

Technical Note

Project: Cambridge North

Subject: 2022 Milton Road Corridor Modelling Results

Client:	Brookgate Land Limited	Version:	P2
Project No:	05425	Author:	Eliot King
Date:	March 2023	Approved:	Mark Nettleton

I Introduction

I.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared by PJA on behalf of Brookgate Land Limited in connection with a hybrid planning application for mixed used development at Cambridge North (ref: 22/02771/OUT).
- 1.1.2 This TN presents the results of a modelling exercise that includes A14 Junction 33 and the Milton Road corridor.

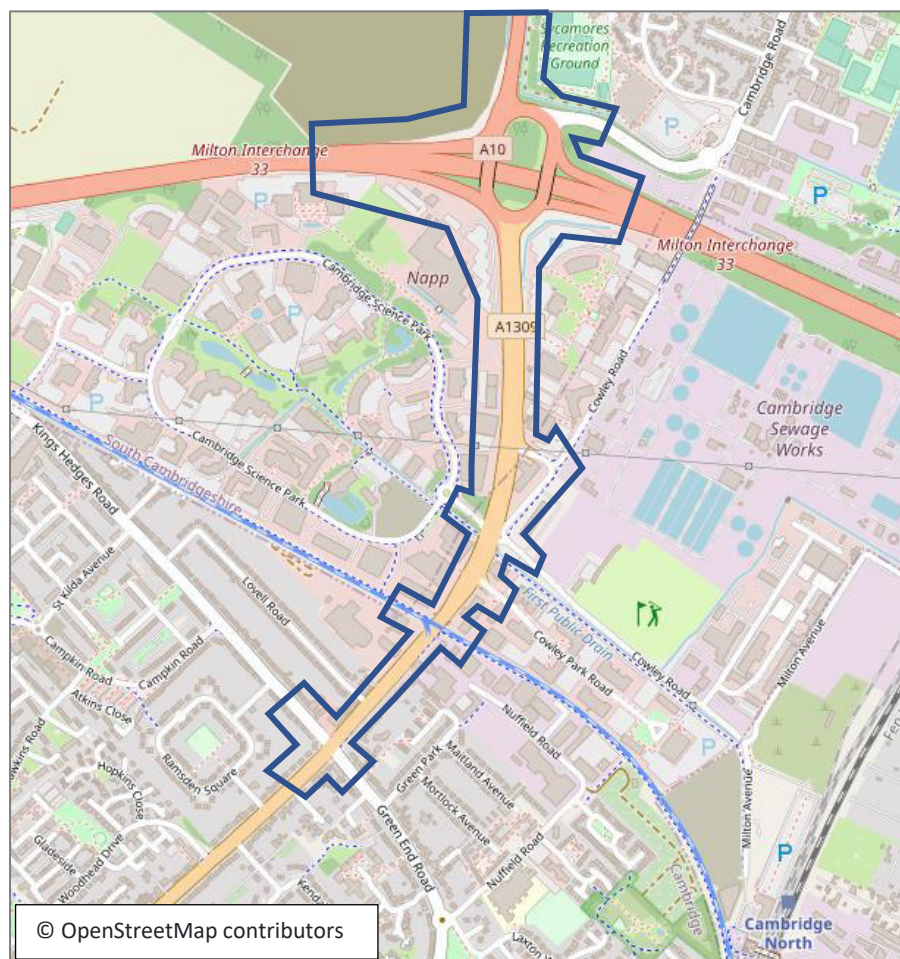
2 Model Background

- 2.1.1 A LinSig model of the Milton Road and A14 Junction 33 network was used to inform the NECAAP Transport Evidence Base (TEB) in 2019, based upon 2017 traffic survey data. The model was used to demonstrate that following the redevelopment of North East Cambridge area, the net traffic impact of the regeneration would not be severe, in accordance with NPPF paragraph 111, on the basis that the development that came forward was consistent with vehicle trip budgets for the peak hours. Subsequently, the peak hour vehicle trip budgets have been apportioned for each development parcel, including the land that is subject of this application. During our scoping meetings with CCC and NH, it was therefore agreed that as long as the development operates within the peak hour vehicle trip budgets, no further traffic modelling is required as the highway impact would be acceptable.
- 2.1.2 Nevertheless, following queries raised by NH and CCC regarding the requirement for mitigation, an evolution of the same LinSig model has been used to consider the impact of development and to help inform S106 discussions. In order to consider the potential traffic impact, the reference scenario used is simply survey data plus committed growth. This will produce a standard assessment that does not consider the net impact of NECAAP, nor the accompanying

IDP, or proposals in the GCP Making Connections package. It will, in effect, answer the simple question of what is the impact of the development, disregarding all other aspirations of the highway authorities for demand management across the region.

2.1.3 A package of traffic surveys was commissioned in June 2022 to provide updated baseline flows. This data was used by Pell Frischmann, on behalf of the consortium of NECAAP developers, to update the inputs to the Linsig model. PJA has used that model, alongside signal specifications obtained from CCC, to produce a slightly updated base model. The extents of the model network are shown in Figure 2.1.

Figure 2.1: Model Network Extents



2.1.4 The June 2022 surveys captured:

- Junction turning counts
- Saturation flows

- Queue lengths

2.1.5 The model network has been updated to account for physical changes made since the original model was prepared, including:

- Amended lane structure at the Milton Interchange
- Physical changes to the Cambridge Science Park/Cowley Road junction to remove the right turn into Cowley Road from Milton Road south
- Introduction of the committed cyclops junction design at the Milton Road/Kings Hedges Road/Green End Road crossroads
- Changes to the bus lane and pedestrian crossing on Milton Road in the vicinity of Lovell Road to reflect the proposals of the Milton Road scheme.

3 Model Development and Validation

3.1.1 A detailed note has been prepared, included at Appendix A, setting out the details of the model development and signal specifications used within the model.

3.1.2 The 2022 base scenarios have been calibrated using the observed saturation flows and CCC signal timings, and thereafter checked against observed queue lengths. The models validate well given that Linsig is designed to model average conditions, whereas the advanced signal controllers on site respond dynamically to the live traffic conditions experienced on the survey day.

4 Modelling Scenarios

4.1 Future Year Scenario

4.1.1 In developing the future year scenario, consideration has been given to committed developments.

4.1.2 The following committed developments were included to generate a future base year scenario:

- Cambridge Science Park Unit 420 (S/0179/13/OL)
- William James House, 50-55 Cowley Road (18/1782/FUL)
- One Cambridge Square (S/4478/17/FL)
- 24 Cambridge Science Park (S/4629/18/FL)
- Waterbeach New Town

4.1.3 Consistent with the approach of the AAP Transport Evidence Base assessment, it has been assumed that there would be no growth in background traffic on the network, beyond the specific developments included. This approach is considered appropriate, and is reinforced by the position of the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) that accompanied the adopted Local Plan and notes that ‘general traffic levels will remain at current levels’ (Policy TSCS 2).

4.1.4 Whilst this assessment is not dependent upon wider measures proposed by CCC and GCP, this position will be reinforced, if not improved, in the future by:

- Milton Road scheme – this scheme includes walking, cycling and public transport improvements to Milton Road at the expense of traffic capacity at junctions.
- GCP Making Connections – this scheme is consulting on the proposed introduction of a Sustainable Travel Zone, including significant investment in public transport and active travel, accompanied by a road user charge across the built-up area of Cambridge, including the Milton Road corridor.

4.2 Development Traffic

4.2.1 The forecast peak hour development vehicle trip generation is summarised in Table 4.1. This trip generation reflects that presented in response to CCC’s consultation comments dated 7th September 2022, and the inclusion of an additional 194 car parking spaces for use by the commercial uses on site.

Table 4.1: Cambridge North Forecast Peak Hour Vehicle Trip Generation

	Arrivals	Departures
AM Peak (08:00 – 09:00)	165	25
PM Peak (17:00 – 18:00)	27	174

4.2.2 The TA methodology profiles the daily development trips by use. For the proposed labs, a sensitivity test was presented which adopted an alternative daily trip profile. This scenario has been tested, and the results presented in Section 5 reflect the sensitivity test trip profile.

4.2.3 The peak hour vehicular trip generation forecasts for this development fall within the traffic budget allocated to the site in the NECAAP.

