B		1	26	-	218	2105	947	23.0%	-	-	-	0.8	12.6	2.3
3/1	Cowley Rd WB Left	U	D		1	12	-	64	1724	374	17.1%	-	-	-	0.4	25.0	1.0
3/2	Cowley Rd WB Right	U	D		1	12	-	159	1752	380	41.9%	-	-	-	1.3	28.4	2.6
3/3	Cowley Rd WB Right	U	D		1	12	-	220	2080	451	48.8%	-	-	-	1.7	28.4	3.7
4/1	Milton Rd NB Ahead	U	A		1	38	-	571	1915	1245	45.9%	-	-	-	1.3	7.9	5.0
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	38:7	-	725	2055:1781	1294+145	50.4 : 50.4%	-	-	-	2.0	9.7	5.9

C1 PRC for Signalled Lanes (%): 78.6 Total Delay for Signalled Lanes (pcuHr): 9.20 Cycle Time (s): 60
PRC Over All Lanes (%): 78.6 Total Delay Over All Lanes(pcuHr): 9.20

Basic Results Summary

Scenario 9: '2028 Decommissioning AM' (FG15: '2028 Decomimssioning AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

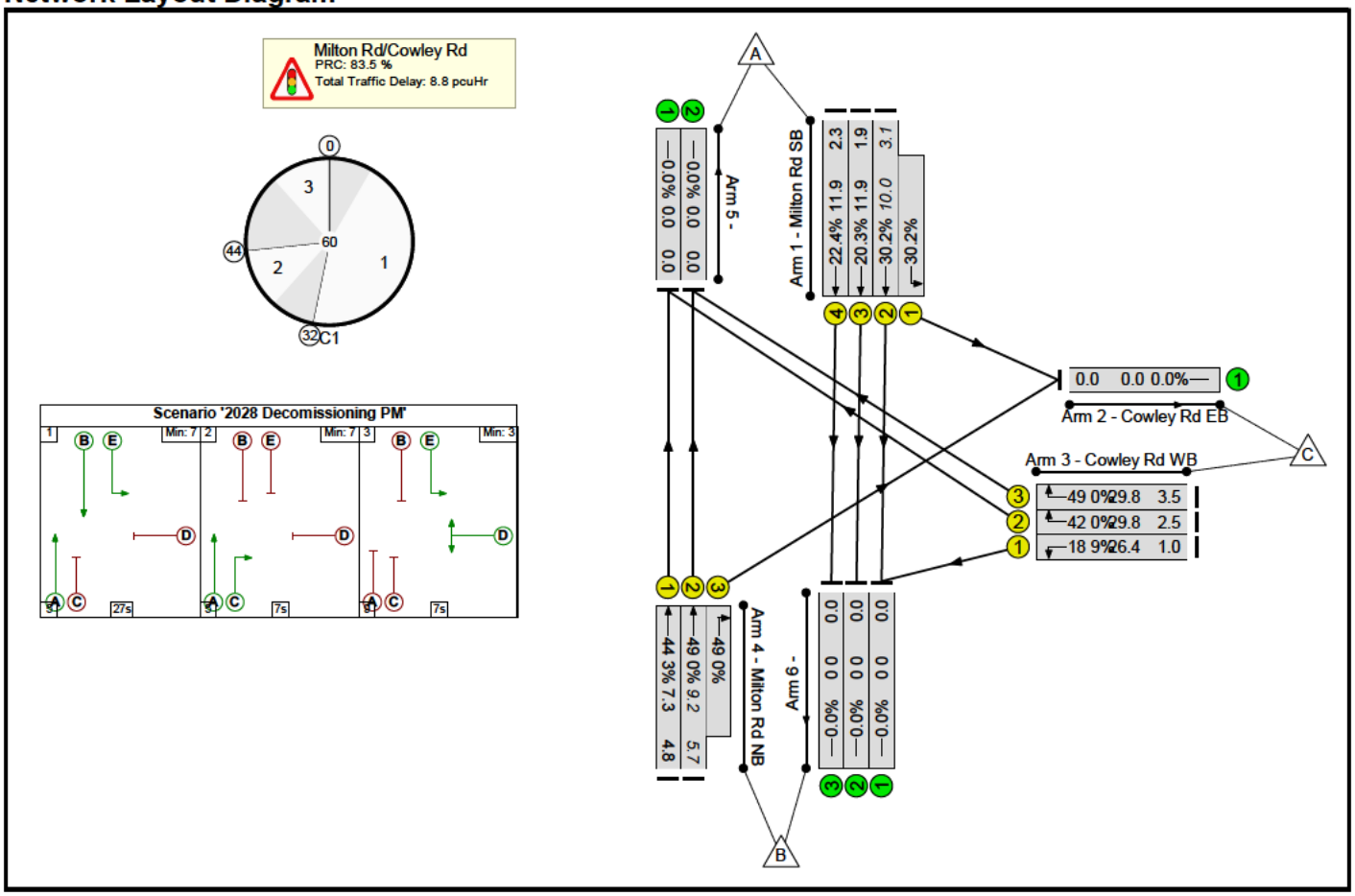
Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**55.8%**	**0**	**0**	**0**	**8.9**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**55.8%**	**0**	**0**	**0**	**8.9**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	31:39	-	1048	1965:1787	1007+871	55.8 : 55.8%	-	-	-	2.7	9.2	6.7
1/3	Milton Rd SB Ahead	U	B		1	31	-	435	1965	1048	41.5%	-	-	-	1.4	11.3	4.6
1/4	Milton Rd SB Ahead	U	B		1	31	-	486	2105	1123	43.3%	-	-	-	1.5	11.3	5.2
3/1	Cowley Rd WB Left	U	D		1	7	-	33	1724	230	14.4%	-	-	-	0.3	32.1	0.6
3/2	Cowley Rd WB Right	U	D		1	7	-	52	1752	234	22.3%	-	-	-	0.5	33.2	0.9
3/3	Cowley Rd WB Right	U	D		1	7	-	91	2080	277	32.8%	-	-	-	0.8	33.2	1.6
4/1	Milton Rd NB Ahead	U	A		1	43	-	347	1915	1404	24.7%	-	-	-	0.4	4.3	2.0
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	43:7	-	522	2055:1781	1370+237	29.5 : 49.7%	-	-	-	1.3	9.2	2.4

C1 PRC for Signalled Lanes (%): 61.3 Total Delay for Signalled Lanes (pcuHr): 8.94 Cycle Time (s): 60
PRC Over All Lanes (%): 61.3 Total Delay Over All Lanes(pcuHr): 8.94

Basic Results Summary

Scenario 10: '2028 Decomissioning PM' (FG16: '2028 Decomissioning PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**49.0%**	**0**	**0**	**0**	**8.8**	-	-
Milton Rd/Cowley Rd	-	-	-		-	-	-	-	-	-	**49.0%**	**0**	**0**	**0**	**8.8**	-	-
1/2+1/1	Milton Rd SB Left Ahead	U	B E		1	27:39	-	396	1965:1787	917+394	30.2 : 30.2%	-	-	-	1.1	10.0	3.1
1/3	Milton Rd SB Ahead	U	B		1	27	-	186	1965	917	20.3%	-	-	-	0.6	11.9	1.9
1/4	Milton Rd SB Ahead	U	B		1	27	-	220	2105	982	22.4%	-	-	-	0.7	11.9	2.3
3/1	Cowley Rd WB Left	U	D		1	11	-	65	1724	345	18.9%	-	-	-	0.5	26.4	1.0
3/2	Cowley Rd WB Right	U	D		1	11	-	147	1752	350	42.0%	-	-	-	1.2	29.8	2.5
3/3	Cowley Rd WB Right	U	D		1	11	-	204	2080	416	49.0%	-	-	-	1.7	29.8	3.5
4/1	Milton Rd NB Ahead	U	A		1	39	-	566	1915	1277	44.3%	-	-	-	1.1	7.3	4.8
4/2+4/3	Milton Rd NB Right Ahead	U	A C		1	39:7	-	722	2055:1781	1323+151	49.0 : 49.0%	-	-	-	1.8	9.2	5.7

C1 PRC for Signalled Lanes (%): 83.5 Total Delay for Signalled Lanes (pcuHr): 8.81 Cycle Time (s): 60
PRC Over All Lanes (%): 83.5 Total Delay Over All Lanes(pcuHr): 8.81

Basic Results Summary

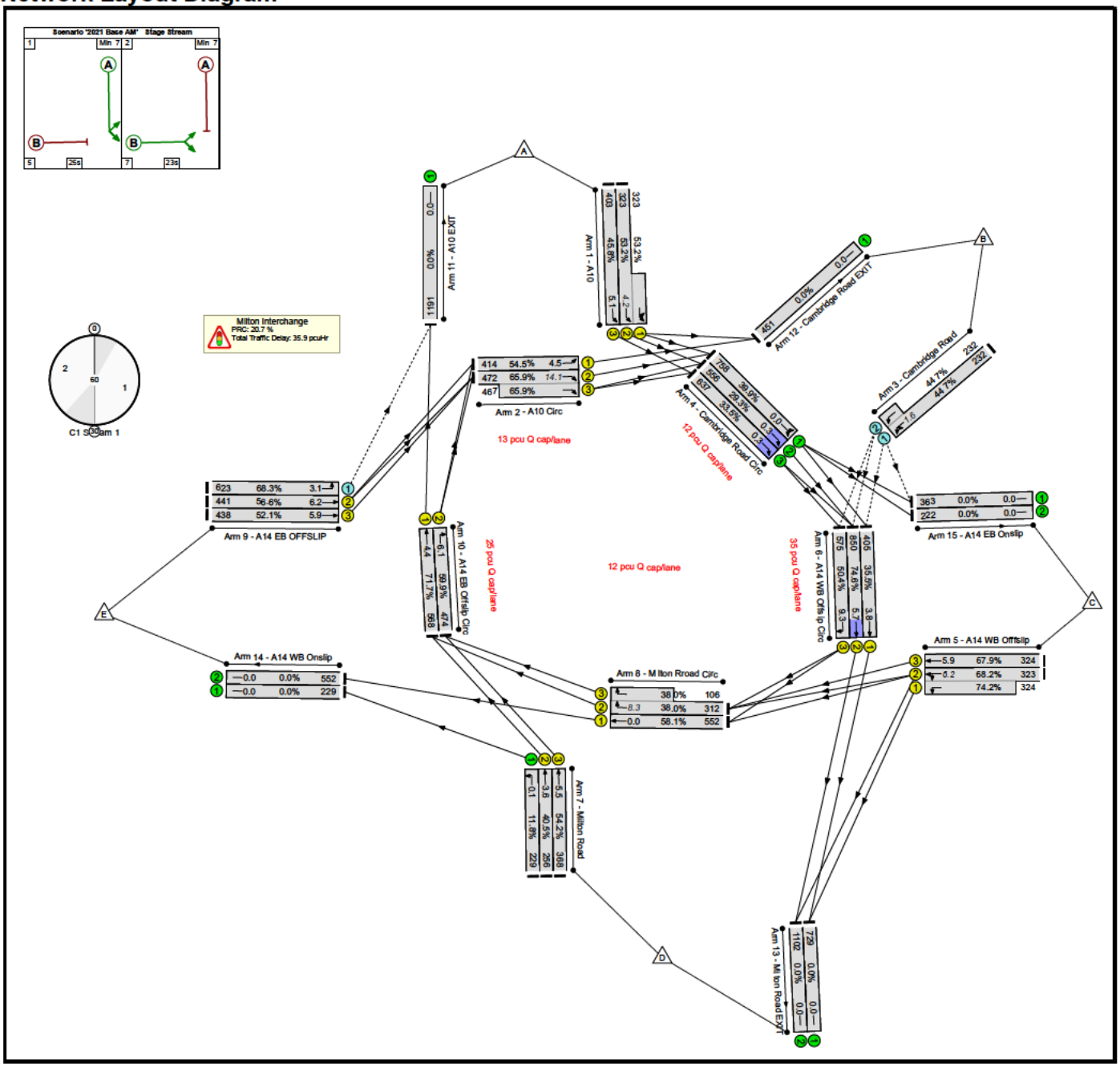
User and Project Details

Project:	**Waterbeach Baracks**
Title:	**AWS Cambridge WWTPRP EIA Stage 2**
Location:	Milton Interchange
Client:	U&C
Site Ref(s):	Milton Interchanje J34
Date Completed:	28.03.22
Model Purpose:	Base Year Assesment
Model Assumptions:	[redacted]
[redacted]	[redacted]
Checked By:	TE
Additional detail:	
File name:	Milton Interchange (PCU) HE Scheme Rev 4 CCC-edits+PBA Edits -1900 SAT Flow (1).lsg3x
Author:	NTP
Company:	PBA
Address:	Cambridge

Basic Results Summary

Scenario 1: '2021 Base AM' (FG1: '2021 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**74.6%**	**1168**	**383**	**0**	**35.9**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**74.6%**	**1168**	**383**	**0**	**35.9**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	25	-	646	2057:1910	607+607	53.2 : 53.2%	-	-	-	2.6	14.7	4.2
1/3	A10 Ahead	U	A		1	25	-	403	2029	879	45.8%	-	-	-	1.8	15.8	5.1
2/1	A10 Circ Ahead	U	B		1	23	-	414	1900	760	54.5%	-	-	-	1.3	11.6	4.5
2/2+2/3	A10 Circ Right	U	B		1	23	-	939	1900:1900	716+709	65.9 : 65.9%	-	-	-	5.2	20.0	14.1
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	464	1828:1986	519+519	44.7 : 44.7%	928	0	0	0.6	4.8	1.6
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	758	1900	1900	39.9%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	556	1900	1900	29.3%	-	-	-	0.0	0.1	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	637	1900	1900	33.5%	-	-	-	0.0	0.1	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	647	2029:1871	473+437	68.2 : 74.2%	-	-	-	5.0	27.9	6.2
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	324	2044	477	67.9%	-	-	-	2.9	32.6	5.9
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	405	1900	1140	35.5%	-	-	-	0.3	2.6	3.8
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	850	1900	1140	74.6%	-	-	-	1.0	4.4	5.7

Basic Results Summary

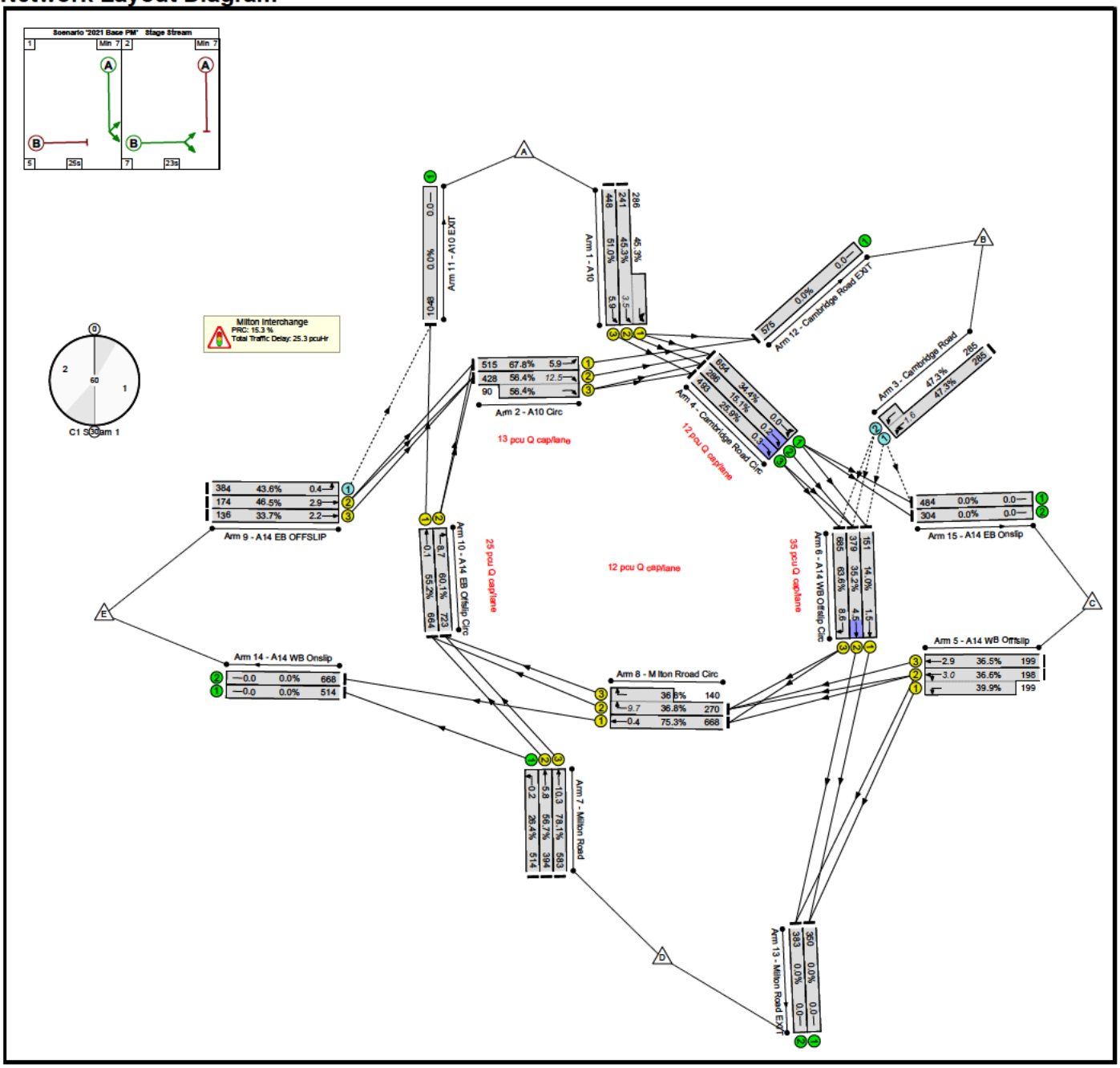
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	575	1900	1140	50.4%	-	-	-	1.9	12.1	9.3
7/1	Milton Road Left	U	-		-	-	-	229	1946	1946	11.8%	-	-	-	0.1	1.0	0.1
7/2	Milton Road Ahead	U	E		1	19	-	256	1894	631	40.5%	-	-	-	1.4	20.2	3.6
7/3	Milton Road Ahead	U	E		1	19	-	368	2037	679	54.2%	-	-	-	2.3	22.0	5.5
8/1	Milton Rroad Circ Ahead	U	F		1	29	-	552	1900	950	58.1%	-	-	-	0.0	0.0	0.0
8/2+8/3	Milton Rroad Circ Right	U	F		1	29	-	418	1900:1900	822+279	38.0 : 38.0%	-	-	-	1.9	16.1	8.3
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	623	1894	912	68.3%	240	383	0	1.1	6.6	3.1
9/2	A14 EB OFFSLIP Ahead	U	G		1	24	-	441	1871	780	56.6%	-	-	-	2.3	18.7	6.2
9/3	A14 EB OFFSLIP Ahead	U	G		1	24	-	438	2018	841	52.1%	-	-	-	2.1	17.5	5.9
10/1	A14 EB Offslip Circ Ahead	U	H		1	24	-	568	1900	792	71.7%	-	-	-	0.8	5.1	4.4
10/2	A14 EB Offslip Circ Right	U	H		1	24	-	474	1900	792	59.9%	-	-	-	1.1	8.2	6.1