4.2.4 In response to CCC’s consultation comments, the distribution of development trips was considered. The trip distribution established by this exercise has been adopted to model the proposed development trips through the assessment network.

4.2.5 The future year plus development scenario modelled represents a future year of 2032 assuming full build out and occupation. This is also closely aligned with the adopted Local Plan period (to 2031).

5 Results

5.1.1 A summary of the model results for the future base year scenario with and without development is provided in Table 5.1. Full LinSig model outputs are appended to this TN at Appendix B. The signal timings have been adjusted in the with development scenario to seek to optimise the performance of the junctions within the network, seeking to reflect how the junctions themselves would operate 'on the ground' given the use of dynamic signal control.

Table 5.1: Milton Road Corridor Model Results Summary

Link		2032 Base + Committed						2032 Base + Committed + Development (Sensitivity Test)					
		AM Peak (0800-0900)			PM Peak (1700-1800)			AM Peak (0800-0900)			PM Peak (1700-1800)		
		Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ
J1	Milton Interchange												
1/1	Circ @ EB Off Slip Ahead	46%	1	4	75%	5	21	49%	1	5	76%	5	22
1/2	Circ @ EB Off Slip Right	46%	0	1	65%	5	19	50%	1	1	69%	6	20
2/2+2/1	A14 EB Off Slip Ahead Left	61%	4	9	60%	2	5	85%	4	9	61%	2	5
2/3	A14 EB Off Slip Ahead	79%	4	8	22%	1	3	85%	5	10	22%	1	3
3/1	Circ @ A10 Ahead	42%	1	4	58%	2	11	43%	2	4	59%	1	8
3/2	Circ @ A10 Right	82%	4	10	35%	1	7	87%	5	11	41%	1	7
3/3	Circ @ A10 Right	49%	2	7	15%	2	4	60%	2	8	15%	2	4
4/1	A10 Ahead Ahead2	90%	8	17	77%	6	16	96%	12	21	82%	7	17
4/2+4/3	A10 Ahead	93%	10	20	82%	7	17	103%	30	40	86%	8	19
7/1+7/2	Cambridge Road Left Ahead	117%	36	42	100%	16	33	121%	43	48	105%	25	40
10/1	Circ @ WB Off Slip Ahead	61%	2	10	26%	1	2	64%	3	11	24%	1	2
10/2	Circ @ WB Off Slip Ahead	55%	1	5	18%	1	1	60%	2	6	21%	1	1
10/3	Circ @ WB Off Slip Right	58%	2	12	77%	5	23	54%	2	11	76%	5	23
11/2+11/1	A14 WB Off Slip Ahead	73%	5	7	23%	1	3	86%	8	9	24%	2	3
11/3	A14 WB Off Slip Ahead	88%	6	10	66%	4	11	96%	9	13	66%	4	11
12/1	Circ @ Milton Road Ahead	62%	4	11	81%	1	6	61%	3	11	80%	1	6

Link		2032 Base + Committed						2032 Base + Committed + Development (Sensitivity Test)					
		AM Peak (0800-0900)			PM Peak (1700-1800)			AM Peak (0800-0900)			PM Peak (1700-1800)		
		Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ
12/2+12/3	Circ @ Milton Road Right	28%	1	1	43%	3	8	30%	0	1	43%	3	8
14/2+14/1	Milton Road S Ahead Ahead2	45%	2	4	61%	4	10	46%	2	4	63%	4	11
14/3	Milton Road S Ahead	83%	5	10	75%	6	15	86%	6	11	81%	7	17
J2	Milton Road/Cowley Road N												
1/1	Milton Road N Left	32%	1	5	5%	0	1	44%	1	9	7%	0	1
1/2	Milton Road N Ahead	51%	2	12	45%	3	11	51%	2	12	44%	3	11
1/3+1/4	Milton Road N Ahead	51%	2	6	10%	1	1	51%	2	6	10%	1	1
2/2+2/1	Cowley Road Right Left	35%	2	3	39%	3	6	50%	2	4	52%	4	9
2/3	Cowley Road Right	25%	1	2	36%	3	6	42%	2	3	50%	4	9
3/1	Milton Road S Ahead	36%	1	11	43%	1	4	50%	3	21	43%	1	4
3/2+3/3	Milton Road S Ahead Right	60%	4	5	45%	1	4	62%	2	16	46%	1	4
8/1	Science Park Left	18%	1	3	36%	2	7	22%	1	4	33%	2	6
8/2	Science Park Left	4%	0	1	33%	2	4	2%	0	0	36%	2	7
8/3	Science Park Right	11%	0	1	47%	3	9	11%	0	1	35%	2	4
10/1	Milton Road S Ahead Left	60%	4	12	48%	3	8	79%	6	20	46%	3	9
10/2	Milton Road S Ahead	37%	2	7	13%	0	1	13%	1	2	49%	3	9
12/1	Cowley Rd Left	9%	0	0	24%	0	2	10%	0	0	15%	0	1

Link		2032 Base + Committed						2032 Base + Committed + Development (Sensitivity Test)					
		AM Peak (0800-0900)			PM Peak (1700-1800)			AM Peak (0800-0900)			PM Peak (1700-1800)		
		Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ
13/1+13/2	Cowley Rd S Ahead Right	11%	0	1	8%	0	1	14%	0	1	36%	1	4
15/1	Cowley Road Link Left	25%	0	3	73%	5	18	38%	1	5	9%	0	1
17/2+17/1	Milton Road N Ahead	55%	2	24	18%	1	3	66%	4	24	73%	5	18
17/3	Milton Road N Right	74%	5	15	16%	1	2	82%	7	17	17%	1	2
17/4	Milton Road N Right	73%	5	15	48%	3	8	81%	6	16	17%	1	2
J3	Milton Road/Cowley Park												
1/1	Milton Road N Left	12%	0	1	1%	0	0	12%	0	0	1%	0	0
1/2	Milton Road N Ahead	46%	0	1	54%	1	3	46%	1	1	55%	1	4
2/1	Cowley Park Left Right	13%	1	1	40%	2	5	13%	1	1	43%	2	5
3/1	Milton Road S Ahead	34%	1	2	23%	0	2	47%	1	4	23%	0	1
3/2+3/3	Milton Road S Right Ahead	22%	1	1	23%	0	1	20%	1	1	24%	0	1
J4	Milton Road/Guided Busway												
1/1	Milton Rd N Ahead	43%	1	2	49%	1	4	43%	0	2	50%	1	4
2/2+2/1	Milton Road S Ahead Left	56%	2	32	45%	1	28	55%	1	32	46%	1	28
3/1	Guided Busway Ahead Right	10%	0	0	2%	0	0	10%	0	0	2%	0	0
7/1	Guided Busway Ahead Left	3%	0	0	5%	0	0	3%	0	0	5%	0	0

Link		2032 Base + Committed						2032 Base + Committed + Development (Sensitivity Test)					
		AM Peak (0800-0900)			PM Peak (1700-1800)			AM Peak (0800-0900)			PM Peak (1700-1800)		
		Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ	Deg Sat	Delay (pcuHr)	MMQ
J5	Pelican Crossing Nr Lovell Rd												
1/1	Milton Road N Ahead	40%	1	2	0%	2	1	40%	0	1	45%	0	1
3/1	Milton Road S Ahead	54%	1	10	0%	4	6	55%	1	10	43%	1	7
J6	Milton Road/Kings Hedges Road												
1/1	Milton Road N Left	38%	2	7	28%	2	5	37%	2	7	24%	1	5
1/2+1/3	Milton Road N Ahead Right	99%	14	19	70%	6	17	99%	14	18	83%	7	16
2/2+2/1	Green End Road Left Ahead Right	89%	9	14	73%	6	9	93%	10	15	111%	25	28
3/2+3/1	Milton Road S Left Right Ahead	92%	12	24	107%	33	46	92%	12	25	70%	7	18
4/2+4/1	Kings Hedges Rd Right Ahead Left	82%	7	7	107%	5	7	82%	7	7	73%	6	7

Review of the results

- 5.1.2 Comparing the model results for the two scenarios summarised in Table 5.1 it is demonstrated that the proposed development has a minor impact on the network across the peak hours. This is analysed below taking each junction in turn.