C1	Stream: 1 PRC for Signalled Lanes (%):	36.6	Total Delay for Signalled Lanes (pcuHr):	10.95	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	20.7	Total Delay for Signalled Lanes (pcuHr):	11.23	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	54.9	Total Delay for Signalled Lanes (pcuHr):	5.56	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	25.4	Total Delay for Signalled Lanes (pcuHr):	6.30	Cycle Time (s): 60
	PRC Over All Lanes (%):	20.7	Total Delay Over All Lanes(pcuHr):	35.90	

Basic Results Summary

Scenario 2: '2021 Base PM' (FG2: '2021 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**78.1%**	**1383**	**141**	**0**	**25.3**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**78.1%**	**1383**	**141**	**0**	**25.3**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	25	-	527	2057:1910	532+631	45.3 : 45.3%	-	-	-	2.0	14.0	3.5
1/3	A10 Ahead	U	A		1	25	-	448	2029	879	51.0%	-	-	-	2.1	16.5	5.9
2/1	A10 Circ Ahead	U	B		1	23	-	515	1900	760	67.8%	-	-	-	1.3	9.3	5.9
2/2+2/3	A10 Circ Right	U	B		1	23	-	518	1900:1900	759+160	56.4 : 56.4%	-	-	-	2.1	14.9	12.5
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	570	1828:1986	602+602	47.3 : 47.3%	1140	0	0	0.5	3.3	1.6
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	654	1900	1900	34.4%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	286	1900	1900	15.1%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	493	1900	1900	25.9%	-	-	-	0.0	0.2	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	15	-	397	2029:1871	541+499	36.6 : 39.9%	-	-	-	2.3	20.8	3.0
5/3	A14 WB Offfslip Ahead	U	C		1	15	-	199	2044	545	36.5%	-	-	-	1.3	23.1	2.9
6/1	A14 WB Offslip Circ Ahead	U	D		1	33	-	151	1900	1077	14.0%	-	-	-	0.3	6.4	1.5
6/2	A14 WB Offslip Circ Ahead	U	D		1	33	-	379	1900	1077	35.2%	-	-	-	0.4	3.4	4.5

Basic Results Summary

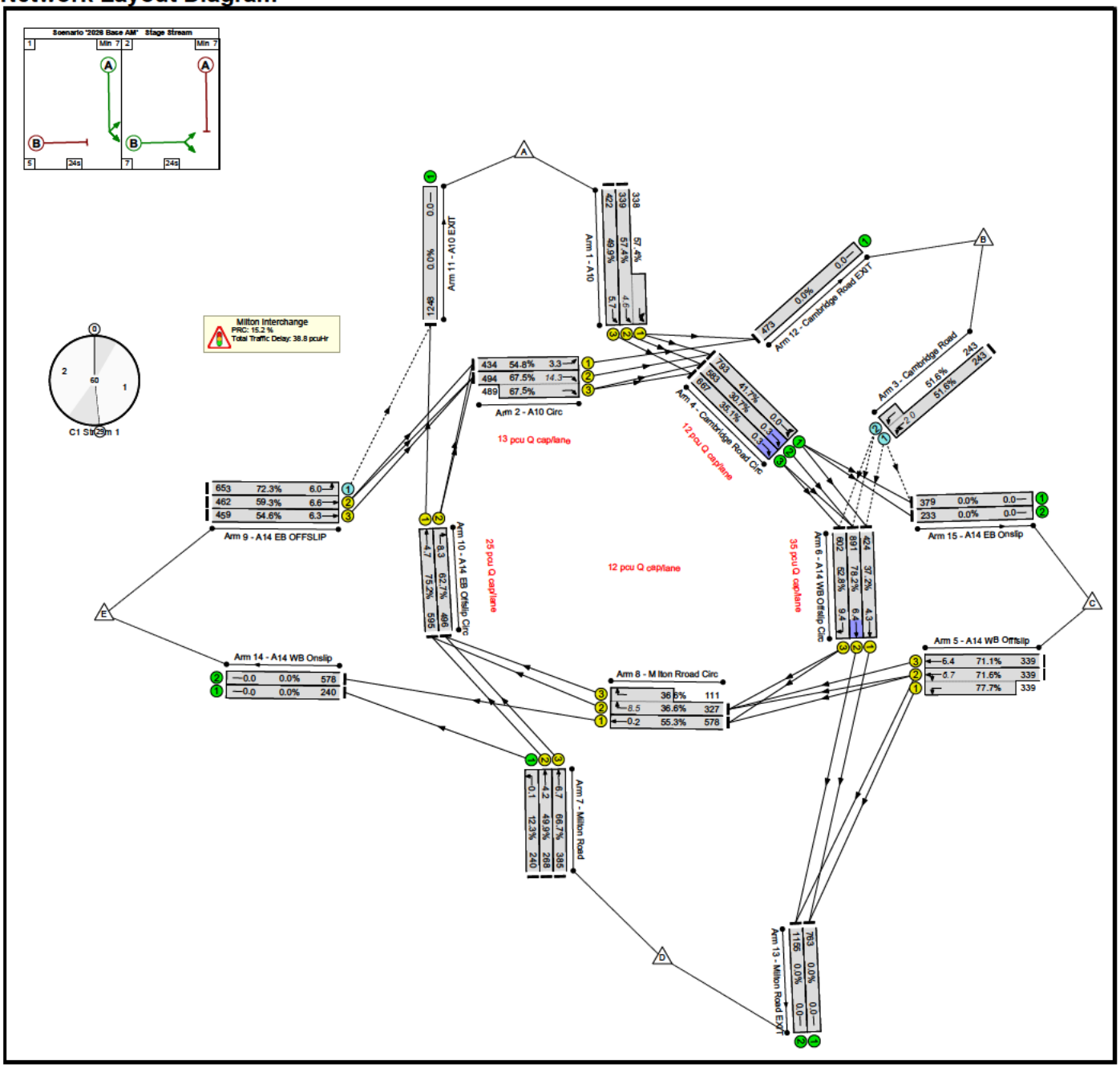
6/3	A14 WB Offslip Circ Right	U	D		1	33	-	685	1900	1077	63.6%	-	-	-	0.7	3.7	8.6
7/1	Milton Road Left	U	-		-	-	-	514	1946	1946	26.4%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	21	-	394	1894	694	56.7%	-	-	-	2.3	21.2	5.8
7/3	Milton Road Ahead	U	E		1	21	-	583	2037	747	78.1%	-	-	-	4.5	27.6	10.3
8/1	Milton Rroad Circ Ahead	U	F		1	27	-	668	1900	887	75.3%	-	-	-	0.2	1.1	0.4
8/2+8/3	Milton Rroad Circ Right	U	F		1	27	-	410	1900:1900	733+380	36.8 : 36.8%	-	-	-	2.2	19.0	9.7
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	384	1894	881	43.6%	243	141	0	0.4	3.6	0.4
9/2	A14 EB OFFSLIP Ahead	U	G		1	11	-	174	1871	374	46.5%	-	-	-	1.5	30.1	2.9
9/3	A14 EB OFFSLIP Ahead	U	G		1	11	-	136	2018	404	33.7%	-	-	-	1.0	27.3	2.2
10/1	A14 EB Offslip Circ Ahead	U	H		1	37	-	664	1900	1203	55.2%	-	-	-	0.0	0.1	0.1
10/2	A14 EB Offslip Circ Right	U	H		1	37	-	723	1900	1203	60.1%	-	-	-	0.1	0.4	8.7

C1	Stream: 1 PRC for Signalled Lanes (%):	32.8	Total Delay for Signalled Lanes (pcuHr):	7.58	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	41.5	Total Delay for Signalled Lanes (pcuHr):	4.89	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	15.3	Total Delay for Signalled Lanes (pcuHr):	9.15	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	49.8	Total Delay for Signalled Lanes (pcuHr):	2.59	Cycle Time (s): 60
	PRC Over All Lanes (%):	15.3	Total Delay Over All Lanes(pcuHr):	25.34	

Basic Results Summary

Scenario 3: '2026 Base AM' (FG3: '2026 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**78.2%**	**1234**	**391**	**0**	**38.8**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**78.2%**	**1234**	**391**	**0**	**38.8**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	24	-	677	2057:1910	591+589	57.4 : 57.4%	-	-	-	3.0	15.9	4.6
1/3	A10 Ahead	U	A		1	24	-	422	2029	845	49.9%	-	-	-	2.0	17.1	5.7
2/1	A10 Circ Ahead	U	B		1	24	-	434	1900	792	54.8%	-	-	-	1.1	8.8	3.3
2/2+2/3	A10 Circ Right	U	B		1	24	-	983	1900:1900	732+725	67.5 : 67.5%	-	-	-	4.3	15.7	14.3
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	486	1828:1986	471+471	51.6 : 51.6%	972	0	0	0.8	6.1	2.0
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	793	1900	1900	41.7%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	583	1900	1900	30.7%	-	-	-	0.0	0.1	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	667	1900	1900	35.1%	-	-	-	0.0	0.1	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	678	2029:1871	473+437	71.6 : 77.7%	-	-	-	5.5	29.0	6.7
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	339	2044	477	71.1%	-	-	-	3.2	34.0	6.4
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	424	1900	1140	37.2%	-	-	-	0.3	2.5	4.3
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	891	1900	1140	78.2%	-	-	-	1.2	4.8	6.4

Basic Results Summary

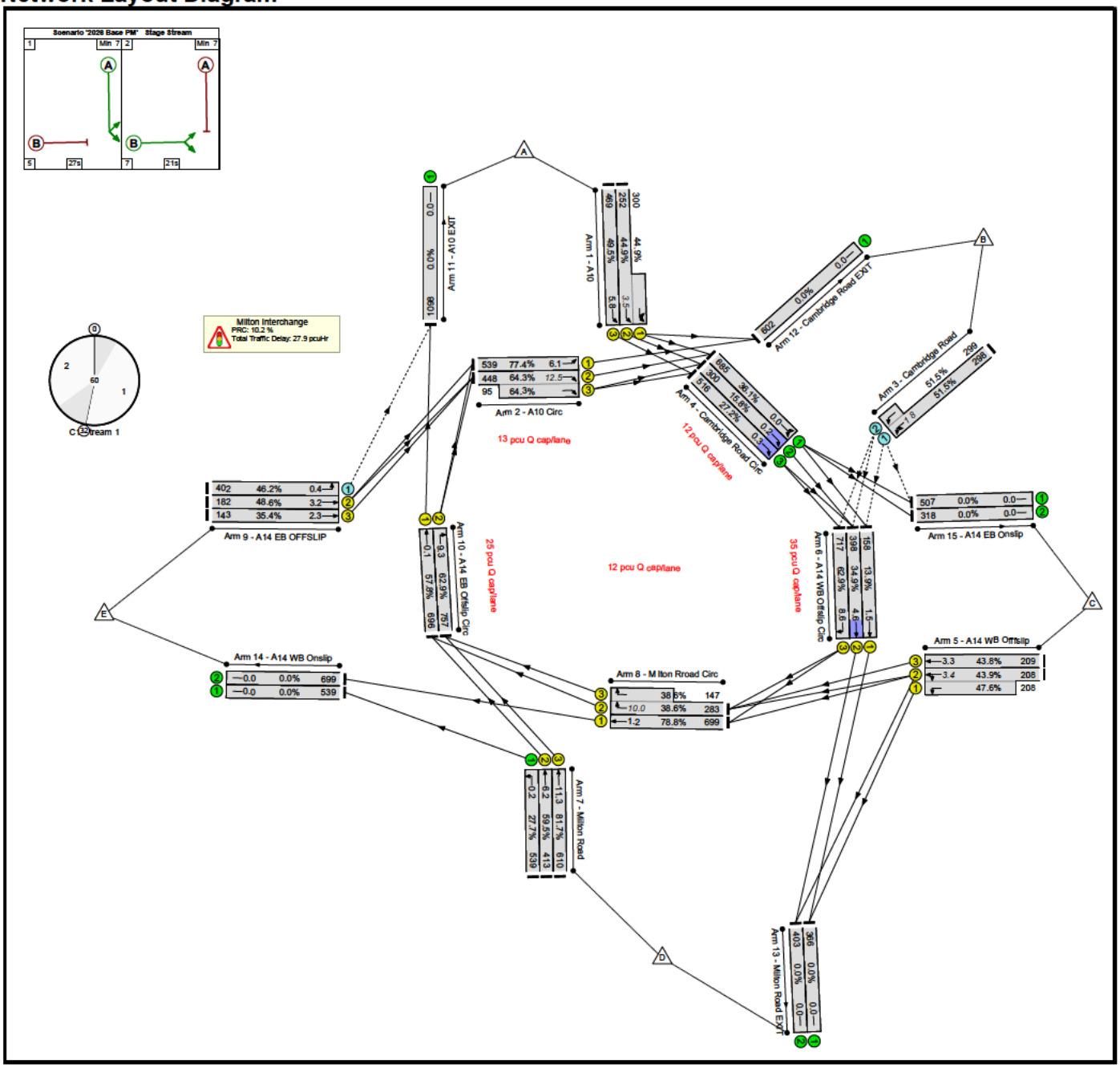
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	602	1900	1140	52.8%	-	-	-	1.8	10.7	9.4
7/1	Milton Road Left	U	-		-	-	-	240	1946	1946	12.3%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	16	-	268	1894	537	49.9%	-	-	-	1.8	24.6	4.2
7/3	Milton Road Ahead	U	E		1	16	-	385	2037	577	66.7%	-	-	-	3.0	28.3	6.7
8/1	Milton Rroad Circ Ahead	U	F		1	32	-	578	1900	1045	55.3%	-	-	-	0.1	0.5	0.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	32	-	438	1900:1900	893+303	36.6 : 36.6%	-	-	-	2.0	16.2	8.5
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	653	1894	904	72.3%	262	391	0	1.5	8.1	6.0
9/2	A14 EB OFFSLIP Ahead	U	G		1	24	-	462	1871	780	59.3%	-	-	-	2.5	19.2	6.6
9/3	A14 EB OFFSLIP Ahead	U	G		1	24	-	459	2018	841	54.6%	-	-	-	2.3	17.9	6.3
10/1	A14 EB Offslip Circ Ahead	U	H		1	24	-	595	1900	792	75.2%	-	-	-	1.0	6.3	4.7
10/2	A14 EB Offslip Circ Right	U	H		1	24	-	496	1900	792	62.7%	-	-	-	1.5	10.6	8.3

C1	Stream: 1 PRC for Signalled Lanes (%):	33.4	Total Delay for Signalled Lanes (pcuHr):	10.36	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	15.2	Total Delay for Signalled Lanes (pcuHr):	11.94	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	34.9	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	7.26	Cycle Time (s): 60
	PRC Over All Lanes (%):	15.2	Total Delay Over All Lanes(pcuHr):	38.85	

Basic Results Summary

Scenario 4: '2026 Base PM' (FG4: '2026 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**81.7%**	**1449**	**147**	**0**	**27.9**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**81.7%**	**1449**	**147**	**0**	**27.9**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	27	-	552	2057:1910	561+668	44.9 : 44.9%	-	-	-	1.9	12.6	3.5
1/3	A10 Ahead	U	A		1	27	-	469	2029	947	49.5%	-	-	-	1.9	14.9	5.8
2/1	A10 Circ Ahead	U	B		1	21	-	539	1900	697	77.4%	-	-	-	1.7	11.5	6.1
2/2+2/3	A10 Circ Right	U	B		1	21	-	543	1900:1900	697+148	64.3 : 64.3%	-	-	-	2.6	17.5	12.5
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	597	1828:1986	578+580	51.5 : 51.5%	1194	0	0	0.6	3.7	1.8
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	685	1900	1900	36.1%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	300	1900	1900	15.8%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	516	1900	1900	27.2%	-	-	-	0.0	0.2	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	416	2029:1871	473+437	43.9 : 47.6%	-	-	-	2.7	23.4	3.4
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	209	2044	477	43.8%	-	-	-	1.5	26.4	3.3
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	158	1900	1140	13.9%	-	-	-	0.3	6.3	1.5
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	398	1900	1140	34.9%	-	-	-	0.4	3.8	4.6