Milton Interchange

- 5.1.3 The Milton Interchange operates at capacity in the future without the development. Nevertheless the circulatory carriageway is free flowing and the queues on the A14 slip roads are comfortably accommodated and there is no evidence of queues blocking back onto the mainline carriageway. However, the A10 and Cambridge Road arms of the junction operate close to capacity in the peak hours.
- 5.1.4 The impact of the development is marginal on the circulatory carriageway and the A14 slip roads. On Cambridge Road there is a minor increase in queuing from 42 PCUs to 48 PCUs in the AM peak, and from 33 PCUs to 40 PCUs in the PM peak. The impact on A10 is moderate with queues increasing from 20 to 40 PCUs in the AM peak, but only 17 to 19 PCUs in the PM peak. In order to manage the overall performance, the model reduces the green time for the A10 by 2 seconds which in turn increases the vehicle queue by four vehicles in the nearside lane and around 20 in lanes 2 and 3. In practice, the queue will be balanced between lanes 1 and 2 with the overall queue and delay even more modest. Importantly the impact of the development on the A14 Strategic Highway Network, is not severe.

Cowley Road/Milton Road/Science Park Junction

- 5.1.5 The Cowley Road and Science Park junctions with Milton Road both use the same signal controller. Both junctions are forecast to operate well within capacity in both peak hours with and without development traffic. The traffic associated with the proposed development is shown to have a negligible impact on queues across the junctions within both peak hours.

Milton Road/Cowley Park Junction

- 5.1.6 The model results demonstrate that the development will not have a material impact at the Milton Road/Cowley Park junction with a negligible change to vehicle queues across both peak hours.

Cambridgeshire Guided Busway/Milton Road Junction

- 5.1.7 The model results demonstrate that the development will not have a material impact at the Milton Road/Cambridgeshire Guided Busway junction with a negligible change to vehicle queues across both peak hours.

Milton Road/Kings Hedges Road/Green End Road junction

- 5.1.8 The model includes the proposed cyclops arrangement at the Milton Road/Kings Hedges Road/Green End Road junction. The junction is forecast to operate at capacity before development traffic is added. However, the results demonstrate that the development will not have a material impact at the junction, with negligible changes in vehicle queues in both peak hours.

Summary

- 5.1.9 The assessment assumes a ‘business as usual’ approach to vehicle trips through the network, in other words it does not take account of the NECAAP trip discounts associated with the overall trip budget, nor the trip banking or modal shift effects of GCP Making Connections, Milton Road or IDP schemes; nor the wider trip budget associated specifically with the Cambridge North site within which this development is located. In this way the assessment purely considers the impact of the development if no other changes were to take place that affected the transport network. Furthermore, the assessment considers the worst case development trip generation, which is based on robustly evidenced trip distribution and modal split data.
- 5.1.10 In this context the proposed development is shown to have a marginal impact on the Milton Road corridor, and it is clear that no mitigation is required to make the development acceptable in planning terms.
- 5.1.11 At the Milton Interchange the impact on the A14 slip roads is undiscernible. There is a moderate impact on the A10 in the morning peak hour only. Around the junction queues are not forecast to extend beyond link lengths, down slip roads, or across junctions in an unsafe manner. Working with the model it is found that that small changes to the signal timings allow the junction to manage the additional development traffic. It can be concluded that no mitigation is required.
- 5.1.12 In summary therefore, there is no severe impact, either on the local highway network or strategic highway network, and no highway mitigation is required. Furthermore, the levels of traffic assumed in this analysis sit within CCC’s allocated trip budget for the site which, as noted in the North East Cambridge transport topic paper, has been defined so as to ensure there is no unacceptable impact on the highway network. In reference to paragraph 111 of the NPPF it is

our view that this development should not be prevented or refused on highways grounds, because there would not be an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe.

Appendix A Milton Road Model Development Note

Junction One – Milton Interchange

The Milton Interchange is controlled by two separate controllers for the North and South of the Junction respectively.

Controller 0473 – Roundabout North

Based on a review of the Controller Specification that has been supplied for use in this project, in the Morning Peak period, the controller uses CLF Plan 1 and in the Evening Peak period, the controller uses CLF Plan 2. The plan information has been copied into the model and is reproduced from the controller spec below.

Plans

Plan No	Cycle	Offset	Cycle EntryTime	Cycle ExitTime
1	60	0		
2	60	0		
3	90	0		

Functions and actions

PLAN 1

Action No	Time	Influence	Stage	Stream
1	14	IM: Immediate move	2	1
2	30	IM: Immediate move	1	1
3	33	IM: Immediate move	5	2
4	55	IM: Immediate move	4	2

PLAN 2

Action No	Time	Influence	Stage	Stream
1	8	IM: Immediate move	1	1
2	54	IM: Immediate move	2	1
3	9	IM: Immediate move	5	2
4	48	IM: Immediate move	4	2

PLAN 3

Action No	Time	Influence	Stage	Stream
1	17	IM: Immediate move	1	1
2	74	IM: Immediate move	2	1
3	23	IM: Immediate move	5	2
4	73	IM: Immediate move	4	2

Controller 0474 – Roundabout South

Based on a review of the Controller Specification that has been supplied for use in this project, in the Morning Peak period, the controller uses CLF Plan 1 and in the Evening Peak period, the controller uses CLF Plan 3. The plan information has been copied into the model and is reproduced from the controller spec below.

Plans

Plan No	Cycle	Offset	Cycle EntryTime	Cycle ExitTime
1	60	0		
2	60	0		
3	90	0		

Functions and actions

PLAN 1

Action No	Time	Influence	Stage	Stream
1	14	IM: Immediate move	2	1
2	30	IM: Immediate move	1	1
3	33	IM: Immediate move	5	2
4	55	IM: Immediate move	4	2

PLAN 2

Action No	Time	Influence	Stage	Stream
1	8	IM: Immediate move	1	1
2	54	IM: Immediate move	2	1
3	9	IM: Immediate move	5	2
4	48	IM: Immediate move	4	2

PLAN 3

Action No	Time	Influence	Stage	Stream
1	17	IM: Immediate move	1	1
2	74	IM: Immediate move	2	1
3	23	IM: Immediate move	5	2
4	73	IM: Immediate move	4	2

Model Refinement

The plan information allows for extension of each of the phases. The model has therefore been adjusted to reflect this by extending phase lengths based on site observations and known queues. The saturation flows have also been adjusted to match observed operation and to minimise the risk of sliver queuing in the model.

Junction Two – Milton Road / Cowley Road

Based on a review of the Controller Specification that has been supplied for use in this project, in the Morning Peak period, the controller uses Vehicle Actuation (VA) and in the Evening Peak period, the controller uses CLF Plan 2. The plan information has been copied into the model and is reproduced from the controller spec below.

CLF - Plan(s)

Plan No.

Copy From

Plan Specifics

Influence Set

Copy From

Entry Point (secs)

Exit Point (secs)

Cycle Time (secs)

Slow

Fast

Group Offset Handset Range

Min.

Max.

Group/Influence							
Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	20	4	2	16			
1	55	2	2	17			
2	57	3		18			
3	71	2	3	19			
4	73	4	1	20			
5	101	1	1	21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

- 0 - Go To VA
- 1 - Immediate Move
- 2 - Demand Dependent Move
- 3 - Hold
- 4 - Prevent Except To
- 5 - Add Immediate Move
- 6 - Add Demand Dependent Move
- 7 - Ignore
- 8 - Stand Alone Inhibited
- 9 - Stand Alone Ped Allowed

Model Refinement

To reflect VA, the stage lengths in the Morning Peak have been optimised.

The plan information states that stage changes to Stages 2 and 3 are demand dependent. For the purpose of this model, it is assumed that these stages appear every cycle.

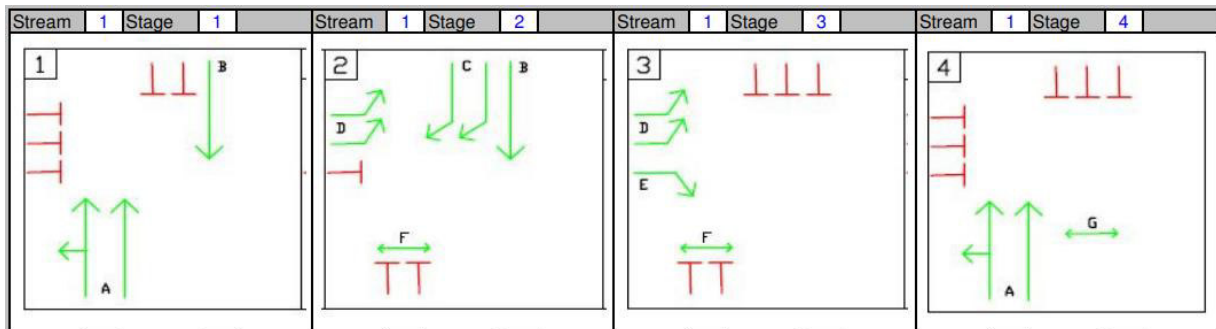
Junction Two and Three – Milton Road / Science Park / Cowley Park

A single controller is used to control four separate stage streams across these two junctions as set out below. The controller uses a master cycle time of 120 seconds which is reflected in the model.

Milton Road / Science Park – Stage Stream 1

The Toucan Crossings F and G have no following intergreen defined as the values vary based on detection. As such, the model uses values derived based on standard best practice. That is to say that the value used is the crossing distance divided by 1.2 with an additional 2 seconds added on.

The Controller Specification sets out that Stages 3 and 4 are demand dependent and that Stage 4 should only be called if there is demand. The stages are set out below.



The model is built to reflect Stages 1-4 being called every cycle based on site observations.

Given the demand dependency in the staging, the model has been run with optimised stage lengths but with the offset for Stage 1 set to match the CLF plans.

Toucan Crossings – Stage Streams 2 and 3

The Toucan Crossing J has no following intergreen defined as the value varies based on detection. As such, the model uses values derived based on standard best practice. That is to say that the value used is the crossing distance divided by 1.2 with an additional 2 seconds added on.

Given the demand dependency in the staging, the model has been run with optimised stage lengths.

Milton Road / Cowley Park – Stage Stream 4

Based on a review of the Controller Specification that has been supplied for use in this project, in the Morning Peak period, the controller uses CLF Plan 1 and in the Evening Peak period, the controller uses CLF Plan 2. The plan information has been copied into the model and is reproduced from the controller spec below. It should be noted that Stage Stream 4 uses Stages 12-15.

Name	AM PEAK			Name	PM PEAK		
Plan No.	Stream No.	Offset	Cycle Time	Plan No.	Stream No.	Offset	Cycle Time
1	1 & 4		120	2	1 & 4		120
Group Number	Group Time	Group Influence	Related Stage	Group Number	Group Time	Group Influence	Related Stage
1	0	DD	4	1	0	DD	4
2	2	P	1	2	2	P	1
3	18	IM	1	3	18	IM	1
4	39	IM	2	4	58	IM	2
5	103	DD	3	5	96	IM	3
6	105	H	3	6	5	DD	14
7	4	DD	14	7	7	P	12
8	6	P	12	8	27	IM	12
9	28	IM	12	9	74	DD	13
10	80	DD	13	10	76	H	12
11	82	H	12	11	85	IM	15
12	105	DD	15				
12	107	P	12				

Junction Four – Milton Road / Guided Busway

The junction operates on a demand dependent bases with the Guided Busway phases appearing in Stage 2 of a two stage cycle. To keep the cycle time consistent with the junctions to the north, it has been coded as 120 seconds in both peak periods.

Junction Five – Milton Road / Kings Hedges Road

The junction is coded as per the proposed improvement scheme and so is not matched to the supplied Signal Specification.

Appendix B LinSig Model Outputs

Basic Results Summary
Basic Results Summary

Project and User Details

Project:	Cambridge North
Title:	Milton Road - Kings Hedges Road to A14
Location:	Cambridge
Client:	Brookgate Ltd
Date Started:	20/10/2022
Model Purpose:	Assessment of development impact
Model Assumptions:	Based on model prepared by Pell Frischmann: Network D1 - S1 2022-09-06 V1_Validated v4
Flow Details:	Based on 2022 turning count surveys
Additional detail:	
File name:	05425-M-01-D-Cambridge North - committed scheme- with signal timing_GDC.lsg3x
Author:	Lucy King
Company:	PJA
Address:	Reading
Linsig Version:	3, 2, 44, 1

Basic Results Summary

Scenario 9: '2032 AM B+C Optimised' (FG9: '2032 AM B+C', Plan 1: 'Network Control Plan 1')
Network Layout Diagram

Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

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: Milton Road - Kings Hedges Road to A14	-	-	-		-	-	-	-	-	-	117.1%	872	12	0	179.0	-	-
J1: Milton Interchange	-	-	-		-	-	-	-	-	-	117.1%	796	0	0	97.3	-	-
1/1	Circ @ EB Off Slip Ahead	U	C1:A		1	34	-	576	2100	1225	45.8%	-	-	-	0.6	4.0	4.1
1/2	Circ @ EB Off Slip Right	U	C1:A		1	34	-	567	2100	1225	46.3%	-	-	-	0.1	0.5	0.7
2/2+2/1	A14 EB Off Slip Ahead Left	U	C1:B -		1	14	-	1428	2100:2500	525+1567	90.7 : 60.7%	-	-	-	4.0	10.0	8.7
2/3	A14 EB Off Slip Ahead	U	C1:B		1	14	-	413	2100	525	78.7%	-	-	-	4.2	36.6	8.2
3/1	Circ @ A10 Ahead	U	C1:D		1	23	-	356	2100	840	42.4%	-	-	-	1.4	14.4	3.9
3/2	Circ @ A10 Right	U	C1:D		1	23	-	687	2100	840	81.8%	-	-	-	4.2	22.1	10.4
3/3	Circ @ A10 Right	U	C1:D		1	23	-	413	2100	840	49.2%	-	-	-	1.6	13.8	6.9
4/1	A10 Ahead Ahead2	U	C1:C		1	25	-	821	2100	910	90.2%	-	-	-	7.8	34.3	16.8
4/2+4/3	A10 Ahead	U	C1:C		1	25	-	1008	2100:2100	438+638	93.7 : 93.7%	-	-	-	10.3	36.9	19.5
7/1+7/2	Cambridge Road Left Ahead	O	-		-	-	-	423	1947:2071	215+146	117.1 : 117.1%	796	0	0	35.6	302.6	41.6
10/1	Circ @ WB Off Slip Ahead	U	C2:A		1	36	-	793	2100	1295	61.2%	-	-	-	2.3	10.6	10.3
10/2	Circ @ WB Off Slip Ahead	U	C2:A		1	36	-	710	2100	1295	54.8%	-	-	-	1.3	6.5	5.4
10/3	Circ @ WB Off Slip Right	U	C2:A		1	36	-	769	2100	1295	57.5%	-	-	-	2.3	11.2	11.9

Basic Results Summary

11/2+11/1	A14 WB Off Slip Ahead	U	C2:B		1	12	-	669	2100:2100	455+455	73.4 : 73.6%	-	-	-	5.4	29.3	6.5
11/3	A14 WB Off Slip Ahead	U	C2:B		1	12	-	401	2100	455	88.1%	-	-	-	5.8	52.5	9.8
12/1	Circ @ Milton Road Ahead	U	C2:D		1	33	-	750	2100	1190	62.2%	-	-	-	3.3	15.9	11.0
12/2+12/3	Circ @ Milton Road Right	U	C2:D		1	33	-	420	2100:2100	1073+322	28.7 : 30.1%	-	-	-	0.3	2.5	1.2
14/2+14/1	Milton Road S Ahead Ahead2	U	C2:C -		1	15	-	548	2100:2500	560+1237	45.2 : 23.8%	-	-	-	1.5	9.9	3.7
14/3	Milton Road S Ahead	U	C2:C		1	15	-	470	2100	560	83.9%	-	-	-	5.2	39.7	9.8
J2: Milton Road / Cowley Road N	-	-	-		-	-	-	-	-	-	74.2%	38	12	0	32.0	-	-
1/1	Milton Road N Left	U	C3:E		1	93	-	514	2080	1629	31.5%	-	-	-	0.8	5.4	5.1
1/2	Milton Road N Ahead	U	C3:B		1	84	-	756	2092	1482	51.0%	-	-	-	2.2	10.5	11.9
1/3+1/4	Milton Road N Ahead	U	C3:B		1	84	-	902	2276:2143	911+860	50.9 : 50.9%	-	-	-	2.1	8.5	6.1
2/2+2/1	Cowley Road Right Left	U	C3:D		1	8	-	99	2855:1825	214+69	35.0 : 35.0%	-	-	-	1.7	60.8	2.6
2/3	Cowley Road Right	U	C3:D		1	8	-	55	2992	224	24.5%	-	-	-	0.9	61.2	1.9
3/1	Milton Road S Ahead	U	C3:A		1	102	-	631	2046	1756	35.9%	-	-	-	0.8	4.3	10.7
3/2+3/3	Milton Road S Ahead Right	U	C3:A C3:C		1	102:13	-	383	2213:1783	424+208	60.6 : 60.6%	-	-	-	3.6	33.9	5.3
8/1	Science Park Left	U	C4:D		1	51	-	142	1847	800	17.7%	-	-	-	0.9	23.6	3.0
8/2	Science Park Left	U	C4:D		1	51	-	31	1828	792	3.9%	-	-	-	0.2	22.0	0.6
8/3	Science Park Right	U	C4:E		1	7	-	14	1895	126	11.1%	-	-	-	0.3	68.7	0.5
10/1	Milton Road S Ahead Left	U	C4:A		1	53	-	567	2116	952	59.5%	-	-	-	3.9	24.5	11.6