Basic Results Summary

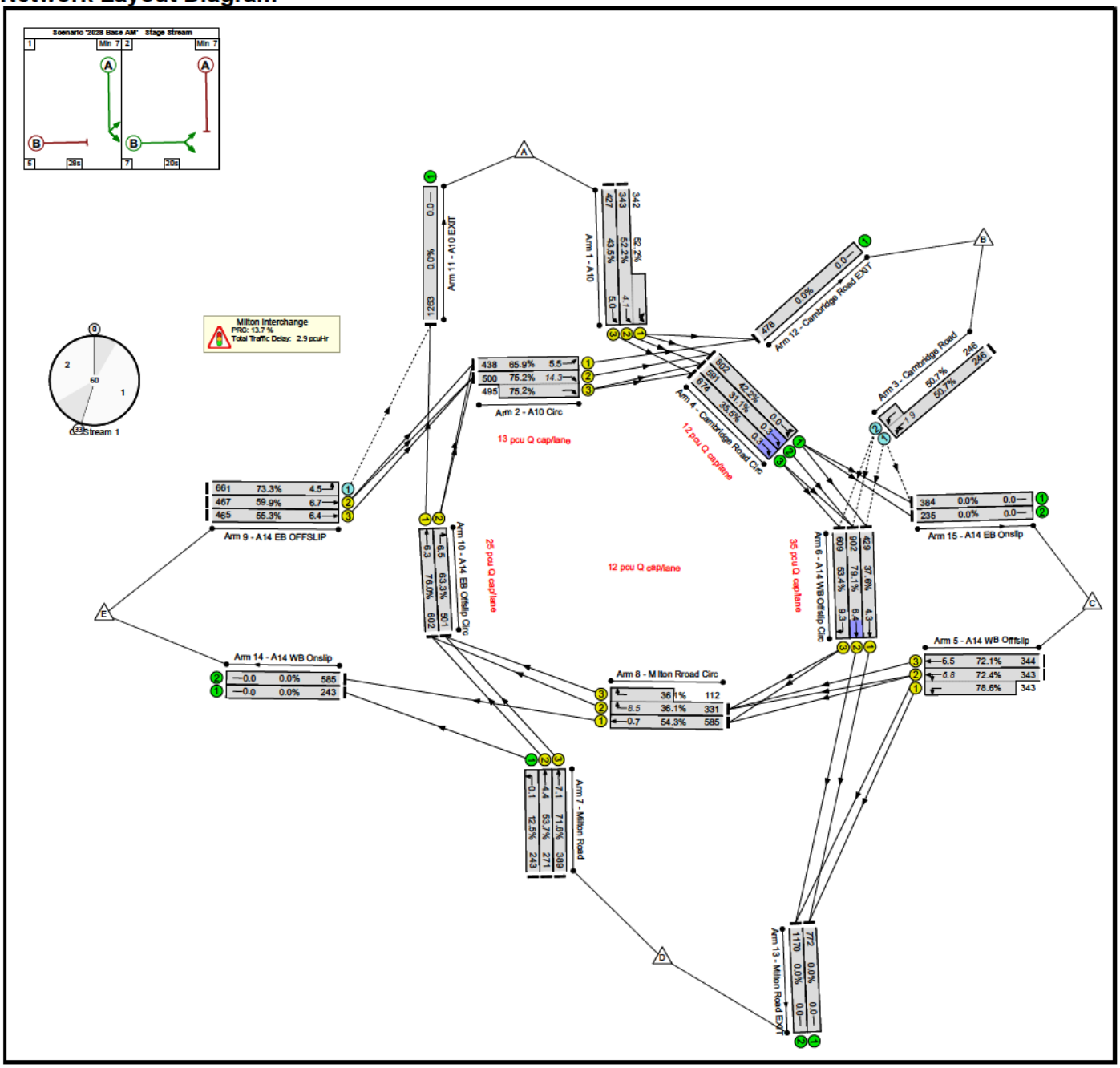
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	717	1900	1140	62.9%	-	-	-	0.6	3.2	8.6
7/1	Milton Road Left	U	-		-	-	-	539	1946	1946	27.7%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	21	-	413	1894	694	59.5%	-	-	-	2.5	21.8	6.2
7/3	Milton Road Ahead	U	E		1	21	-	610	2037	747	81.7%	-	-	-	5.1	29.9	11.3
8/1	Milton Rroad Circ Ahead	U	F		1	27	-	699	1900	887	78.8%	-	-	-	0.6	3.1	1.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	27	-	430	1900:1900	733+381	38.6 : 38.6%	-	-	-	1.9	15.6	10.0
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	402	1894	870	46.2%	255	147	0	0.4	3.8	0.4
9/2	A14 EB OFFSLIP Ahead	U	G		1	11	-	182	1871	374	48.6%	-	-	-	1.5	30.6	3.2
9/3	A14 EB OFFSLIP Ahead	U	G		1	11	-	143	2018	404	35.4%	-	-	-	1.1	27.6	2.3
10/1	A14 EB Offslip Circ Ahead	U	H		1	37	-	696	1900	1203	57.8%	-	-	-	0.0	0.1	0.1
10/2	A14 EB Offslip Circ Right	U	H		1	37	-	757	1900	1203	62.9%	-	-	-	0.1	0.4	9.3

C1	Stream: 1 PRC for Signalled Lanes (%):	16.3	Total Delay for Signalled Lanes (pcuHr):	8.23	Cycle Time (s):	60
C1	Stream: 2 PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	5.58	Cycle Time (s):	60
C1	Stream: 3 PRC for Signalled Lanes (%):	10.2	Total Delay for Signalled Lanes (pcuHr):	10.02	Cycle Time (s):	60
C1	Stream: 4 PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	2.75	Cycle Time (s):	60
	PRC Over All Lanes (%):	10.2	Total Delay Over All Lanes(pcuHr):	27.85		

Basic Results Summary

Scenario 5: '2028 Base AM' (FG5: '2028 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**79.1%**	**1237**	**408**	**0**	**42.9**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**79.1%**	**1237**	**408**	**0**	**42.9**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	28	-	685	2057:1910	657+655	52.2 : 52.2%	-	-	-	2.4	12.6	4.1
1/3	A10 Ahead	U	A		1	28	-	427	2029	981	43.5%	-	-	-	1.6	13.4	5.0
2/1	A10 Circ Ahead	U	B		1	20	-	438	1900	665	65.9%	-	-	-	2.0	16.1	5.5
2/2+2/3	A10 Circ Right	U	B		1	20	-	995	1900:1900	665+659	75.2 : 75.2%	-	-	-	7.2	26.2	14.3
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	492	1828:1986	485+485	50.7 : 50.7%	984	0	0	0.8	5.6	1.9
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	802	1900	1900	42.2%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	591	1900	1900	31.1%	-	-	-	0.0	0.1	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	674	1900	1900	35.5%	-	-	-	0.0	0.1	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	686	2029:1871	473+437	72.4 : 78.6%	-	-	-	5.6	29.3	6.8
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	344	2044	477	72.1%	-	-	-	3.3	34.5	6.5
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	429	1900	1140	37.6%	-	-	-	0.5	4.2	4.3
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	902	1900	1140	79.1%	-	-	-	1.9	7.6	6.4

Basic Results Summary

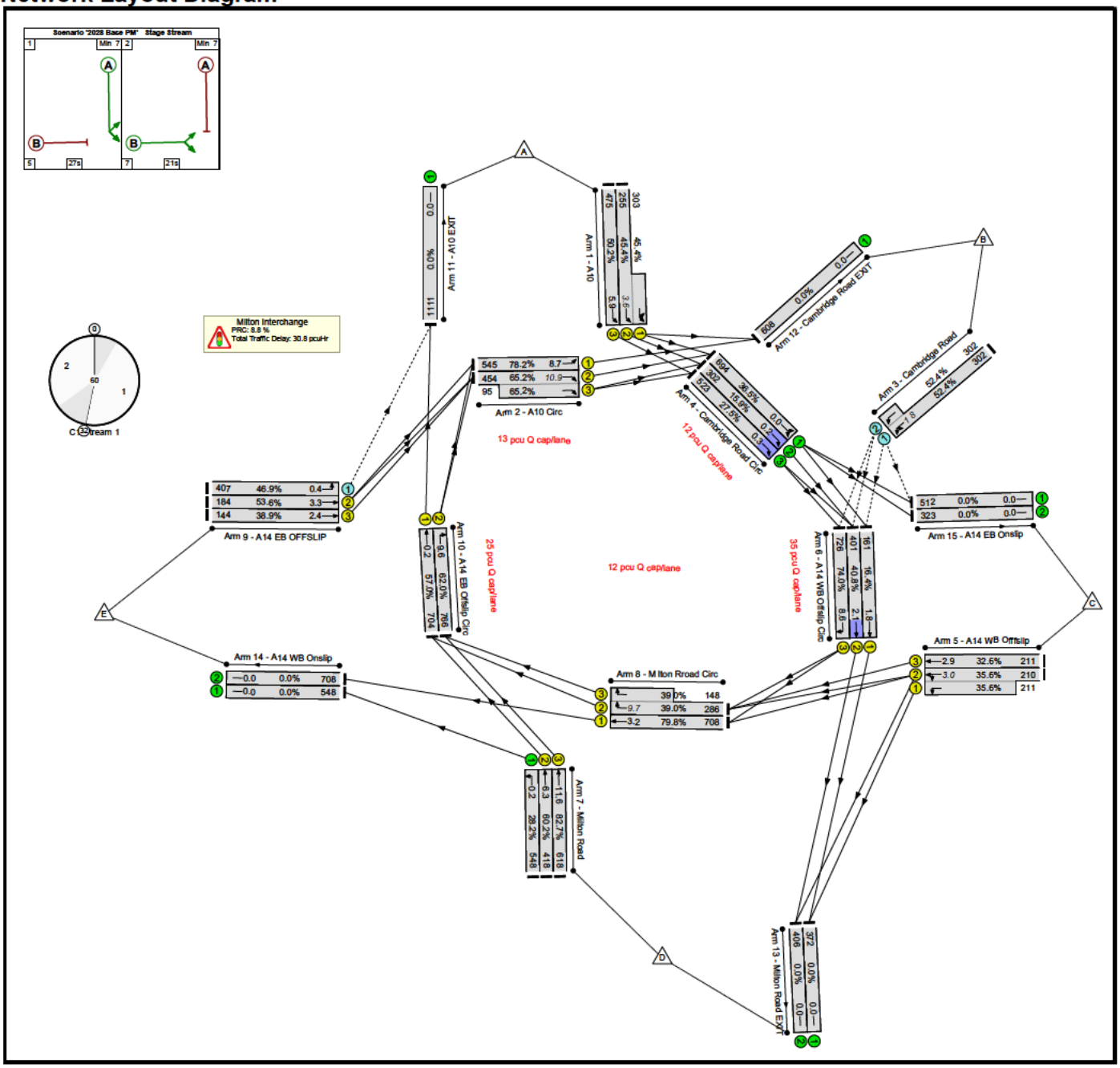
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	609	1900	1140	53.4%	-	-	-	2.9	17.0	9.3
7/1	Milton Road Left	U	-		-	-	-	243	1946	1946	12.5%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	15	-	271	1894	505	53.7%	-	-	-	2.0	26.5	4.4
7/3	Milton Road Ahead	U	E		1	15	-	389	2037	543	71.6%	-	-	-	3.4	31.4	7.1
8/1	Milton Rroad Circ Ahead	U	F		1	33	-	585	1900	1077	54.3%	-	-	-	0.2	1.2	0.7
8/2+8/3	Milton Rroad Circ Right	U	F		1	33	-	443	1900:1900	917+310	36.1 : 36.1%	-	-	-	0.8	6.8	8.5
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	661	1894	901	73.3%	253	408	0	1.5	8.1	4.5
9/2	A14 EB OFFSLIP Ahead	U	G		1	24	-	467	1871	780	59.9%	-	-	-	2.5	19.3	6.7
9/3	A14 EB OFFSLIP Ahead	U	G		1	24	-	465	2018	841	55.3%	-	-	-	2.3	18.0	6.4
10/1	A14 EB Offslip Circ Ahead	U	H		1	24	-	602	1900	792	76.0%	-	-	-	1.5	9.1	6.3
10/2	A14 EB Offslip Circ Right	U	H		1	24	-	501	1900	792	63.3%	-	-	-	0.5	3.3	6.5

C1	Stream: 1 PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	13.16	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	13.7	Total Delay for Signalled Lanes (pcuHr):	14.17	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	25.7	Total Delay for Signalled Lanes (pcuHr):	6.43	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	18.4	Total Delay for Signalled Lanes (pcuHr):	6.81	Cycle Time (s): 60
	PRC Over All Lanes (%):	13.7	Total Delay Over All Lanes(pcuHr):	42.93	

Basic Results Summary

Scenario 6: '2028 Base PM' (FG6: '2028 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**82.7%**	**1473**	**142**	**0**	**30.8**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**82.7%**	**1473**	**142**	**0**	**30.8**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	27	-	558	2057:1910	562+667	45.4 : 45.4%	-	-	-	2.0	12.6	3.6
1/3	A10 Ahead	U	A		1	27	-	475	2029	947	50.2%	-	-	-	2.0	15.0	5.9
2/1	A10 Circ Ahead	U	B		1	21	-	545	1900	697	78.2%	-	-	-	2.9	19.0	8.7
2/2+2/3	A10 Circ Right	U	B		1	21	-	549	1900:1900	697+146	65.2 : 65.2%	-	-	-	3.9	25.3	10.9
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	604	1828:1986	576+576	52.4 : 52.4%	1208	0	0	0.7	4.1	1.8
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	694	1900	1900	36.5%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	302	1900	1900	15.9%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	523	1900	1900	27.5%	-	-	-	0.0	0.2	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	18	-	421	2029:1871	590+592	35.6 : 35.6%	-	-	-	2.1	18.1	3.0
5/3	A14 WB Offfslip Ahead	U	C		1	18	-	211	2044	647	32.6%	-	-	-	1.2	19.8	2.9
6/1	A14 WB Offslip Circ Ahead	U	D		1	30	-	161	1900	982	16.4%	-	-	-	0.4	8.5	1.8
6/2	A14 WB Offslip Circ Ahead	U	D		1	30	-	401	1900	982	40.8%	-	-	-	0.6	5.2	2.1

Basic Results Summary

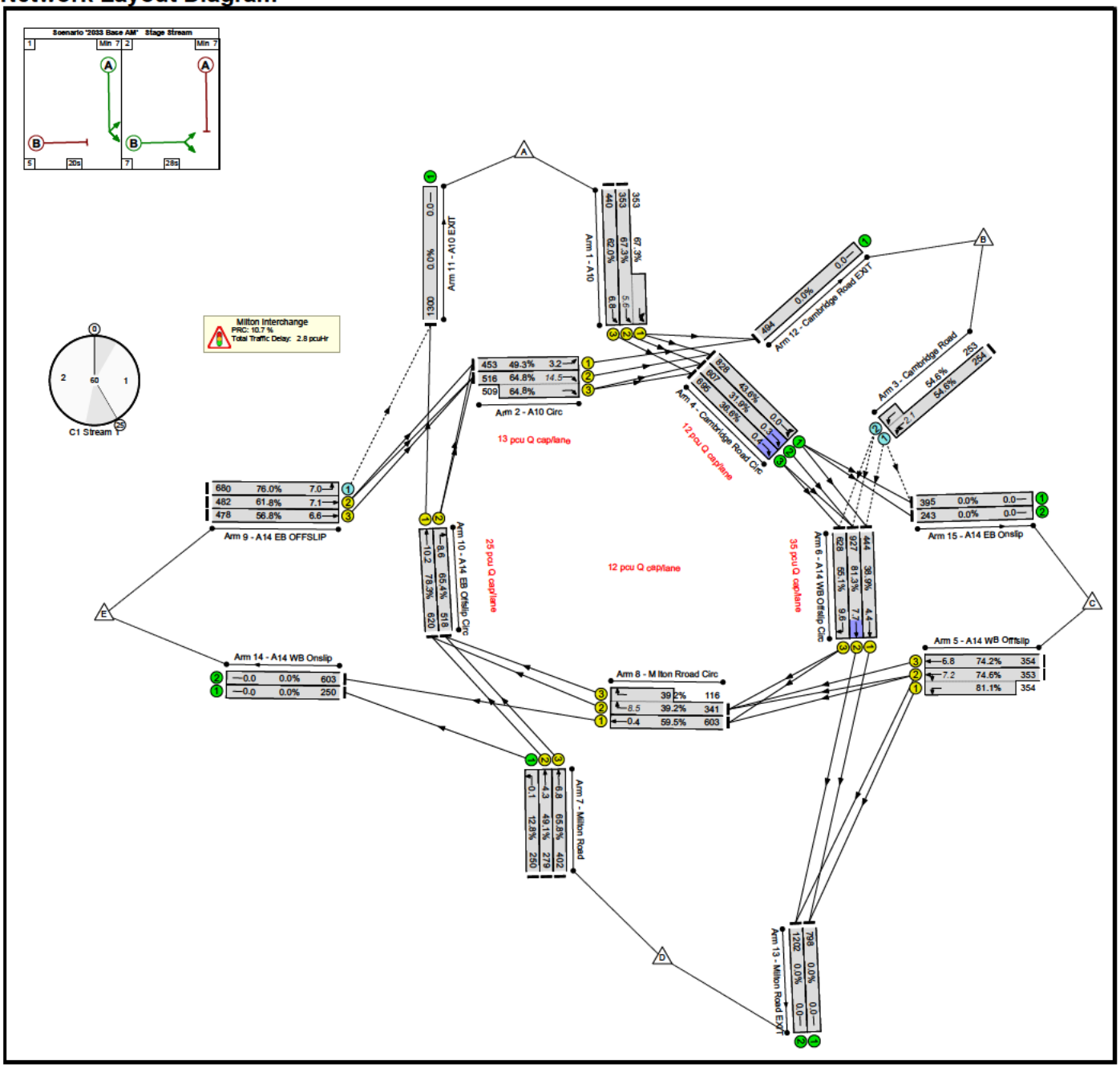
6/3	A14 WB Offslip Circ Right	U	D		1	30	-	726	1900	982	74.0%	-	-	-	0.7	3.5	8.6
7/1	Milton Road Left	U	-		-	-	-	548	1946	1946	28.2%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	21	-	418	1894	694	60.2%	-	-	-	2.5	21.9	6.3
7/3	Milton Road Ahead	U	E		1	21	-	618	2037	747	82.7%	-	-	-	5.3	30.8	11.6
8/1	Milton Rroad Circ Ahead	U	F		1	27	-	708	1900	887	79.8%	-	-	-	1.5	7.8	3.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	27	-	434	1900:1900	733+379	39.0 : 39.0%	-	-	-	1.4	12.0	9.7
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	407	1894	868	46.9%	265	142	0	0.4	3.9	0.4
9/2	A14 EB OFFSLIP Ahead	U	G		1	10	-	184	1871	343	53.6%	-	-	-	1.7	33.4	3.3
9/3	A14 EB OFFSLIP Ahead	U	G		1	10	-	144	2018	370	38.9%	-	-	-	1.2	29.5	2.4
10/1	A14 EB Offslip Circ Ahead	U	H		1	38	-	704	1900	1235	57.0%	-	-	-	0.1	0.3	0.2
10/2	A14 EB Offslip Circ Right	U	H		1	38	-	766	1900	1235	62.0%	-	-	-	0.1	0.5	9.6

C1	Stream: 1 PRC for Signalled Lanes (%):	15.0	Total Delay for Signalled Lanes (pcuHr):	10.67	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	21.7	Total Delay for Signalled Lanes (pcuHr):	4.94	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	8.8	Total Delay for Signalled Lanes (pcuHr):	10.80	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	45.1	Total Delay for Signalled Lanes (pcuHr):	3.04	Cycle Time (s): 60
	PRC Over All Lanes (%):	8.8	Total Delay Over All Lanes(pcuHr):	30.81	

Basic Results Summary

Scenario 7: '2033 Base AM' (FG7: '2033 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**81.3%**	**1268**	**426**	**0**	**42.8**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**81.3%**	**1268**	**426**	**0**	**42.8**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	20	-	706	2057:1910	524+524	67.3 : 67.3%	-	-	-	4.1	20.7	5.6
1/3	A10 Ahead	U	A		1	20	-	440	2029	710	62.0%	-	-	-	2.8	22.8	6.8
2/1	A10 Circ Ahead	U	B		1	28	-	453	1900	918	49.3%	-	-	-	0.8	6.6	3.2
2/2+2/3	A10 Circ Right	U	B		1	28	-	1025	1900:1900	796+785	64.8 : 64.8%	-	-	-	3.4	12.1	14.5
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	507	1828:1986	465+463	54.6 : 54.6%	1014	0	0	0.8	5.9	2.1
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	828	1900	1900	43.6%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	607	1900	1900	31.9%	-	-	-	0.0	0.2	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	695	1900	1900	36.6%	-	-	-	0.0	0.2	0.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	707	2029:1871	473+437	74.6 : 81.1%	-	-	-	5.9	30.3	7.2
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	354	2044	477	74.2%	-	-	-	3.5	35.7	6.8
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	444	1900	1140	38.9%	-	-	-	0.2	1.8	4.4
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	927	1900	1140	81.3%	-	-	-	1.4	5.3	7.7

Basic Results Summary

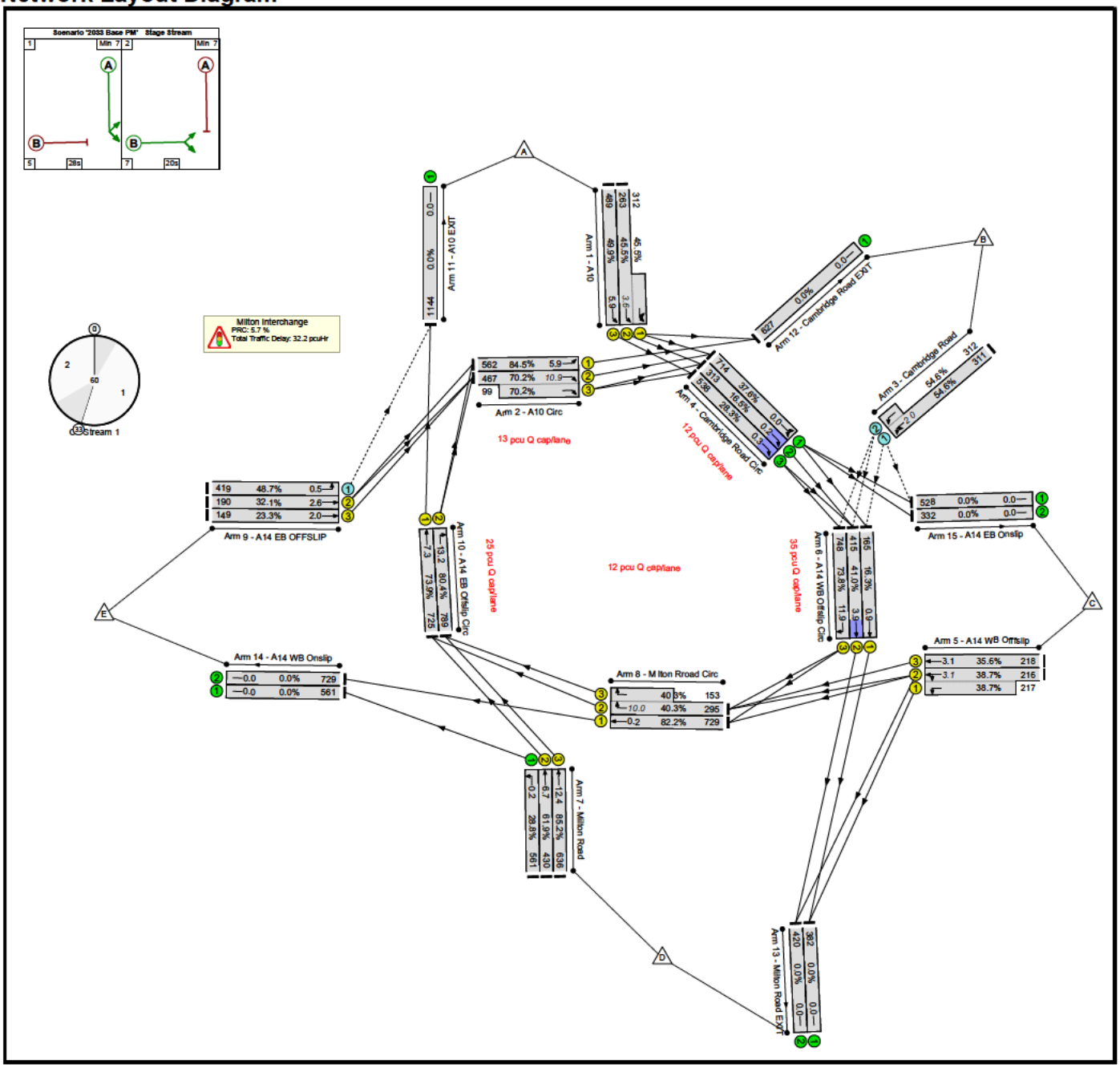
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	628	1900	1140	55.1%	-	-	-	1.2	6.9	9.6
7/1	Milton Road Left	U	-		-	-	-	250	1946	1946	12.8%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	17	-	279	1894	568	49.1%	-	-	-	1.8	23.5	4.3
7/3	Milton Road Ahead	U	E		1	17	-	402	2037	611	65.8%	-	-	-	3.0	26.9	6.8
8/1	Milton Rroad Circ Ahead	U	F		1	31	-	603	1900	1013	59.5%	-	-	-	0.2	1.1	0.4
8/2+8/3	Milton Rroad Circ Right	U	F		1	31	-	457	1900:1900	869+296	39.2 : 39.2%	-	-	-	2.1	16.3	8.5
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	680	1894	895	76.0%	254	426	0	1.8	9.7	7.0
9/2	A14 EB OFFSLIP Ahead	U	G		1	24	-	482	1871	780	61.8%	-	-	-	2.6	19.8	7.1
9/3	A14 EB OFFSLIP Ahead	U	G		1	24	-	478	2018	841	56.8%	-	-	-	2.4	18.3	6.6
10/1	A14 EB Offslip Circ Ahead	U	H		1	24	-	620	1900	792	78.3%	-	-	-	2.0	11.3	10.2
10/2	A14 EB Offslip Circ Right	U	H		1	24	-	518	1900	792	65.4%	-	-	-	2.5	17.5	8.6

C1	Stream: 1 PRC for Signalled Lanes (%):	33.6	Total Delay for Signalled Lanes (pcuHr):	11.11	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	10.7	Total Delay for Signalled Lanes (pcuHr):	12.25	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	36.8	Total Delay for Signalled Lanes (pcuHr):	7.08	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	9.55	Cycle Time (s): 60
	PRC Over All Lanes (%):	10.7	Total Delay Over All Lanes(pcuHr):	42.79	

Basic Results Summary

Scenario 8: '2033 Base PM' (FG8: '2033 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**85.2%**	**1462**	**203**	**0**	**32.2**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**85.2%**	**1462**	**203**	**0**	**32.2**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	28	-	575	2057:1910	577+685	45.5 : 45.5%	-	-	-	1.9	12.0	3.6
1/3	A10 Ahead	U	A		1	28	-	489	2029	981	49.9%	-	-	-	1.9	14.2	5.9
2/1	A10 Circ Ahead	U	B		1	20	-	562	1900	665	84.5%	-	-	-	1.7	10.8	5.9
2/2+2/3	A10 Circ Right	U	B		1	20	-	566	1900:1900	665+141	70.2 : 70.2%	-	-	-	1.0	6.5	10.9
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	623	1828:1986	570+572	54.6 : 54.6%	1246	0	0	0.7	4.2	2.0
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	714	1900	1900	37.6%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	313	1900	1900	16.5%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	538	1900	1900	28.3%	-	-	-	0.0	0.2	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	17	-	433	2029:1871	559+561	38.7 : 38.7%	-	-	-	2.3	19.2	3.1
5/3	A14 WB Offfslip Ahead	U	C		1	17	-	218	2044	613	35.6%	-	-	-	1.3	21.0	3.1
6/1	A14 WB Offslip Circ Ahead	U	D		1	31	-	165	1900	1013	16.3%	-	-	-	0.2	4.9	0.9
6/2	A14 WB Offslip Circ Ahead	U	D		1	31	-	415	1900	1013	41.0%	-	-	-	0.6	5.3	3.9

Basic Results Summary

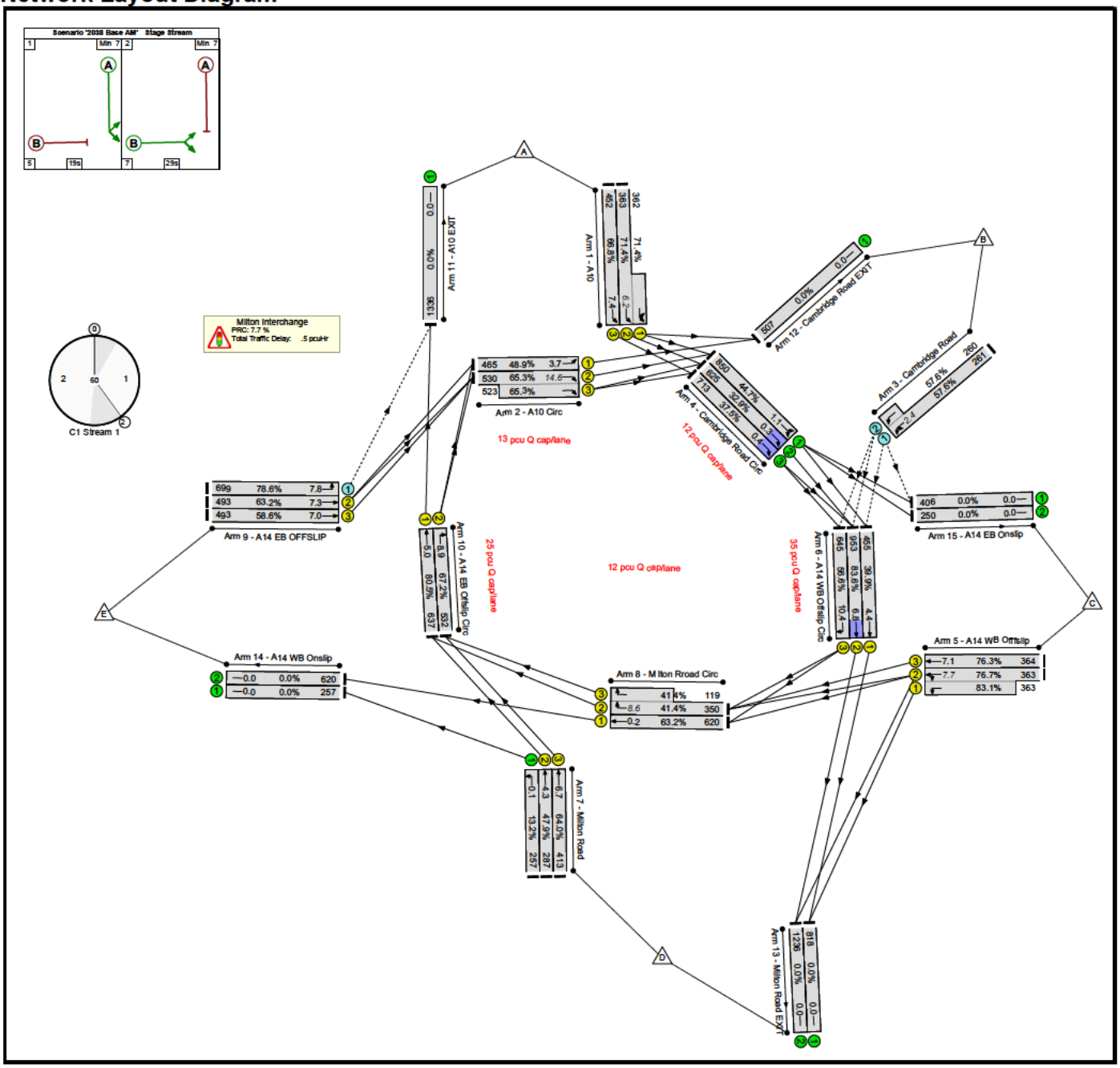
6/3	A14 WB Offslip Circ Right	U	D		1	31	-	748	1900	1013	73.8%	-	-	-	2.3	11.1	11.9
7/1	Milton Road Left	U	-		-	-	-	561	1946	1946	28.8%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	21	-	430	1894	694	61.9%	-	-	-	2.7	22.3	6.7
7/3	Milton Road Ahead	U	E		1	21	-	636	2037	747	85.2%	-	-	-	5.8	33.0	12.4
8/1	Milton Rroad Circ Ahead	U	F		1	27	-	729	1900	887	82.2%	-	-	-	0.1	0.4	0.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	27	-	448	1900:1900	733+380	40.3 : 40.3%	-	-	-	2.6	20.5	10.0
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	419	1894	861	48.7%	216	203	0	0.5	4.1	0.5
9/2	A14 EB OFFSLIP Ahead	U	G		1	18	-	190	1871	592	32.1%	-	-	-	1.1	20.1	2.6
9/3	A14 EB OFFSLIP Ahead	U	G		1	18	-	149	2018	639	23.3%	-	-	-	0.8	18.8	2.0
10/1	A14 EB Offslip Circ Ahead	U	H		1	30	-	725	1900	982	73.9%	-	-	-	1.7	8.3	7.3
10/2	A14 EB Offslip Circ Right	U	H		1	30	-	789	1900	982	80.4%	-	-	-	2.8	12.9	13.2

C1	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	6.55	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	21.9	Total Delay for Signalled Lanes (pcuHr):	6.72	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	11.12	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	12.0	Total Delay for Signalled Lanes (pcuHr):	6.34	Cycle Time (s): 60
	PRC Over All Lanes (%):	5.7	Total Delay Over All Lanes(pcuHr):	32.18	