Basic Results Summary

10/2	Milton Road S Ahead	U	C4:A		1	53	-	352	2121	954	36.9%	-	-	-	1.9	19.9	7.2
12/1	Cowley Rd Left	O	-		-	-	-	50	Inf	546	9.2%	38	12	0	0.1	3.6	0.1
13/1+13/2	Cowley Rd S Ahead Right	U	C4:K C4:H		1	102:96	-	167	1880:1819	463+1083	10.8 : 10.8%	-	-	-	0.2	3.3	0.8
15/1	Cowley Road Link Left	U	C4:I		1	96	-	387	1934	1563	24.8%	-	-	-	0.4	3.6	2.5
17/2+17/1	Milton Road N Ahead	U	C4:B		1	82	-	761	1890:1925	1140+253	54.6 : 54.6%	-	-	-	1.7	8.3	24.0
17/3	Milton Road N Right	U	C4:C		1	38	-	475	1969	640	74.2%	-	-	-	5.4	40.9	15.4
17/4	Milton Road N Right	U	C4:C		1	38	-	446	1875	609	73.2%	-	-	-	5.0	40.7	14.5
Ped Link: P1	Unnamed Ped Link	-	C4:F		1	51	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:J		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:L		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J3: Milton Road / Cowley Park	-	-	-		-	-	-	-	-	-	45.7%	0	0	0	2.2	-	-
1/1	Milton Road N Left	U	C4:P		2	75	-	145	1867	1198	12.1%	-	-	-	0.2	4.1	0.8
1/2	Milton Road N Ahead	U	C4:M		1	91	-	680	1942	1489	45.7%	-	-	-	0.5	2.6	0.8
2/1	Cowley Park Left Right	U	C4:Q		1	7	-	26	2976	198	13.1%	-	-	-	0.5	63.2	0.9
3/1	Milton Road S Ahead	U	C4:N		1	101	-	562	1964	1669	33.7%	-	-	-	0.5	2.9	2.0
3/2+3/3	Milton Road S Right Ahead	U	C4:N C4:O		1	101:7	-	354	1881:1769	1510+105	21.9 : 21.9%	-	-	-	0.6	6.4	1.2
Ped Link: P1	Unnamed Ped Link	-	C4:R		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

J4: Milton Road / Guided Busway	-	-	-	-	-	-	-	-	-	-	55.9%	4	0	0	2.4	-	-
1/1	Milton Rd N Ahead	U	C5:A	1	98	-	680	1900	1568	43.4%	-	-	-	0.6	3.2	2.0	
2/2+2/1	Milton Road S Ahead Left	U	C5:B	1	98	-	918	1689:1689	1188+455	55.9 : 55.9%	-	-	-	1.5	5.8	32.0	
3/1	Guided Busway Ahead Right	O	C5:C	1	9	-	10	1205	100	10.0%	4	0	0	0.2	70.8	0.4	
7/1	Guided Busway Ahead Left	U	C5:D	1	11	-	4	1205	120	3.3%	-	-	-	0.1	64.5	0.1	
Ped Link: P1	Unnamed Ped Link	-	C5:E	1	7	-	0	-	0	0.0%	-	-	-	-	-	-	
J5: Pelican Crossing Nr Lovell Rd	-	-	-	-	-	-	-	-	-	54.3%	0	0	0	1.9	-	-	
1/1	Milton Road N Ahead	U	C6:A	1	99	-	684	2067	1723	39.7%	-	-	-	0.5	2.6	2.0	
3/1	Milton Road S Ahead	U	C6:B	1	99	-	918	2030	1692	54.3%	-	-	-	1.4	5.4	9.8	
Ped Link: P1	Unnamed Ped Link	-	C6:C	1	6	-	0	-	0	0.0%	-	-	-	-	-	-	
J6: Milton Road / Kings Hedges Road	-	-	-	-	-	-	-	-	-	99.7%	34	0	0	43.3	-	-	
1/1	Milton Road N Left	U	C7:B	1	52	-	272	1684	714	38.1%	-	-	-	2.2	28.8	6.7	
1/2+1/3	Milton Road N Ahead Right	U	C7:B C7:C	1	52:7	-	412	1842:2275	280+133	99.7 : 99.7%	-	-	-	14.2	124.5	18.6	
2/2+2/1	Green End Road Left Ahead Right	U	C7:D	1	20	-	380	2069:2062	310+115	89.3 : 89.3%	-	-	-	8.8	83.6	13.8	
3/2+3/1	Milton Road S Left Right Ahead	O+U	C7:A	1	40	-	593	1937:1900	37+606	92.2 : 92.2%	34	0	0	11.6	70.4	24.4	
4/2+4/1	Kings Hedges Rd Right Ahead Left	U	C7:E	1	10	-	282	2006:1921	177+169	82.7 : 80.5%	-	-	-	6.5	82.6	7.0	

Basic Results Summary

Ped Link: P1	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1 - 0473 - Roundabout North		Stream: 1 PRC for Signalled Lanes (%)		-0.7		Total Delay for Signalled Lanes (pcuHr):		8.87		Cycle Time (s):		60					
C1 - 0473 - Roundabout North		Stream: 2 PRC for Signalled Lanes (%)		-4.1		Total Delay for Signalled Lanes (pcuHr):		25.38		Cycle Time (s):		60					
C2 - 0474 - Roundabout South		Stream: 1 PRC for Signalled Lanes (%)		2.1		Total Delay for Signalled Lanes (pcuHr):		17.23		Cycle Time (s):		60					
C2 - 0474 - Roundabout South		Stream: 2 PRC for Signalled Lanes (%)		7.2		Total Delay for Signalled Lanes (pcuHr):		10.25		Cycle Time (s):		60					
C3 - 79465 - Milton / Cowley		PRC for Signalled Lanes (%)		48.6		Total Delay for Signalled Lanes (pcuHr):		12.06		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 1 PRC for Signalled Lanes (%)		21.2		Total Delay for Signalled Lanes (pcuHr):		19.37		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 2 PRC for Signalled Lanes (%)		263.6		Total Delay for Signalled Lanes (pcuHr):		0.39		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 3 PRC for Signalled Lanes (%)		733.1		Total Delay for Signalled Lanes (pcuHr):		0.16		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 4 PRC for Signalled Lanes (%)		97.1		Total Delay for Signalled Lanes (pcuHr):		2.20		Cycle Time (s):		120					
C5 - 0505 - Guided Busway		PRC for Signalled Lanes (%)		61.1		Total Delay for Signalled Lanes (pcuHr):		2.36		Cycle Time (s):		120					
C6 - Ped Crossing		PRC for Signalled Lanes (%)		65.8		Total Delay for Signalled Lanes (pcuHr):		1.87		Cycle Time (s):		120					
C7 - Kings Hedges Rd/Milton Rd		PRC for Signalled Lanes (%)		-10.7		Total Delay for Signalled Lanes (pcuHr):		43.32		Cycle Time (s):		125					
		PRC Over All Lanes (%)		-30.1		Total Delay Over All Lanes(pcuHr):		179.04									

Basic Results Summary

Scenario 10: '2032 PM B+C Optimised' (FG10: '2032 PM B+C', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary

Basic Results Summary

Network Results

Basic Results Summary

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: Milton Road - Kings Hedges Road to A14	-	-	-		-	-	-	-	-	-	107.4%	1277	31	0	159.0	-	-
J1: Milton Interchange	-	-	-		-	-	-	-	-	-	100.8%	1216	0	0	70.8	-	-
1/1	Circ @ EB Off Slip Ahead	U	C1:A		1	49	-	884	2100	1167	75.0%	-	-	-	4.9	20.1	21.2
1/2	Circ @ EB Off Slip Right	U	C1:A		1	49	-	761	2100	1167	64.5%	-	-	-	5.3	25.2	18.8
2/2+2/1	A14 EB Off Slip Ahead Left	U	C1:B -		1	29	-	1473	2100:2500	337+2098	60.5 : 60.5%	-	-	-	2.0	4.9	4.5
2/3	A14 EB Off Slip Ahead	U	C1:B		1	29	-	152	2100	700	21.7%	-	-	-	1.0	24.9	2.8
3/1	Circ @ A10 Ahead	U	C1:D		1	43	-	601	2100	1027	58.1%	-	-	-	1.6	9.6	10.6
3/2	Circ @ A10 Right	U	C1:D		1	43	-	364	2100	1027	35.1%	-	-	-	1.2	12.4	6.7
3/3	Circ @ A10 Right	U	C1:D		1	43	-	152	2100	1027	14.8%	-	-	-	1.6	38.6	3.8
4/1	A10 Ahead Ahead2	U	C1:C		1	35	-	647	2100	840	77.0%	-	-	-	5.9	32.6	15.7
4/2+4/3	A10 Ahead	U	C1:C		1	35	-	723	2100:2100	172+715	81.6 : 81.6%	-	-	-	6.8	33.9	17.2
7/1+7/2	Cambridge Road Left Ahead	O	-		-	-	-	613	1947:2071	270+338	100.8 : 100.8%	1216	0	0	16.0	94.2	33.0
10/1	Circ @ WB Off Slip Ahead	U	C2:A		1	50	-	305	2100	1190	25.6%	-	-	-	0.5	5.4	1.9
10/2	Circ @ WB Off Slip Ahead	U	C2:A		1	50	-	219	2100	1190	18.4%	-	-	-	0.3	5.3	0.9
10/3	Circ @ WB Off Slip Right	U	C2:A		1	50	-	924	2100	1190	77.4%	-	-	-	4.6	17.9	23.3

Basic Results Summary

11/2+11/1	A14 WB Off Slip Ahead	U	C2:B		1	28	-	260	2100:2100	551+551	23.6 : 23.6%	-	-	-	1.7	24.2	2.5
11/3	A14 WB Off Slip Ahead	U	C2:B		1	28	-	446	2100	677	65.9%	-	-	-	4.2	34.0	10.5
12/1	Circ @ Milton Road Ahead	U	C2:D		1	44	-	846	2100	1050	80.5%	-	-	-	1.1	4.6	5.9
12/2+12/3	Circ @ Milton Road Right	U	C2:D		1	44	-	524	2100:2100	884+332	42.9 : 43.1%	-	-	-	2.9	20.3	8.4
14/2+14/1	Milton Road S Ahead Ahead2	U	C2:C -		1	34	-	1180	2100:2500	817+1327	60.6 : 50.3%	-	-	-	3.6	11.2	10.4
14/3	Milton Road S Ahead	U	C2:C		1	34	-	618	2100	817	74.6%	-	-	-	5.5	32.2	14.5
J2: Milton Road / Cowley Road N	-	-	-		-	-	-	-	-	-	73.4%	44	31	0	29.3	-	-
1/1	Milton Road N Left	U	C3:E		1	95	-	88	2080	1664	5.3%	-	-	-	0.1	3.7	0.6
1/2	Milton Road N Ahead	U	C3:B		1	69	-	545	2092	1220	44.6%	-	-	-	2.5	16.7	10.5
1/3+1/4	Milton Road N Ahead	U	C3:B		1	69	-	151	2276:2143	786+698	10.2 : 10.2%	-	-	-	0.5	12.2	1.2
2/2+2/1	Cowley Road Right Left	U	C3:D		1	25	-	250	2855:1825	546+98	38.8 : 38.8%	-	-	-	3.0	42.9	6.0
2/3	Cowley Road Right	U	C3:D		1	25	-	234	2992	648	36.1%	-	-	-	2.8	42.8	6.4
3/1	Milton Road S Ahead	U	C3:A		1	85	-	653	2046	1466	43.4%	-	-	-	1.0	5.6	4.1
3/2+3/3	Milton Road S Ahead Right	U	C3:A C3:C		1	85:11	-	737	2213:1783	1524+83	45.1 : 44.6%	-	-	-	1.4	6.9	4.1
8/1	Science Park Left	U	C4:D		1	56	-	285	1847	877	32.5%	-	-	-	1.8	22.6	6.1
8/2	Science Park Left	U	C4:D		1	56	-	310	1828	868	35.7%	-	-	-	2.0	23.1	6.7
8/3	Science Park Right	U	C4:E		1	21	-	116	1895	347	33.4%	-	-	-	1.6	50.4	3.6
10/1	Milton Road S Ahead Left	U	C4:A		1	48	-	420	2116	864	46.5%	-	-	-	2.8	24.8	8.9

Basic Results Summary

10/2	Milton Road S Ahead	U	C4:A		1	48	-	427	2121	866	47.9%	-	-	-	2.6	22.8	8.4
12/1	Cowley Rd Left	O	-		-	-	-	75	Inf	563	13.3%	44	31	0	0.1	3.9	0.5
13/1+13/2	Cowley Rd S Ahead Right	U	C4:K C4:H		1	102:96	-	360	1880:1819	316+1201	23.7 : 23.7%	-	-	-	0.4	3.9	2.3
15/1	Cowley Road Link Left	U	C4:I		1	96	-	119	1934	1563	7.5%	-	-	-	0.1	2.9	0.6
17/2+17/1	Milton Road N Ahead	U	C4:B		1	48	-	573	1890:1925	764+16	73.4 : 73.4%	-	-	-	5.0	31.3	18.4
17/3	Milton Road N Right	U	C4:C		1	29	-	86	1969	492	17.5%	-	-	-	0.9	36.8	2.5
17/4	Milton Road N Right	U	C4:C		1	29	-	75	1875	469	16.0%	-	-	-	0.8	36.1	2.2
Ped Link: P1	Unnamed Ped Link	-	C4:F		1	56	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:G		1	26	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:J		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:L		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J3: Milton Road / Cowley Park	-	-	-		-	-	-	-	-	-	53.9%	0	0	0	3.6	-	-
1/1	Milton Road N Left	U	C4:P		2	75	-	14	1867	1198	1.2%	-	-	-	0.0	3.3	0.0
1/2	Milton Road N Ahead	U	C4:M		1	85	-	750	1942	1392	53.9%	-	-	-	0.7	3.3	3.3
2/1	Cowley Park Left Right	U	C4:Q		1	13	-	138	2976	347	39.7%	-	-	-	2.2	57.7	4.6
3/1	Milton Road S Ahead	U	C4:N		1	95	-	380	1964	1571	23.0%	-	-	-	0.2	2.3	1.9
3/2+3/3	Milton Road S Right Ahead	U	C4:N C4:O		1	95:7	-	366	1881:1769	1464+54	23.3 : 23.1%	-	-	-	0.4	4.1	0.9
Ped Link: P1	Unnamed Ped Link	-	C4:R		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