Basic Results Summary

Scenario 9: '2038 Base AM' (FG9: '2038 Base AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**83.6%**	**1290**	**451**	**0**	**44.5**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**83.6%**	**1290**	**451**	**0**	**44.5**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	19	-	725	2057:1910	508+507	71.4 : 71.4%	-	-	-	4.5	22.5	6.2
1/3	A10 Ahead	U	A		1	19	-	452	2029	676	66.8%	-	-	-	3.2	25.1	7.4
2/1	A10 Circ Ahead	U	B		1	29	-	465	1900	950	48.9%	-	-	-	1.1	8.8	3.7
2/2+2/3	A10 Circ Right	U	B		1	29	-	1053	1900:1900	812+801	65.3 : 65.3%	-	-	-	4.6	15.9	14.6
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	521	1828:1986	453+451	57.6 : 57.6%	1042	0	0	1.1	7.4	2.4
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	850	1900	1900	44.7%	-	-	-	0.0	0.0	1.1
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	625	1900	1900	32.9%	-	-	-	0.0	0.2	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	713	1900	1900	37.5%	-	-	-	0.0	0.2	0.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	726	2029:1871	473+437	76.7 : 83.1%	-	-	-	6.3	31.3	7.7
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	364	2044	477	76.3%	-	-	-	3.7	37.0	7.1
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	455	1900	1140	39.9%	-	-	-	0.3	2.1	4.4
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	953	1900	1140	83.6%	-	-	-	1.0	3.6	6.8

Basic Results Summary

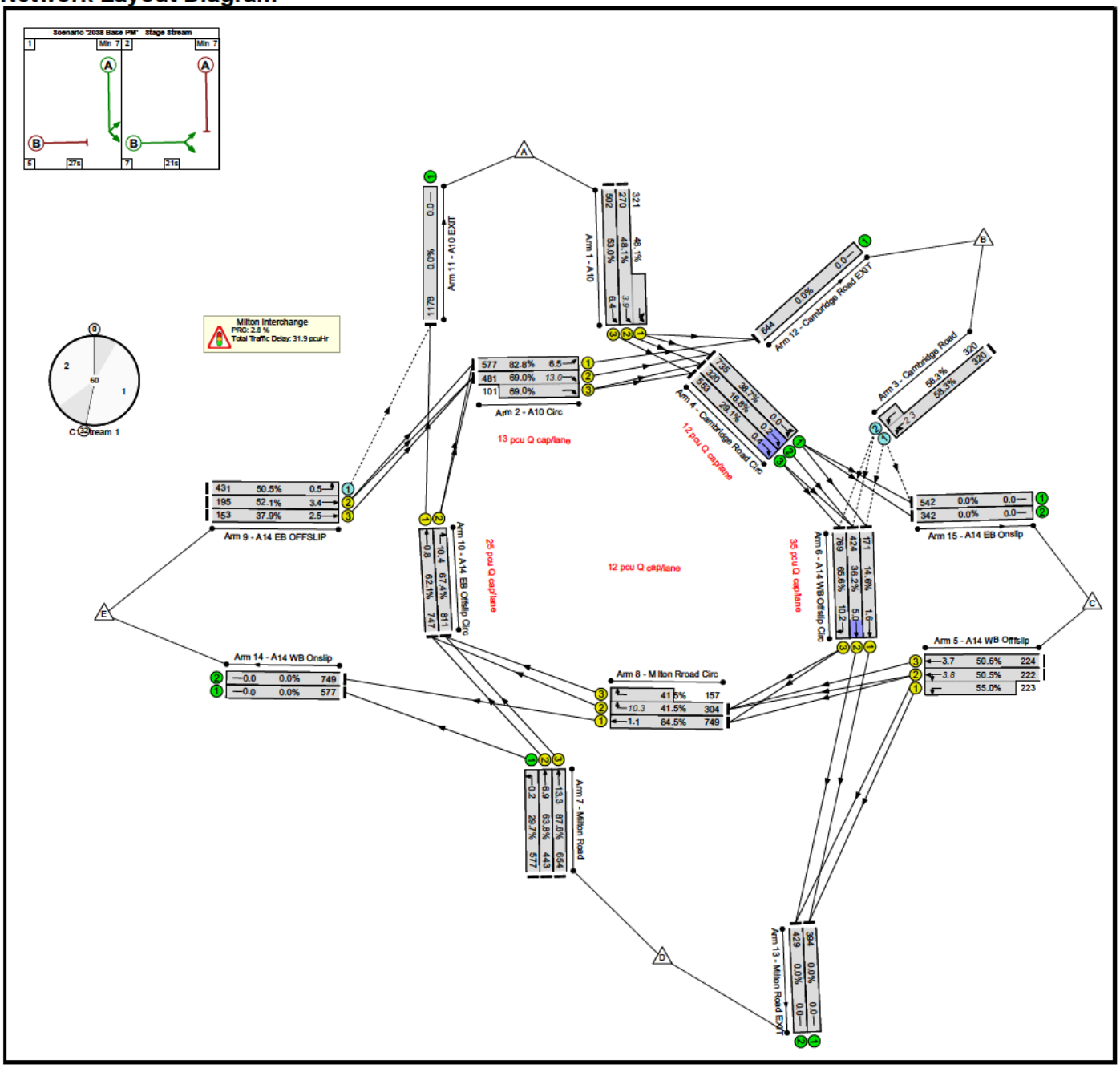
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	645	1900	1140	56.6%	-	-	-	1.8	9.8	10.4
7/1	Milton Road Left	U	-		-	-	-	257	1946	1946	13.2%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	18	-	287	1894	600	47.9%	-	-	-	1.8	22.3	4.3
7/3	Milton Road Ahead	U	E		1	18	-	413	2037	645	64.0%	-	-	-	2.9	25.3	6.7
8/1	Milton Rroad Circ Ahead	U	F		1	30	-	620	1900	982	63.2%	-	-	-	0.1	0.6	0.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	30	-	469	1900:1900	845+287	41.4 : 41.4%	-	-	-	2.1	16.2	8.6
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	699	1894	890	78.6%	248	451	0	2.0	10.6	7.8
9/2	A14 EB OFFSLIP Ahead	U	G		1	24	-	493	1871	780	63.2%	-	-	-	2.8	20.1	7.3
9/3	A14 EB OFFSLIP Ahead	U	G		1	24	-	493	2018	841	58.6%	-	-	-	2.6	18.7	7.0
10/1	A14 EB Offslip Circ Ahead	U	H		1	24	-	637	1900	792	80.5%	-	-	-	1.1	6.0	5.0
10/2	A14 EB Offslip Circ Right	U	H		1	24	-	532	1900	792	67.2%	-	-	-	1.5	10.3	8.9

C1	Stream: 1 PRC for Signalled Lanes (%):	26.0	Total Delay for Signalled Lanes (pcuHr):	13.45	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	13.01	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	40.6	Total Delay for Signalled Lanes (pcuHr):	6.90	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	11.9	Total Delay for Signalled Lanes (pcuHr):	7.90	Cycle Time (s): 60
	PRC Over All Lanes (%):	7.7	Total Delay Over All Lanes(pcuHr):	44.53	

Basic Results Summary

Scenario 10: '2038 Base PM' (FG10: '2038 Base PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**87.6%**	**1553**	**158**	**0**	**31.9**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**87.6%**	**1553**	**158**	**0**	**31.9**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	27	-	591	2057:1910	561+667	48.1 : 48.1%	-	-	-	2.1	12.9	3.9
1/3	A10 Ahead	U	A		1	27	-	502	2029	947	53.0%	-	-	-	2.1	15.4	6.4
2/1	A10 Circ Ahead	U	B		1	21	-	577	1900	697	82.8%	-	-	-	1.7	10.4	6.5
2/2+2/3	A10 Circ Right	U	B		1	21	-	582	1900:1900	697+146	69.0 : 69.0%	-	-	-	2.6	16.1	13.0
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	640	1828:1986	549+549	58.3 : 58.3%	1280	0	0	0.8	4.7	2.3
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	735	1900	1900	38.7%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	320	1900	1900	16.8%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	553	1900	1900	29.1%	-	-	-	0.0	0.2	0.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	12	-	445	2029:1871	440+405	50.5 : 55.0%	-	-	-	3.1	25.3	3.8
5/3	A14 WB Offfslip Ahead	U	C		1	12	-	224	2044	443	50.6%	-	-	-	1.8	28.9	3.7
6/1	A14 WB Offslip Circ Ahead	U	D		1	36	-	171	1900	1172	14.6%	-	-	-	0.3	6.3	1.6
6/2	A14 WB Offslip Circ Ahead	U	D		1	36	-	424	1900	1172	36.2%	-	-	-	0.6	4.8	5.0

Basic Results Summary

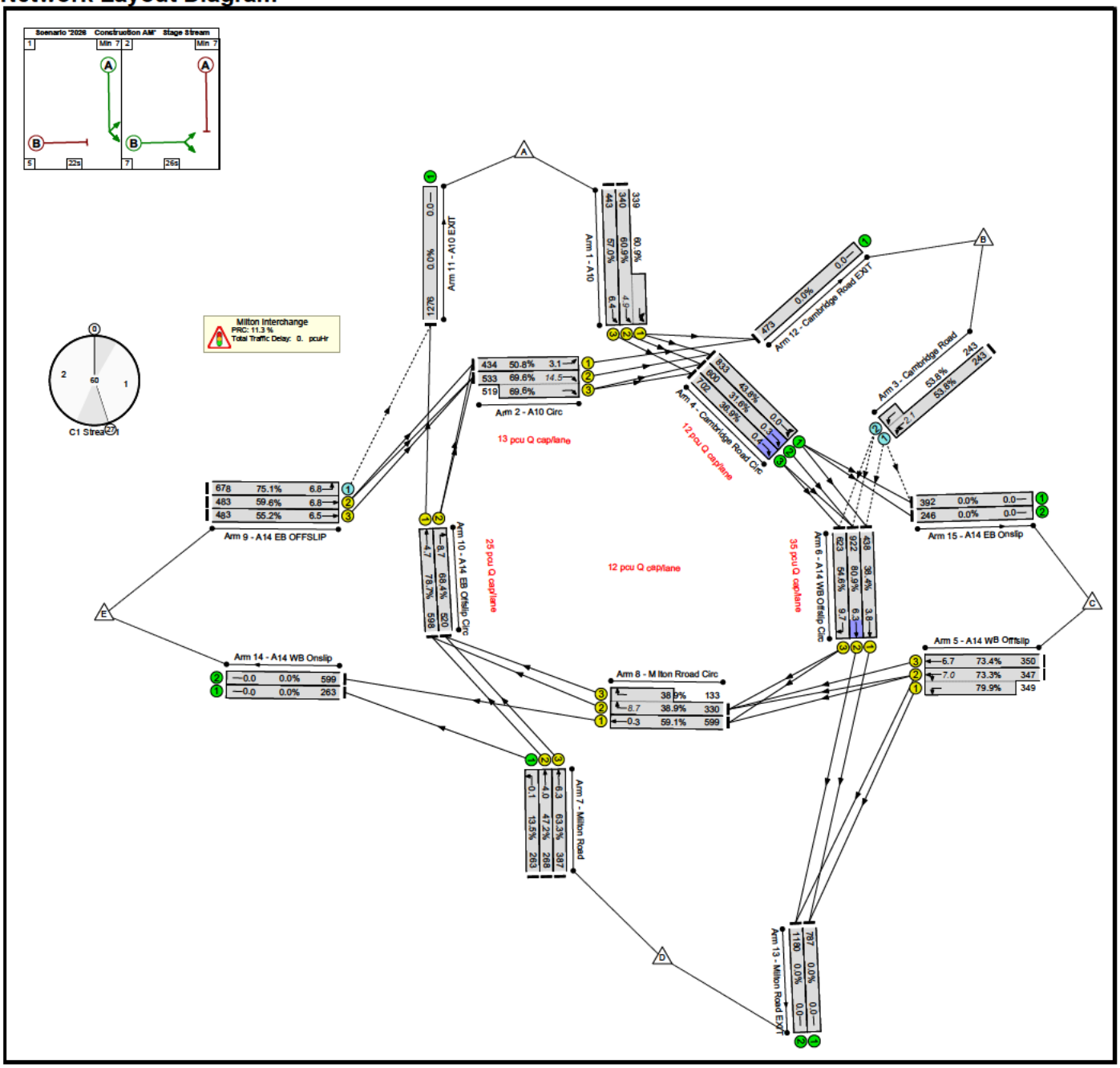
6/3	A14 WB Offslip Circ Right	U	D		1	36	-	769	1900	1172	65.6%	-	-	-	0.9	4.3	10.2
7/1	Milton Road Left	U	-		-	-	-	577	1946	1946	29.7%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	21	-	443	1894	694	63.8%	-	-	-	2.8	22.8	6.9
7/3	Milton Road Ahead	U	E		1	21	-	654	2037	747	87.6%	-	-	-	6.5	35.8	13.3
8/1	Milton Rroad Circ Ahead	U	F		1	27	-	749	1900	887	84.5%	-	-	-	0.5	2.5	1.1
8/2+8/3	Milton Rroad Circ Right	U	F		1	27	-	461	1900:1900	733+379	41.5 : 41.5%	-	-	-	1.9	14.8	10.3
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	431	1894	853	50.5%	273	158	0	0.5	4.3	0.5
9/2	A14 EB OFFSLIP Ahead	U	G		1	11	-	195	1871	374	52.1%	-	-	-	1.7	31.4	3.4
9/3	A14 EB OFFSLIP Ahead	U	G		1	11	-	153	2018	404	37.9%	-	-	-	1.2	27.9	2.5
10/1	A14 EB Offslip Circ Ahead	U	H		1	37	-	747	1900	1203	62.1%	-	-	-	0.3	1.4	0.8
10/2	A14 EB Offslip Circ Right	U	H		1	37	-	811	1900	1203	67.4%	-	-	-	0.1	0.5	10.4

C1	Stream: 1 PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	8.53	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	6.71	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	2.8	Total Delay for Signalled Lanes (pcuHr):	11.73	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	33.5	Total Delay for Signalled Lanes (pcuHr):	3.29	Cycle Time (s): 60
	PRC Over All Lanes (%):	2.8	Total Delay Over All Lanes(pcuHr):	31.85	

Basic Results Summary

Scenario 11: '2026 + Construction AM' (FG11: '2026 + Construction AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**80.9%**	**1215**	**435**	**0**	**40.4**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**80.9%**	**1215**	**435**	**0**	**40.4**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	22	-	679	2057:1910	558+556	60.9 : 60.9%	-	-	-	3.4	17.9	4.9
1/3	A10 Ahead	U	A		1	22	-	443	2029	778	57.0%	-	-	-	2.5	20.0	6.4
2/1	A10 Circ Ahead	U	B		1	26	-	434	1900	855	50.8%	-	-	-	0.9	7.7	3.1
2/2+2/3	A10 Circ Right	U	B		1	26	-	1052	1900:1900	766+745	69.6 : 69.6%	-	-	-	4.1	14.2	14.5
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	486	1828:1986	451+451	53.8 : 53.8%	972	0	0	0.8	6.3	2.1
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	833	1900	1900	43.8%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	600	1900	1900	31.6%	-	-	-	0.0	0.1	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	702	1900	1900	36.9%	-	-	-	0.0	0.2	0.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	696	2029:1871	473+437	73.3 : 79.9%	-	-	-	5.8	29.8	7.0
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	350	2044	477	73.4%	-	-	-	3.4	35.2	6.7
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	438	1900	1140	38.4%	-	-	-	0.3	2.4	3.8
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	922	1900	1140	80.9%	-	-	-	1.1	4.2	6.3

Basic Results Summary

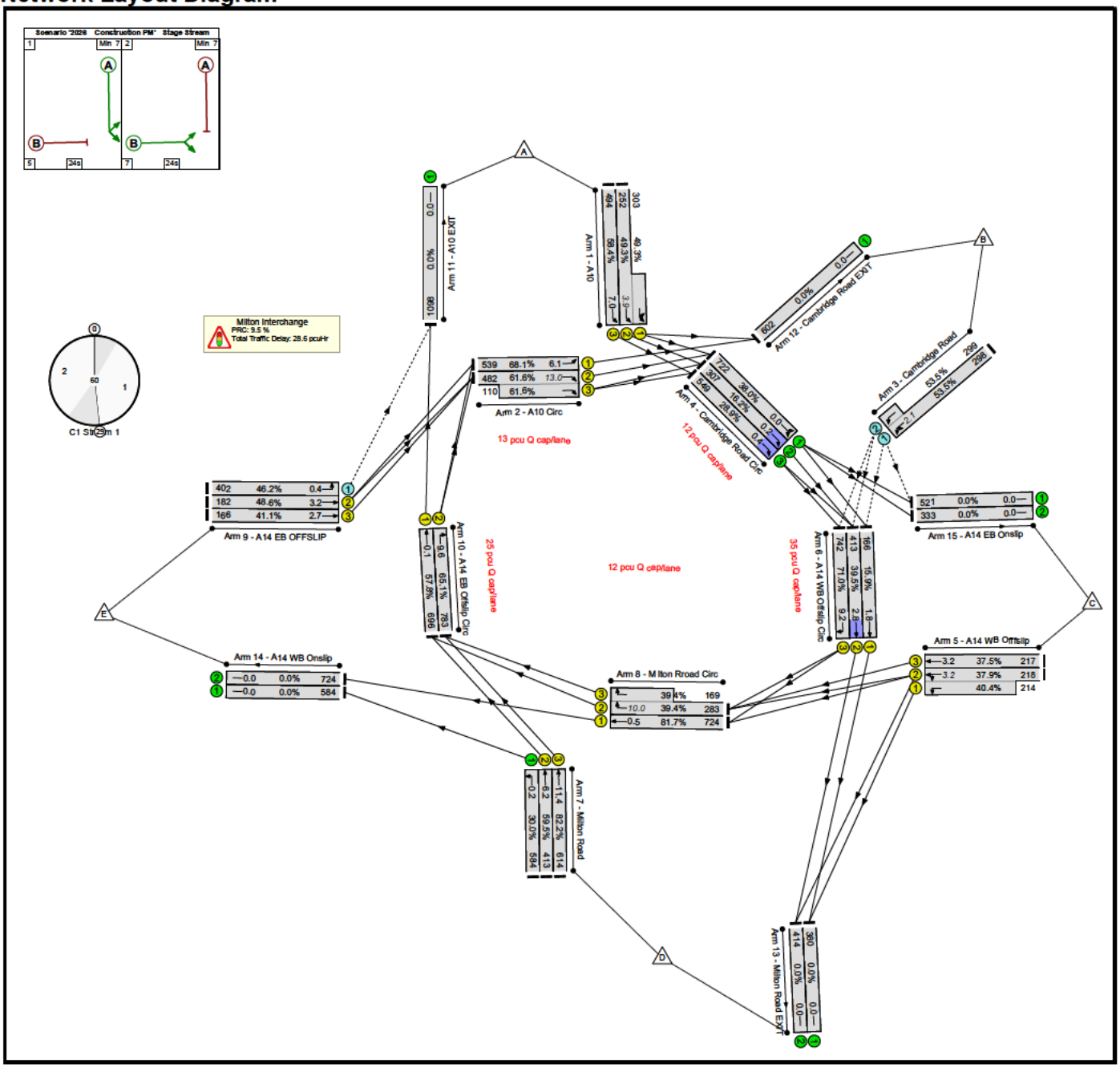
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	623	1900	1140	54.6%	-	-	-	1.8	10.6	9.7
7/1	Milton Road Left	U	-		-	-	-	263	1946	1946	13.5%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	17	-	268	1894	568	47.2%	-	-	-	1.7	23.1	4.0
7/3	Milton Road Ahead	U	E		1	17	-	387	2037	611	63.3%	-	-	-	2.8	26.1	6.3
8/1	Milton Rroad Circ Ahead	U	F		1	31	-	599	1900	1013	59.1%	-	-	-	0.1	0.7	0.3
8/2+8/3	Milton Rroad Circ Right	U	F		1	31	-	463	1900:1900	849+342	38.9 : 38.9%	-	-	-	2.1	16.2	8.7
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	678	1894	903	75.1%	243	435	0	1.7	9.2	6.8
9/2	A14 EB OFFSLIP Ahead	U	G		1	25	-	483	1871	811	59.6%	-	-	-	2.5	18.5	6.8
9/3	A14 EB OFFSLIP Ahead	U	G		1	25	-	483	2018	874	55.2%	-	-	-	2.3	17.3	6.5
10/1	A14 EB Offslip Circ Ahead	U	H		1	23	-	598	1900	760	78.7%	-	-	-	1.2	7.1	4.7
10/2	A14 EB Offslip Circ Right	U	H		1	23	-	520	1900	760	68.4%	-	-	-	1.7	12.0	8.7

C1	Stream: 1 PRC for Signalled Lanes (%):	29.3	Total Delay for Signalled Lanes (pcuHr):	10.91	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	12.38	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	42.1	Total Delay for Signalled Lanes (pcuHr):	6.74	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	14.4	Total Delay for Signalled Lanes (pcuHr):	7.70	Cycle Time (s): 60
	PRC Over All Lanes (%):	11.3	Total Delay Over All Lanes(pcuHr):	40.45	

Basic Results Summary

Scenario 12: '2026 + Construction PM' (FG12: '2026 + Construction PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**82.2%**	**1449**	**147**	**0**	**28.6**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**82.2%**	**1449**	**147**	**0**	**28.6**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	24	-	555	2057:1910	512+615	49.3 : 49.3%	-	-	-	2.3	15.1	3.9
1/3	A10 Ahead	U	A		1	24	-	494	2029	845	58.4%	-	-	-	2.6	18.6	7.0
2/1	A10 Circ Ahead	U	B		1	24	-	539	1900	792	68.1%	-	-	-	1.4	9.3	6.1
2/2+2/3	A10 Circ Right	U	B		1	24	-	592	1900:1900	783+179	61.6 : 61.6%	-	-	-	2.4	14.5	13.0
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	597	1828:1986	557+559	53.5 : 53.5%	1194	0	0	0.7	4.2	2.1
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	722	1900	1900	38.0%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	307	1900	1900	16.2%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	549	1900	1900	28.9%	-	-	-	0.0	0.3	0.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	16	-	432	2029:1871	575+530	37.9 : 40.4%	-	-	-	2.4	20.0	3.2
5/3	A14 WB Offfslip Ahead	U	C		1	16	-	217	2044	579	37.5%	-	-	-	1.3	22.2	3.2
6/1	A14 WB Offslip Circ Ahead	U	D		1	32	-	166	1900	1045	15.9%	-	-	-	0.3	7.6	1.8
6/2	A14 WB Offslip Circ Ahead	U	D		1	32	-	413	1900	1045	39.5%	-	-	-	0.4	3.9	2.8

Basic Results Summary

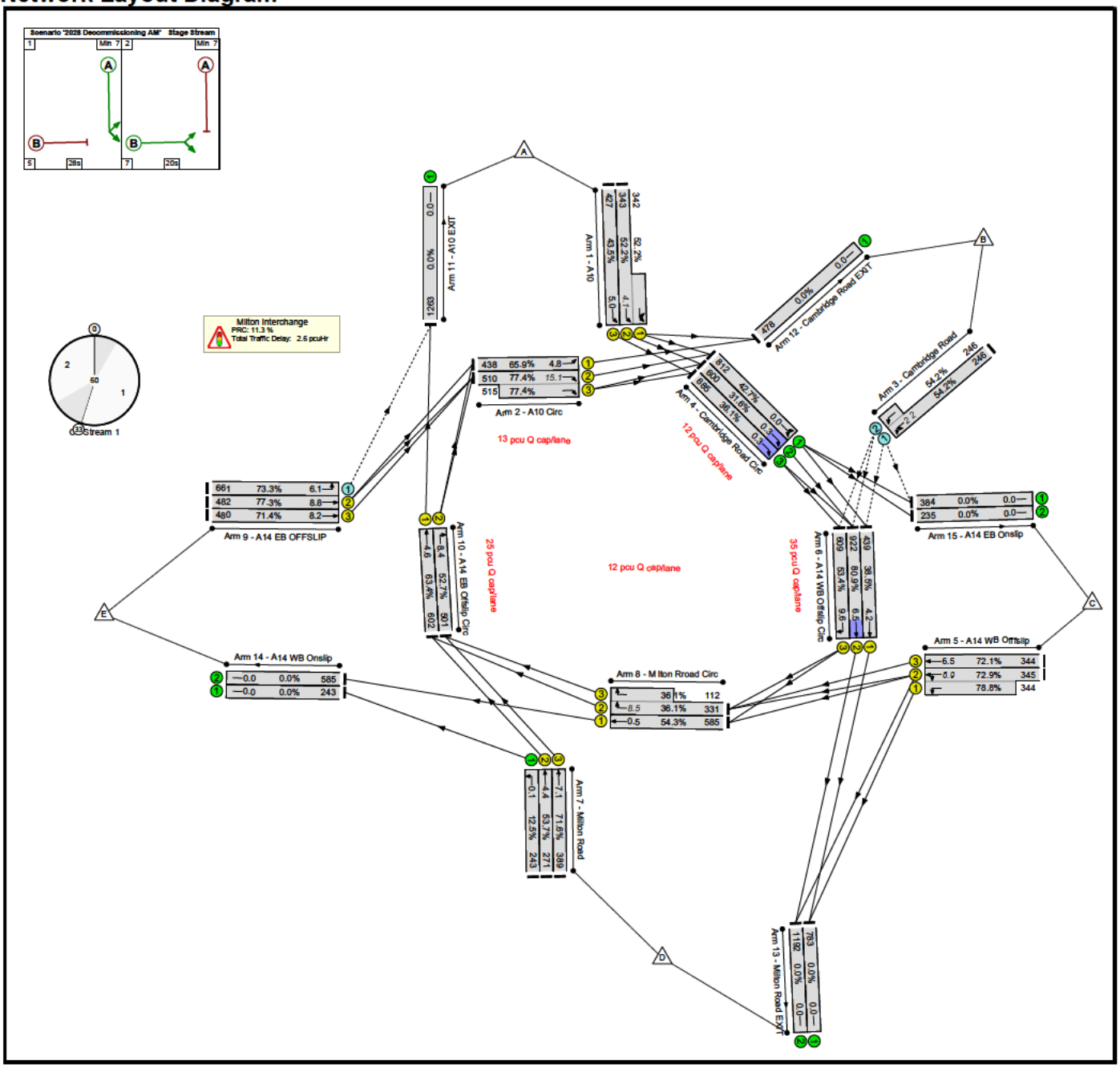
6/3	A14 WB Offslip Circ Right	U	D		1	32	-	742	1900	1045	71.0%	-	-	-	0.6	3.0	9.2
7/1	Milton Road Left	U	-		-	-	-	584	1946	1946	30.0%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	21	-	413	1894	694	59.5%	-	-	-	2.5	21.8	6.2
7/3	Milton Road Ahead	U	E		1	21	-	614	2037	747	82.2%	-	-	-	5.2	30.3	11.4
8/1	Milton Rroad Circ Ahead	U	F		1	27	-	724	1900	887	81.7%	-	-	-	0.3	1.3	0.5
8/2+8/3	Milton Rroad Circ Right	U	F		1	27	-	452	1900:1900	717+428	39.4 : 39.4%	-	-	-	2.5	19.8	10.0
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	402	1894	870	46.2%	255	147	0	0.4	3.8	0.4
9/2	A14 EB OFFSLIP Ahead	U	G		1	11	-	182	1871	374	48.6%	-	-	-	1.5	30.6	3.2
9/3	A14 EB OFFSLIP Ahead	U	G		1	11	-	166	2018	404	41.1%	-	-	-	1.3	28.5	2.7
10/1	A14 EB Offslip Circ Ahead	U	H		1	37	-	696	1900	1203	57.8%	-	-	-	0.0	0.1	0.1
10/2	A14 EB Offslip Circ Right	U	H		1	37	-	783	1900	1203	65.1%	-	-	-	0.1	0.4	9.6

C1	Stream: 1 PRC for Signalled Lanes (%):	32.2	Total Delay for Signalled Lanes (pcuHr):	8.65	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	26.8	Total Delay for Signalled Lanes (pcuHr):	5.16	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	9.5	Total Delay for Signalled Lanes (pcuHr):	10.42	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	38.3	Total Delay for Signalled Lanes (pcuHr):	2.97	Cycle Time (s): 60
	PRC Over All Lanes (%):	9.5	Total Delay Over All Lanes(pcuHr):	28.59	

Basic Results Summary

Scenario 13: '2028 Decommissioning AM' (FG13: '2028 Decommissioning AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**80.9%**	**1315**	**330**	**0**	**42.6**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**80.9%**	**1315**	**330**	**0**	**42.6**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	28	-	685	2057:1910	657+655	52.2 : 52.2%	-	-	-	2.4	12.6	4.1
1/3	A10 Ahead	U	A		1	28	-	427	2029	981	43.5%	-	-	-	1.6	13.4	5.0
2/1	A10 Circ Ahead	U	B		1	20	-	438	1900	665	65.9%	-	-	-	1.8	14.6	4.8
2/2+2/3	A10 Circ Right	U	B		1	20	-	1025	1900:1900	659+665	77.4 : 77.4%	-	-	-	3.7	12.8	15.1
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	492	1828:1986	454+454	54.2 : 54.2%	984	0	0	0.9	6.3	2.2
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	812	1900	1900	42.7%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	600	1900	1900	31.6%	-	-	-	0.0	0.1	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	685	1900	1900	36.1%	-	-	-	0.0	0.1	0.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	13	-	689	2029:1871	473+437	72.9 : 78.8%	-	-	-	5.6	29.5	6.9
5/3	A14 WB Offfslip Ahead	U	C		1	13	-	344	2044	477	72.1%	-	-	-	3.3	34.5	6.5
6/1	A14 WB Offslip Circ Ahead	U	D		1	35	-	439	1900	1140	38.5%	-	-	-	0.4	3.3	4.2
6/2	A14 WB Offslip Circ Ahead	U	D		1	35	-	922	1900	1140	80.9%	-	-	-	1.5	5.9	6.5

Basic Results Summary

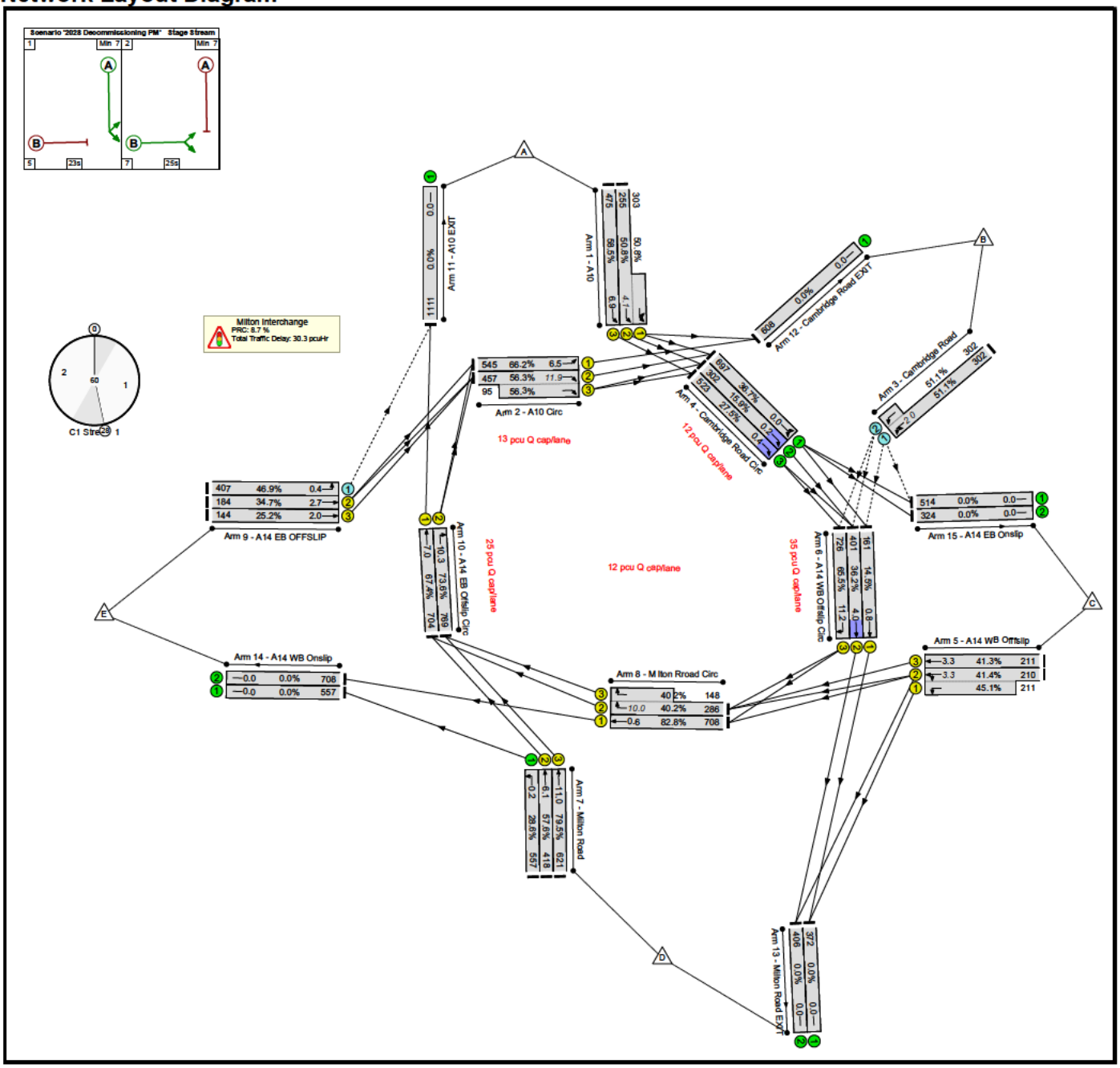
6/3	A14 WB Offslip Circ Right	U	D		1	35	-	609	1900	1140	53.4%	-	-	-	2.4	14.3	9.6
7/1	Milton Road Left	U	-		-	-	-	243	1946	1946	12.5%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	15	-	271	1894	505	53.7%	-	-	-	2.0	26.5	4.4
7/3	Milton Road Ahead	U	E		1	15	-	389	2037	543	71.6%	-	-	-	3.4	31.4	7.1
8/1	Milton Rroad Circ Ahead	U	F		1	33	-	585	1900	1077	54.3%	-	-	-	0.0	0.2	0.5
8/2+8/3	Milton Rroad Circ Right	U	F		1	33	-	443	1900:1900	917+310	36.1 : 36.1%	-	-	-	2.1	17.1	8.5
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	661	1894	901	73.3%	330	330	0	1.5	8.4	6.1
9/2	A14 EB OFFSLIP Ahead	U	G		1	19	-	482	1871	624	77.3%	-	-	-	4.1	30.4	8.8
9/3	A14 EB OFFSLIP Ahead	U	G		1	19	-	480	2018	673	71.4%	-	-	-	3.6	26.7	8.2
10/1	A14 EB Offslip Circ Ahead	U	H		1	29	-	602	1900	950	63.4%	-	-	-	0.9	5.3	4.6
10/2	A14 EB Offslip Circ Right	U	H		1	29	-	501	1900	950	52.7%	-	-	-	1.4	10.0	8.4

C1	Stream: 1 PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	9.41	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	13.26	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	25.7	Total Delay for Signalled Lanes (pcuHr):	7.53	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	9.90	Cycle Time (s): 60
	PRC Over All Lanes (%):	11.3	Total Delay Over All Lanes(pcuHr):	42.62	