J4: Milton Road / Guided Busway	-	-	-	-	-	-	-	-	-	-	49.3%	0	0	0	1.9	-	-
1/1	Milton Rd N Ahead	U	C5:A	1	98	-	774	1900	1568	49.3%	-	-	-	0.8	3.7	3.7	
2/2+2/1	Milton Road S Ahead Left	U	C5:B	1	98	-	748	1689:1689	1219+378	45.3 : 43.6%	-	-	-	1.0	4.9	27.6	
3/1	Guided Busway Ahead Right	O	C5:C	1	9	-	2	1205	100	2.0%	0	0	0	0.0	69.2	0.1	
7/1	Guided Busway Ahead Left	U	C5:D	1	11	-	6	1205	120	5.0%	-	-	-	0.1	64.8	0.2	
Ped Link: P1	Unnamed Ped Link	-	C5:E	1	7	-	0	-	0	0.0%	-	-	-	-	-	-	
J5: Pelican Crossing Nr Lovell Rd	-	-	-	-	-	-	-	-	-	44.9%	0	0	0	1.3	-	-	
1/1	Milton Road N Ahead	U	C6:A	1	99	-	774	2067	1723	44.9%	-	-	-	0.4	2.1	0.9	
3/1	Milton Road S Ahead	U	C6:B	1	99	-	748	2030	1692	42.4%	-	-	-	0.9	4.4	6.3	
Ped Link: P1	Unnamed Ped Link	-	C6:C	1	6	-	0	-	0	0.0%	-	-	-	-	-	-	
J6: Milton Road / Kings Hedges Road	-	-	-	-	-	-	-	-	-	107.4%	16	0	0	52.2	-	-	
1/1	Milton Road N Left	U	C7:B	1	62	-	213	1684	758	28.1%	-	-	-	1.6	27.5	5.4	
1/2+1/3	Milton Road N Ahead Right	U	C7:B C7:C	1	62:23	-	561	1842:2275	640+160	70.2 : 70.2%	-	-	-	6.3	40.6	16.6	
2/2+2/1	Green End Road Left Ahead Right	U	C7:D	1	20	-	299	2069:2062	267+140	73.4 : 73.4%	-	-	-	5.9	71.2	8.6	
3/2+3/1	Milton Road S Left Right Ahead	O+U	C7:A	1	34	-	524	1937:1896	16+472	107.4 : 107.4%	16	0	0	32.9	226.2	45.8	
4/2+4/1	Kings Hedges Rd Right Ahead Left	U	C7:E	1	15	-	263	2006:1921	229+155	68.5 : 68.5%	-	-	-	5.4	73.6	6.9	

Basic Results Summary

Ped Link: P1	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1 - 0473 - Roundabout North		Stream: 1 PRC for Signalled Lanes (%)		20.1		Total Delay for Signalled Lanes (pcuHr):		13.22		Cycle Time (s):		90					
C1 - 0473 - Roundabout North		Stream: 2 PRC for Signalled Lanes (%)		10.4		Total Delay for Signalled Lanes (pcuHr):		17.12		Cycle Time (s):		90					
C2 - 0474 - Roundabout South		Stream: 1 PRC for Signalled Lanes (%)		16.2		Total Delay for Signalled Lanes (pcuHr):		11.32		Cycle Time (s):		90					
C2 - 0474 - Roundabout South		Stream: 2 PRC for Signalled Lanes (%)		11.8		Total Delay for Signalled Lanes (pcuHr):		13.10		Cycle Time (s):		90					
C3 - 79465 - Milton / Cowley		PRC for Signalled Lanes (%)		99.4		Total Delay for Signalled Lanes (pcuHr):		11.27		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 1 PRC for Signalled Lanes (%)		22.7		Total Delay for Signalled Lanes (pcuHr):		17.41		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 2 PRC for Signalled Lanes (%)		1092.6		Total Delay for Signalled Lanes (pcuHr):		0.09		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 3 PRC for Signalled Lanes (%)		279.3		Total Delay for Signalled Lanes (pcuHr):		0.39		Cycle Time (s):		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 4 PRC for Signalled Lanes (%)		67.1		Total Delay for Signalled Lanes (pcuHr):		3.55		Cycle Time (s):		120					
C5 - 0505 - Guided Busway		PRC for Signalled Lanes (%)		82.4		Total Delay for Signalled Lanes (pcuHr):		1.91		Cycle Time (s):		120					
C6 - Ped Crossing		PRC for Signalled Lanes (%)		100.4		Total Delay for Signalled Lanes (pcuHr):		1.33		Cycle Time (s):		120					
C7 - Kings Hedges Rd/Milton Rd		PRC for Signalled Lanes (%)		-19.3		Total Delay for Signalled Lanes (pcuHr):		52.17		Cycle Time (s):		140					
		PRC Over All Lanes (%)		-19.3		Total Delay Over All Lanes(pcuHr):		159.00									

Basic Results Summary
Basic Results Summary

Project and User Details

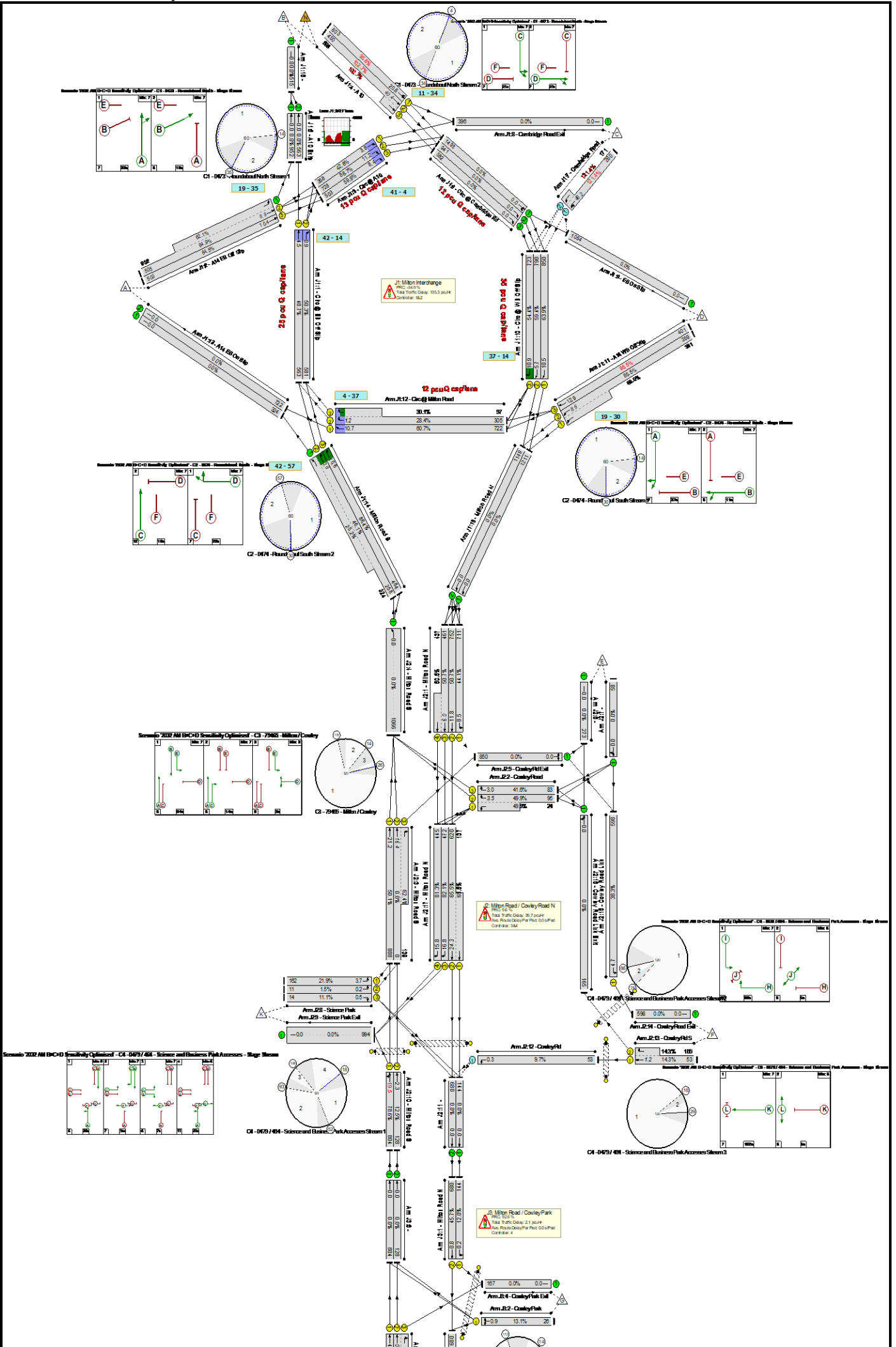
Project:	Cambridge North
Title:	Milton Road - Kings Hedges Road to A14
Location:	Cambridge
Client:	Brookgate Ltd
Date Started:	20/10/2022
Model Purpose:	Assessment of development impact
Model Assumptions:	Based on model prepared by Pell Frischmann: Network D1 - S1 2022-09-06 V1_ Validated v4
Flow Details:	Based on 2022 turning count surveys
Additional detail:	
File name:	05425-M-01-D-Cambridge North - committed scheme- with signal timing_GDC.lsg3x
Author:	Lucy King
Company:	PJA
Address:	Reading
Linsig Version:	3, 2, 44, 1