Basic Results Summary

Scenario 14: '2028 Decommissioning PM' (FG14: '2028 Decommissioning PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**82.8%**	**1432**	**183**	**0**	**30.3**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**82.8%**	**1432**	**183**	**0**	**30.3**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	23	-	558	2057:1910	501+596	50.8 : 50.8%	-	-	-	2.5	15.9	4.1
1/3	A10 Ahead	U	A		1	23	-	475	2029	812	58.5%	-	-	-	2.6	19.4	6.9
2/1	A10 Circ Ahead	U	B		1	25	-	545	1900	823	66.2%	-	-	-	1.9	12.2	6.5
2/2+2/3	A10 Circ Right	U	B		1	25	-	552	1900:1900	811+169	56.3 : 56.3%	-	-	-	1.2	8.1	11.9
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	604	1828:1986	591+591	51.1 : 51.1%	1208	0	0	0.7	4.0	2.0
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	697	1900	1900	36.7%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	302	1900	1900	15.9%	-	-	-	0.0	0.1	0.2
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	523	1900	1900	27.5%	-	-	-	0.0	0.3	0.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	14	-	421	2029:1871	507+468	41.4 : 45.1%	-	-	-	2.6	22.2	3.3
5/3	A14 WB Offfslip Ahead	U	C		1	14	-	211	2044	511	41.3%	-	-	-	1.5	24.8	3.3
6/1	A14 WB Offslip Circ Ahead	U	D		1	34	-	161	1900	1108	14.5%	-	-	-	0.2	3.9	0.8
6/2	A14 WB Offslip Circ Ahead	U	D		1	34	-	401	1900	1108	36.2%	-	-	-	0.6	5.0	4.0

Basic Results Summary

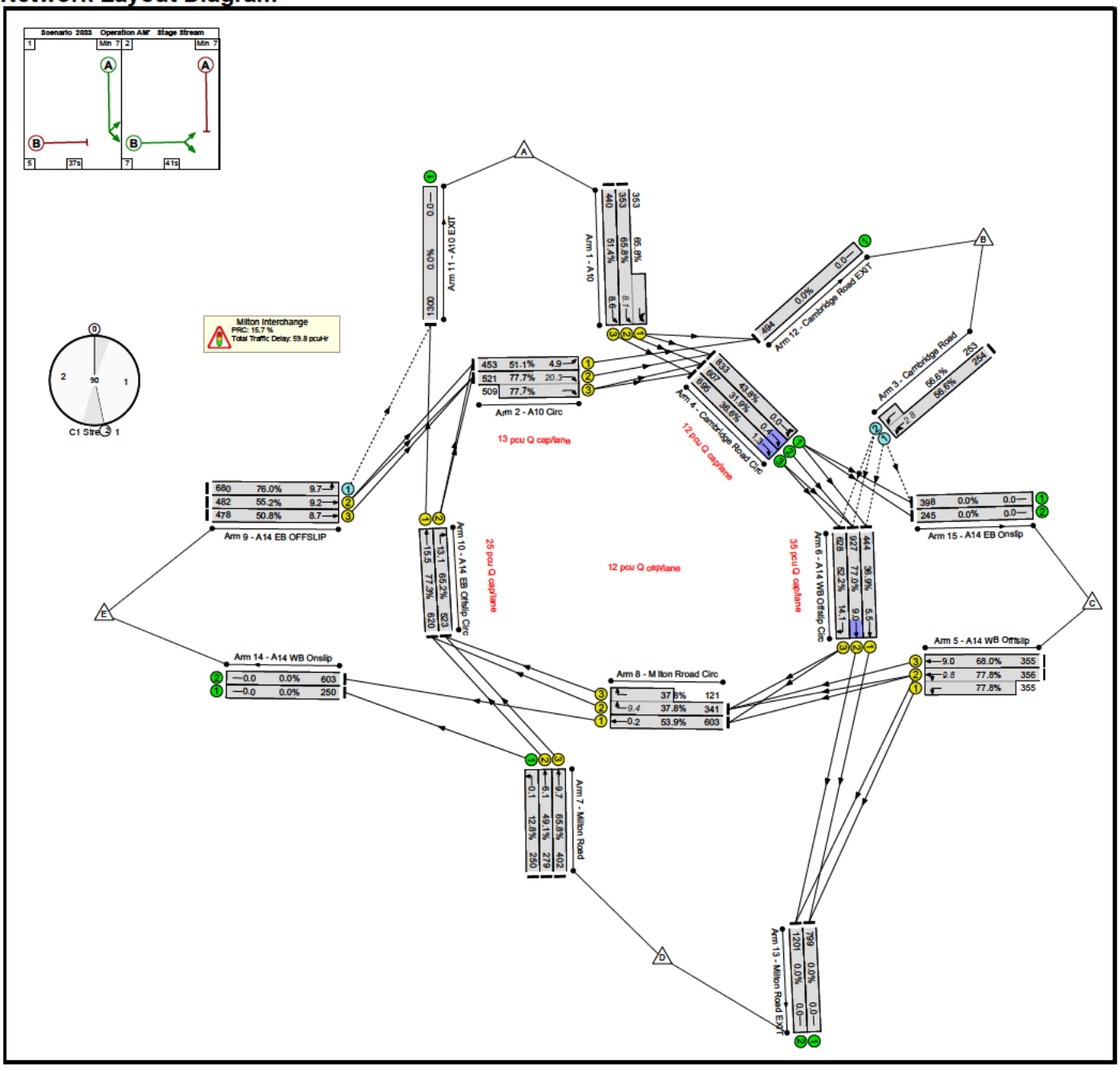
6/3	A14 WB Offslip Circ Right	U	D		1	34	-	726	1900	1108	65.5%	-	-	-	2.0	9.7	11.2
7/1	Milton Road Left	U	-		-	-	-	557	1946	1946	28.6%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	22	-	418	1894	726	57.6%	-	-	-	2.4	20.5	6.1
7/3	Milton Road Ahead	U	E		1	22	-	621	2037	781	79.5%	-	-	-	4.7	27.4	11.0
8/1	Milton Rroad Circ Ahead	U	F		1	26	-	708	1900	855	82.8%	-	-	-	0.3	1.5	0.6
8/2+8/3	Milton Rroad Circ Right	U	F		1	26	-	434	1900:1900	712+369	40.2 : 40.2%	-	-	-	2.1	17.3	10.0
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	407	1894	868	46.9%	224	183	0	0.4	3.9	0.4
9/2	A14 EB OFFSLIP Ahead	U	G		1	16	-	184	1871	530	34.7%	-	-	-	1.1	22.3	2.7
9/3	A14 EB OFFSLIP Ahead	U	G		1	16	-	144	2018	572	25.2%	-	-	-	0.8	20.8	2.0
10/1	A14 EB Offslip Circ Ahead	U	H		1	32	-	704	1900	1045	67.4%	-	-	-	1.0	5.1	7.0
10/2	A14 EB Offslip Circ Right	U	H		1	32	-	769	1900	1045	73.6%	-	-	-	1.6	7.6	10.3

C1	Stream: 1 PRC for Signalled Lanes (%):	36.0	Total Delay for Signalled Lanes (pcuHr):	8.13	Cycle Time (s): 60
C1	Stream: 2 PRC for Signalled Lanes (%):	37.4	Total Delay for Signalled Lanes (pcuHr):	6.73	Cycle Time (s): 60
C1	Stream: 3 PRC for Signalled Lanes (%):	8.7	Total Delay for Signalled Lanes (pcuHr):	9.49	Cycle Time (s): 60
C1	Stream: 4 PRC for Signalled Lanes (%):	22.3	Total Delay for Signalled Lanes (pcuHr):	4.60	Cycle Time (s): 60
	PRC Over All Lanes (%):	8.7	Total Delay Over All Lanes(pcuHr):	30.31	

Basic Results Summary

Scenario 15: '2033 + Operation AM' (FG15: '2033 + Operation AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**77.8%**	**1274**	**420**	**0**	**59.8**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**77.8%**	**1274**	**420**	**0**	**59.8**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	37	-	706	2057:1910	537+537	65.8 : 65.8%	-	-	-	4.5	23.2	8.1
1/3	A10 Ahead	U	A		1	37	-	440	2029	857	51.4%	-	-	-	2.9	23.5	8.6
2/1	A10 Circ Ahead	U	B		1	41	-	453	1900	887	51.1%	-	-	-	1.5	12.2	4.9
2/2+2/3	A10 Circ Right	U	B		1	41	-	1030	1900:1900	670+655	77.7 : 77.7%	-	-	-	7.4	25.7	20.3
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	507	1828:1986	449+447	56.6 : 56.6%	1014	0	0	0.9	6.4	2.8
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	833	1900	1900	43.8%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	607	1900	1900	31.9%	-	-	-	0.0	0.2	0.4
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	695	1900	1900	36.6%	-	-	-	0.0	0.2	1.3
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	22	-	711	2029:1871	458+456	77.8 : 77.8%	-	-	-	7.7	39.2	9.8
5/3	A14 WB Offfslip Ahead	U	C		1	22	-	355	2044	522	68.0%	-	-	-	4.0	40.8	9.0
6/1	A14 WB Offslip Circ Ahead	U	D		1	56	-	444	1900	1203	36.9%	-	-	-	0.4	3.3	5.5
6/2	A14 WB Offslip Circ Ahead	U	D		1	56	-	927	1900	1203	77.0%	-	-	-	1.4	5.4	9.0

Basic Results Summary

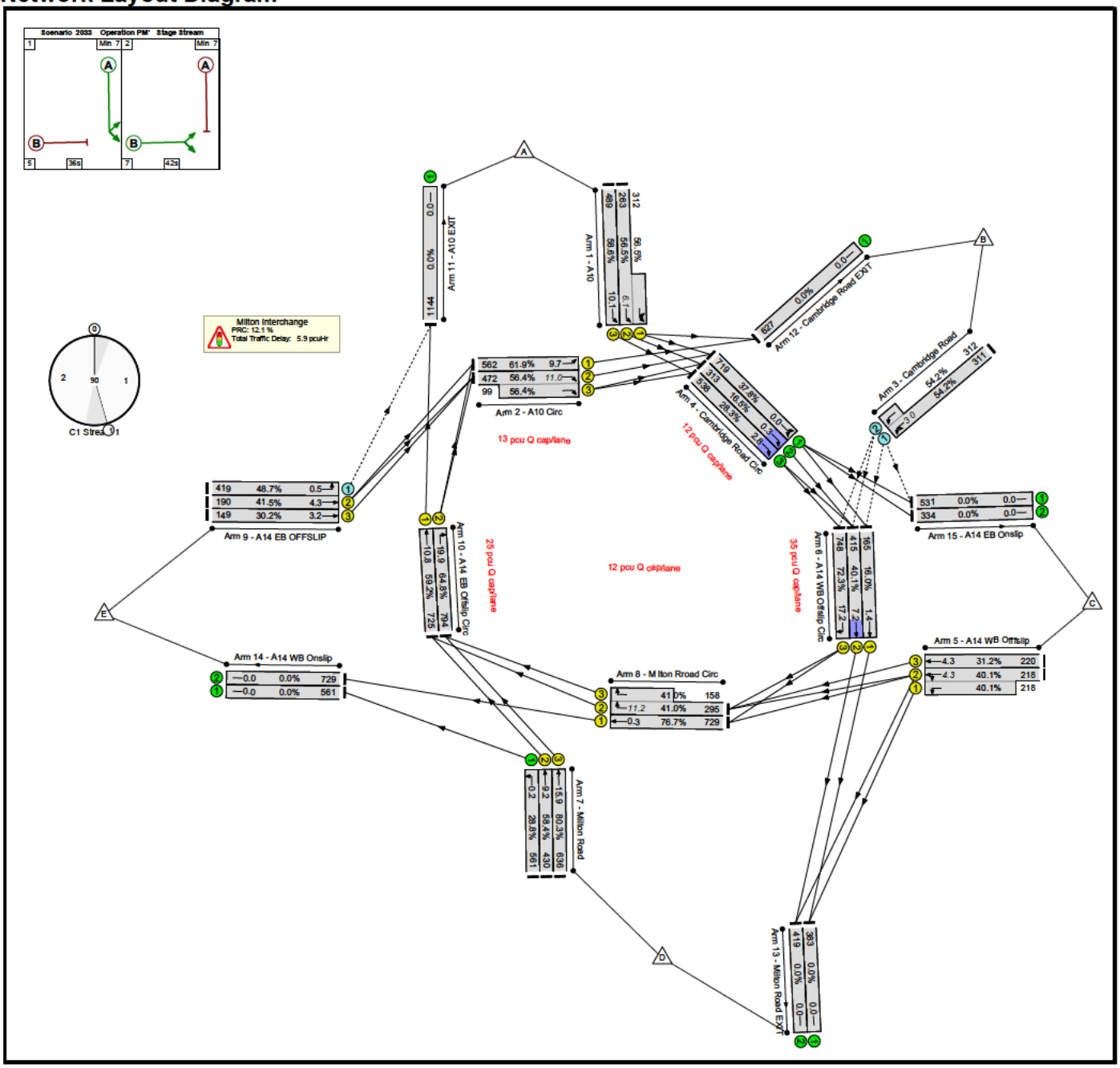
6/3	A14 WB Offslip Circ Right	U	D		1	56	-	628	1900	1203	52.2%	-	-	-	2.3	12.9	14.1
7/1	Milton Road Left	U	-		-	-	-	250	1946	1946	12.8%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	26	-	279	1894	568	49.1%	-	-	-	2.5	32.1	6.1
7/3	Milton Road Ahead	U	E		1	26	-	402	2037	611	65.8%	-	-	-	4.0	36.0	9.7
8/1	Milton Rroad Circ Ahead	U	F		1	52	-	603	1900	1119	53.9%	-	-	-	0.1	0.5	0.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	52	-	462	1900:1900	903+321	37.8 : 37.8%	-	-	-	3.1	24.3	9.4
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	680	1894	895	76.0%	260	420	0	2.0	10.4	9.7
9/2	A14 EB OFFSLIP Ahead	U	G		1	41	-	482	1871	873	55.2%	-	-	-	2.9	21.8	9.2
9/3	A14 EB OFFSLIP Ahead	U	G		1	41	-	478	2018	942	50.8%	-	-	-	2.7	20.6	8.7
10/1	A14 EB Offslip Circ Ahead	U	H		1	37	-	620	1900	802	77.3%	-	-	-	4.4	25.8	15.5
10/2	A14 EB Offslip Circ Right	U	H		1	37	-	523	1900	802	65.2%	-	-	-	4.9	33.6	13.1

C1	Stream: 1 PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	16.32	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	15.7	Total Delay for Signalled Lanes (pcuHr):	15.80	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	36.8	Total Delay for Signalled Lanes (pcuHr):	9.71	Cycle Time (s): 90
C1	Stream: 4 PRC for Signalled Lanes (%):	16.5	Total Delay for Signalled Lanes (pcuHr):	14.99	Cycle Time (s): 90
	PRC Over All Lanes (%):	15.7	Total Delay Over All Lanes(pcuHr):	59.84	

Basic Results Summary

Scenario 16: '2033 + Operation PM' (FG16: '2033 + Operation PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**80.3%**	**1516**	**149**	**0**	**45.9**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**80.3%**	**1516**	**149**	**0**	**45.9**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	36	-	575	2057:1910	465+552	56.5 : 56.5%	-	-	-	3.6	22.4	6.1
1/3	A10 Ahead	U	A		1	36	-	489	2029	834	58.6%	-	-	-	3.5	25.8	10.1
2/1	A10 Circ Ahead	U	B		1	42	-	562	1900	908	61.9%	-	-	-	2.4	15.4	9.7
2/2+2/3	A10 Circ Right	U	B		1	42	-	571	1900:1900	837+176	56.4 : 56.4%	-	-	-	1.7	10.6	11.0
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	623	1828:1986	574+576	54.2 : 54.2%	1246	0	0	0.9	4.9	3.0
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	719	1900	1900	37.8%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	313	1900	1900	16.5%	-	-	-	0.0	0.2	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	538	1900	1900	28.3%	-	-	-	0.1	0.4	2.8
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	30	-	436	2029:1871	543+543	40.1 : 40.1%	-	-	-	3.0	24.6	4.3
5/3	A14 WB Offfslip Ahead	U	C		1	30	-	220	2044	704	31.2%	-	-	-	1.6	25.4	4.3
6/1	A14 WB Offslip Circ Ahead	U	D		1	48	-	165	1900	1034	16.0%	-	-	-	0.3	7.0	1.4
6/2	A14 WB Offslip Circ Ahead	U	D		1	48	-	415	1900	1034	40.1%	-	-	-	1.5	13.3	7.2

Basic Results Summary

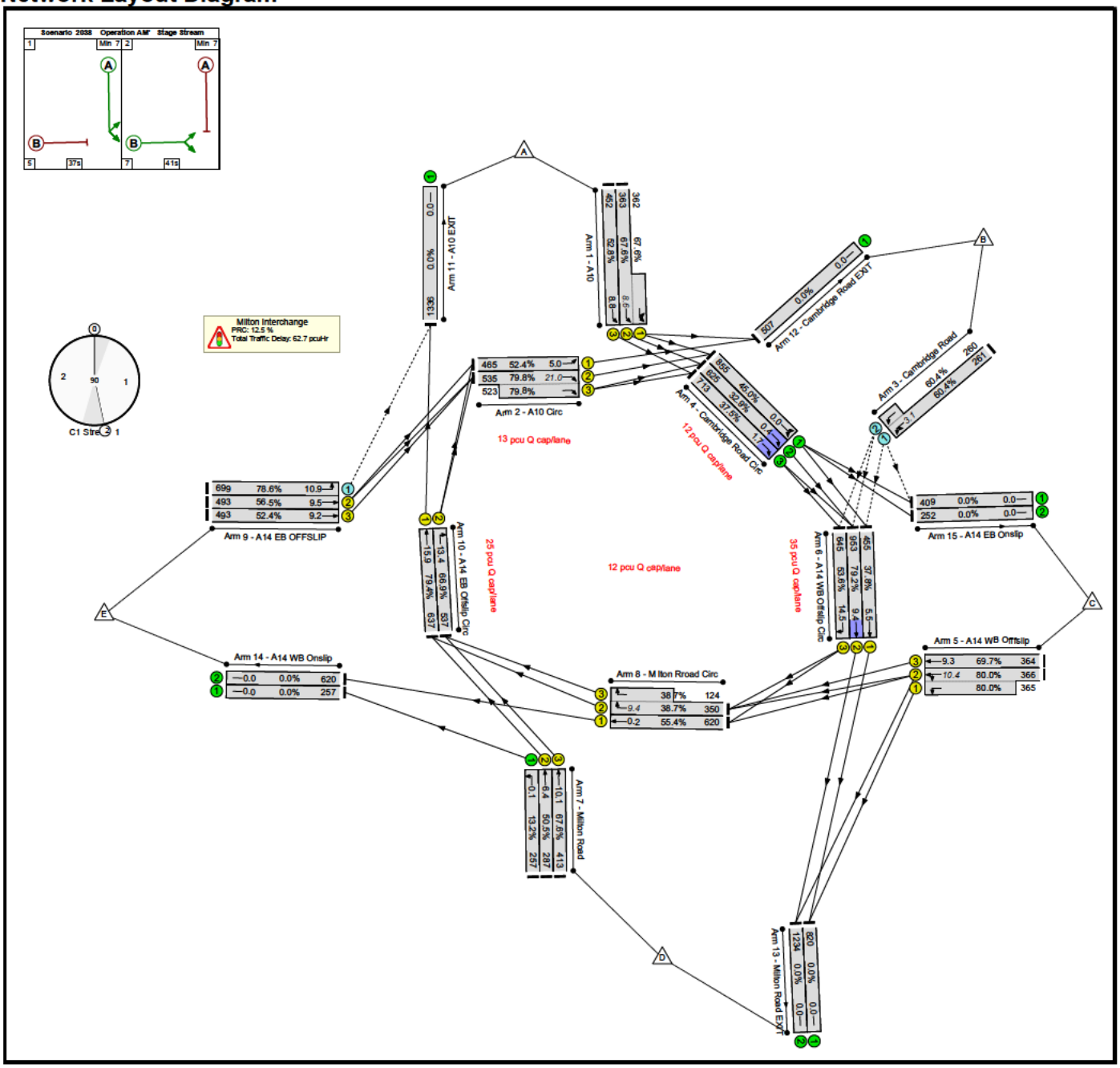
6/3	A14 WB Offslip Circ Right	U	D		1	48	-	748	1900	1034	72.3%	-	-	-	4.5	21.6	17.2
7/1	Milton Road Left	U	-		-	-	-	561	1946	1946	28.8%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	34	-	430	1894	737	58.4%	-	-	-	3.3	27.6	9.2
7/3	Milton Road Ahead	U	E		1	34	-	636	2037	792	80.3%	-	-	-	6.3	35.7	15.9
8/1	Milton Rroad Circ Ahead	U	F		1	44	-	729	1900	950	76.7%	-	-	-	0.2	0.8	0.3
8/2+8/3	Milton Rroad Circ Right	U	F		1	44	-	453	1900:1900	720+386	41.0 : 41.0%	-	-	-	4.0	31.7	11.2
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	419	1894	861	48.7%	270	149	0	0.5	4.1	0.5
9/2	A14 EB OFFSLIP Ahead	U	G		1	21	-	190	1871	457	41.5%	-	-	-	1.9	35.3	4.3
9/3	A14 EB OFFSLIP Ahead	U	G		1	21	-	149	2018	493	30.2%	-	-	-	1.4	33.0	3.2
10/1	A14 EB Offslip Circ Ahead	U	H		1	57	-	725	1900	1224	59.2%	-	-	-	1.9	9.4	10.8
10/2	A14 EB Offslip Circ Right	U	H		1	57	-	794	1900	1224	64.8%	-	-	-	3.4	15.3	19.9

C1	Stream: 1 PRC for Signalled Lanes (%):	45.4	Total Delay for Signalled Lanes (pcuHr):	11.15	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	24.5	Total Delay for Signalled Lanes (pcuHr):	10.87	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	13.75	Cycle Time (s): 90
C1	Stream: 4 PRC for Signalled Lanes (%):	38.8	Total Delay for Signalled Lanes (pcuHr):	8.51	Cycle Time (s): 90
	PRC Over All Lanes (%):	12.1	Total Delay Over All Lanes(pcuHr):	45.89	

Basic Results Summary

Scenario 17: '2038 + Operation AM' (FG17: '2038 + Operation AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**80.0%**	**1296**	**445**	**0**	**62.7**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**80.0%**	**1296**	**445**	**0**	**62.7**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	37	-	725	2057:1910	537+536	67.6 : 67.6%	-	-	-	4.7	23.6	8.6
1/3	A10 Ahead	U	A		1	37	-	452	2029	857	52.8%	-	-	-	3.0	23.8	8.8
2/1	A10 Circ Ahead	U	B		1	41	-	465	1900	887	52.4%	-	-	-	1.6	12.2	5.0
2/2+2/3	A10 Circ Right	U	B		1	41	-	1058	1900:1900	670+655	79.8 : 79.8%	-	-	-	7.7	26.2	21.0
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	521	1828:1986	432+430	60.4 : 60.4%	1042	0	0	1.0	7.2	3.1
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	855	1900	1900	45.0%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	625	1900	1900	32.9%	-	-	-	0.0	0.2	0.4
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	713	1900	1900	37.5%	-	-	-	0.0	0.2	1.7
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	22	-	731	2029:1871	458+456	80.0 : 80.0%	-	-	-	8.2	40.3	10.4
5/3	A14 WB Offfslip Ahead	U	C		1	22	-	364	2044	522	69.7%	-	-	-	4.2	41.6	9.3
6/1	A14 WB Offslip Circ Ahead	U	D		1	56	-	455	1900	1203	37.8%	-	-	-	0.4	3.2	5.5
6/2	A14 WB Offslip Circ Ahead	U	D		1	56	-	953	1900	1203	79.2%	-	-	-	1.4	5.4	9.4

Basic Results Summary

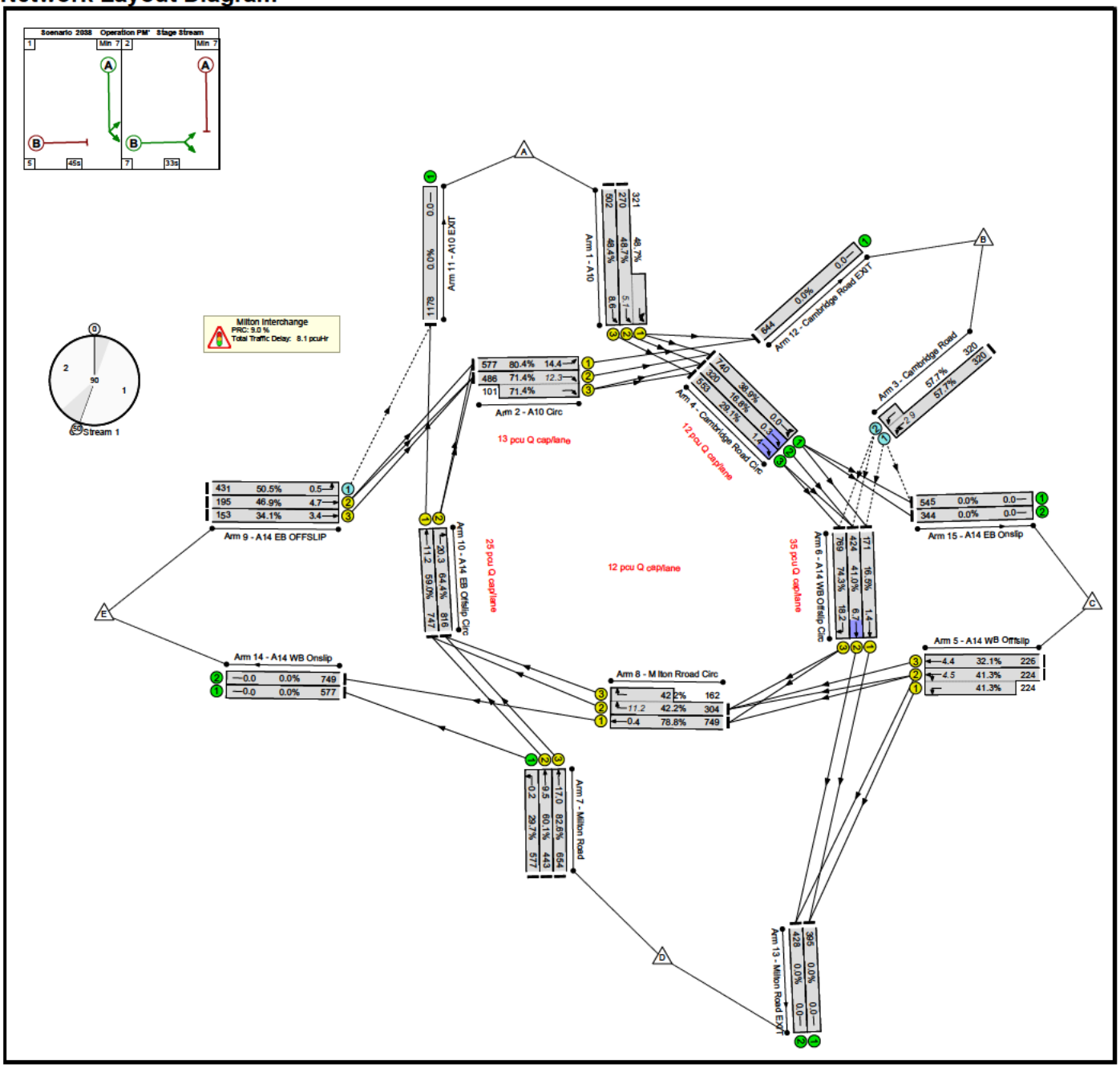
6/3	A14 WB Offslip Circ Right	U	D		1	56	-	645	1900	1203	53.6%	-	-	-	2.3	13.0	14.5
7/1	Milton Road Left	U	-		-	-	-	257	1946	1946	13.2%	-	-	-	0.1	1.1	0.1
7/2	Milton Road Ahead	U	E		1	26	-	287	1894	568	50.5%	-	-	-	2.6	32.4	6.4
7/3	Milton Road Ahead	U	E		1	26	-	413	2037	611	67.6%	-	-	-	4.2	36.7	10.1
8/1	Milton Rroad Circ Ahead	U	F		1	52	-	620	1900	1119	55.4%	-	-	-	0.1	0.5	0.2
8/2+8/3	Milton Rroad Circ Right	U	F		1	52	-	474	1900:1900	904+320	38.7 : 38.7%	-	-	-	3.2	24.4	9.4
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	699	1894	890	78.6%	254	445	0	2.3	11.8	10.9
9/2	A14 EB OFFSLIP Ahead	U	G		1	41	-	493	1871	873	56.5%	-	-	-	3.0	22.1	9.5
9/3	A14 EB OFFSLIP Ahead	U	G		1	41	-	493	2018	942	52.4%	-	-	-	2.9	20.9	9.2
10/1	A14 EB Offslip Circ Ahead	U	H		1	37	-	637	1900	802	79.4%	-	-	-	4.6	26.1	15.9
10/2	A14 EB Offslip Circ Right	U	H		1	37	-	537	1900	802	66.9%	-	-	-	5.0	33.7	13.4

C1	Stream: 1 PRC for Signalled Lanes (%):	12.8	Total Delay for Signalled Lanes (pcuHr):	16.99	Cycle Time (s): 90
C1	Stream: 2 PRC for Signalled Lanes (%):	12.5	Total Delay for Signalled Lanes (pcuHr):	16.57	Cycle Time (s): 90
C1	Stream: 3 PRC for Signalled Lanes (%):	33.2	Total Delay for Signalled Lanes (pcuHr):	10.09	Cycle Time (s): 90
C1	Stream: 4 PRC for Signalled Lanes (%):	13.3	Total Delay for Signalled Lanes (pcuHr):	15.53	Cycle Time (s): 90
	PRC Over All Lanes (%):	12.5	Total Delay Over All Lanes(pcuHr):	62.67	

Basic Results Summary

Scenario 18: '2038 + Operation PM' (FG18: '2038 + Operation PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: AWS Cambridge WWTPRP EIA Stage 2	-	-	-		-	-	-	-	-	-	**82.6%**	**1567**	**144**	**0**	**48.1**	-	-
Milton Interchange	-	-	-		-	-	-	-	-	-	**82.6%**	**1567**	**144**	**0**	**48.1**	-	-
1/2+1/1	A10 Ahead Left	U	A		1	45	-	591	2057:1910	555+659	48.7 : 48.7%	-	-	-	2.6	15.6	5.1
1/3	A10 Ahead	U	A		1	45	-	502	2029	1037	48.4%	-	-	-	2.5	17.7	8.6
2/1	A10 Circ Ahead	U	B		1	33	-	577	1900	718	80.4%	-	-	-	4.0	25.1	14.4
2/2+2/3	A10 Circ Right	U	B		1	33	-	587	1900:1900	681+141	71.4 : 71.4%	-	-	-	3.4	20.9	12.3
3/1+3/2	Cambridge Road Left U-Turn	O	-		-	-	-	640	1828:1986	554+554	57.7 : 57.7%	1280	0	0	0.9	5.1	2.9
4/1	Cambridge Road Circ Ahead Left	U	-		-	-	-	740	1900	1900	38.9%	-	-	-	0.0	0.0	0.0
4/2	Cambridge Road Circ Ahead	U	-		-	-	-	320	1900	1900	16.8%	-	-	-	0.0	0.1	0.3
4/3	Cambridge Road Circ Ahead	U	-		-	-	-	553	1900	1900	29.1%	-	-	-	0.0	0.3	1.4
5/2+5/1	A14 WB Offfslip Ahead Left	U	C		1	30	-	448	2029:1871	543+543	41.3 : 41.3%	-	-	-	3.1	24.7	4.5
5/3	A14 WB Offfslip Ahead	U	C		1	30	-	226	2044	704	32.1%	-	-	-	1.6	25.5	4.4
6/1	A14 WB Offslip Circ Ahead	U	D		1	48	-	171	1900	1034	16.5%	-	-	-	0.3	7.0	1.4
6/2	A14 WB Offslip Circ Ahead	U	D		1	48	-	424	1900	1034	41.0%	-	-	-	1.4	11.9	6.7

Basic Results Summary

6/3	A14 WB Offslip Circ Right	U	D		1	48	-	769	1900	1034	74.3%	-	-	-	4.6	21.4	18.2
7/1	Milton Road Left	U	-		-	-	-	577	1946	1946	29.7%	-	-	-	0.2	1.3	0.2
7/2	Milton Road Ahead	U	E		1	34	-	443	1894	737	60.1%	-	-	-	3.5	28.0	9.5
7/3	Milton Road Ahead	U	E		1	34	-	654	2037	792	82.6%	-	-	-	6.8	37.4	17.0
8/1	Milton Rroad Circ Ahead	U	F		1	44	-	749	1900	950	78.8%	-	-	-	0.2	0.9	0.4
8/2+8/3	Milton Rroad Circ Right	U	F		1	44	-	466	1900:1900	721+384	42.2 : 42.2%	-	-	-	4.1	31.9	11.2
9/1	A14 EB OFFSLIP Left	O	-		-	-	-	431	1894	853	50.5%	287	144	0	0.5	4.3	0.5
9/2	A14 EB OFFSLIP Ahead	U	G		1	19	-	195	1871	416	46.9%	-	-	-	2.1	38.5	4.7
9/3	A14 EB OFFSLIP Ahead	U	G		1	19	-	153	2018	448	34.1%	-	-	-	1.5	35.6	3.4
10/1	A14 EB Offslip Circ Ahead	U	H		1	59	-	747	1900	1267	59.0%	-	-	-	1.7	8.3	11.2
10/2	A14 EB Offslip Circ Right	U	H		1	59	-	816	1900	1267	64.4%	-	-	-	3.1	13.6	20.3

C1	Stream: 1 PRC for Signalled Lanes (%):	12.0	Total Delay for Signalled Lanes (pcuHr):	12.46	Cycle Time (s):	90
C1	Stream: 2 PRC for Signalled Lanes (%):	21.1	Total Delay for Signalled Lanes (pcuHr):	10.97	Cycle Time (s):	90
C1	Stream: 3 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	14.54	Cycle Time (s):	90
C1	Stream: 4 PRC for Signalled Lanes (%):	39.7	Total Delay for Signalled Lanes (pcuHr):	8.40	Cycle Time (s):	90
	PRC Over All Lanes (%):	9.0	Total Delay Over All Lanes(pcuHr):	48.07		

Get in touch

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You can view all our DCO application documents and updates on the application on The Planning Inspectorate website:

https://infrastructure.planninginspectorate.gov.uk/projects/eastern/cambridge-waste-water-treatment-plant-relocation/