Basic Results Summary

Scenario 11: '2032 AM B+C+D Sensitivity Optimised' (FG13: '2032 B+C+D Sensitivity AM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Basic Results Summary

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: Milton Road - Kings Hedges Road to A14	-	-	-		-	-	-	-	-	-	121.4%	876	17	0	225.3	-	-
J1: Milton Interchange	-	-	-		-	-	-	-	-	-	121.4%	802	0	0	135.3	-	-
1/1	Circ @ EB Off Slip Ahead	U	C1:A		1	32	-	581	2100	1155	48.7%	-	-	-	0.8	4.8	4.5
1/2	Circ @ EB Off Slip Right	U	C1:A		1	32	-	581	2100	1155	50.3%	-	-	-	0.1	0.7	0.9
2/2+2/1	A14 EB Off Slip Ahead Left	U	C1:B -		1	16	-	1457	2100:2500	595+1532	84.9 : 62.1%	-	-	-	3.9	9.7	8.9
2/3	A14 EB Off Slip Ahead	U	C1:B		1	16	-	503	2100	595	84.5%	-	-	-	5.4	38.8	10.4
3/1	Circ @ A10 Ahead	U	C1:D		1	23	-	358	2100	840	42.6%	-	-	-	1.4	14.4	3.8
3/2	Circ @ A10 Right	U	C1:D		1	23	-	728	2100	840	86.7%	-	-	-	4.5	22.2	11.2
3/3	Circ @ A10 Right	U	C1:D		1	23	-	503	2100	840	59.9%	-	-	-	1.9	13.8	8.4
4/1	A10 Ahead Ahead2	U	C1:C		1	23	-	803	2100	840	95.6%	-	-	-	11.6	51.9	20.6
4/2+4/3	A10 Ahead	U	C1:C		1	23	-	1048	2100:2100	438+582	102.7 : 102.7%	-	-	-	30.0	103.2	40.4
7/1+7/2	Cambridge Road Left Ahead	O	-		-	-	-	431	1947:2071	214+141	121.4 : 121.4%	802	0	0	42.5	355.3	48.2
10/1	Circ @ WB Off Slip Ahead	U	C2:A		1	37	-	852	2100	1330	63.9%	-	-	-	2.4	10.2	10.5
10/2	Circ @ WB Off Slip Ahead	U	C2:A		1	37	-	800	2100	1330	59.4%	-	-	-	1.5	6.7	5.7
10/3	Circ @ WB Off Slip Right	U	C2:A		1	37	-	769	2100	1330	54.4%	-	-	-	1.7	8.6	10.9

Basic Results Summary

11/2+11/1	A14 WB Off Slip Ahead	U	C2:B		1	11	-	720	2100:2100	420+420	85.5 : 86.0%	-	-	-	7.5	37.5	8.6
11/3	A14 WB Off Slip Ahead	U	C2:B		1	11	-	401	2100	420	95.5%	-	-	-	9.0	80.6	12.9
12/1	Circ @ Milton Road Ahead	U	C2:D		1	33	-	750	2100	1190	60.7%	-	-	-	3.3	16.5	10.7
12/2+12/3	Circ @ Milton Road Right	U	C2:D		1	33	-	420	2100:2100	1073+322	28.4 : 30.1%	-	-	-	0.3	2.9	1.2
14/2+14/1	Milton Road S Ahead Ahead2	U	C2:C -		1	15	-	582	2100:2500	560+1283	46.1 : 25.2%	-	-	-	1.5	9.6	3.8
14/3	Milton Road S Ahead	U	C2:C		1	15	-	484	2100	560	86.4%	-	-	-	5.8	42.9	10.6
J2: Milton Road / Cowley Road N	-	-	-		-	-	-	-	-	-	82.1%	36	17	0	39.7	-	-
1/1	Milton Road N Left	U	C3:E		1	92	-	714	2080	1612	44.1%	-	-	-	1.3	6.6	8.5
1/2	Milton Road N Ahead	U	C3:B		1	84	-	756	2092	1482	50.7%	-	-	-	2.2	10.4	11.8
1/3+1/4	Milton Road N Ahead	U	C3:B		1	84	-	902	2276:2143	908+865	50.7 : 50.5%	-	-	-	2.1	8.5	6.0
2/2+2/1	Cowley Road Right Left	U	C3:D		1	7	-	119	2855:1825	190+48	49.9 : 49.9%	-	-	-	2.2	67.1	3.5
2/3	Cowley Road Right	U	C3:D		1	7	-	83	2992	199	41.6%	-	-	-	1.5	67.2	3.0
3/1	Milton Road S Ahead	U	C3:A		1	103	-	888	2046	1773	50.1%	-	-	-	2.5	10.1	21.2
3/2+3/3	Milton Road S Ahead Right	U	C3:A C3:C		1	103:14	-	139	2213:1783	0+223	0.0 : 62.4%	-	-	-	2.1	55.4	16.4
8/1	Science Park Left	U	C4:D		1	47	-	162	1847	739	21.9%	-	-	-	1.2	26.8	3.7
8/2	Science Park Left	U	C4:D		1	47	-	11	1828	731	1.5%	-	-	-	0.1	24.4	0.2
8/3	Science Park Right	U	C4:E		1	7	-	14	1895	126	11.1%	-	-	-	0.3	68.7	0.5
10/1	Milton Road S Ahead Left	U	C4:A		1	57	-	804	2116	1023	78.6%	-	-	-	6.4	28.6	19.5

Basic Results Summary

10/2	Milton Road S Ahead	U	C4:A		1	57	-	128	2121	1025	12.5%	-	-	-	0.5	15.3	2.3
12/1	Cowley Rd Left	O	-		-	-	-	53	Inf	547	9.7%	36	17	0	0.1	3.7	0.3
13/1+13/2	Cowley Rd S Ahead Right	U	C4:K C4:H		1	102:96	-	218	1880:1819	371+1156	14.3 : 14.3%	-	-	-	0.2	3.5	1.2
15/1	Cowley Road Link Left	U	C4:I		1	96	-	600	1934	1563	38.3%	-	-	-	0.7	4.4	4.7
17/2+17/1	Milton Road N Ahead	U	C4:B		1	67	-	761	1890:1925	946+210	65.5 : 65.5%	-	-	-	3.5	16.4	24.3
17/3	Milton Road N Right	U	C4:C		1	34	-	473	1969	574	82.1%	-	-	-	6.6	50.2	16.8
17/4	Milton Road N Right	U	C4:C		1	34	-	448	1875	547	81.3%	-	-	-	6.2	50.1	15.8
Ped Link: P1	Unnamed Ped Link	-	C4:F		1	47	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:G		1	21	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:J		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:L		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J3: Milton Road / Cowley Park	-	-	-		-	-	-	-	-	-	46.7%	0	0	0	2.1	-	-
1/1	Milton Road N Left	U	C4:P		2	75	-	145	1867	1198	12.0%	-	-	-	0.1	2.4	0.2
1/2	Milton Road N Ahead	U	C4:M		1	91	-	683	1942	1489	45.7%	-	-	-	0.5	2.5	0.8
2/1	Cowley Park Left Right	U	C4:Q		1	7	-	26	2976	198	13.1%	-	-	-	0.5	63.2	0.9
3/1	Milton Road S Ahead	U	C4:N		1	101	-	780	1964	1669	46.7%	-	-	-	0.5	2.4	4.4
3/2+3/3	Milton Road S Right Ahead	U	C4:N C4:O		1	101:7	-	149	1881:1769	646+118	19.5 : 19.5%	-	-	-	0.5	13.1	0.9
Ped Link: P1	Unnamed Ped Link	-	C4:R		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

J4: Milton Road / Guided Busway	-	-	-	-	-	-	-	-	-	-	55.1%	4	0	0	2.2	-	-
1/1	Milton Rd N Ahead	U	C5:A	1	98	-	683	1900	1568	43.4%	-	-	-	0.5	2.8	1.6	
2/2+2/1	Milton Road S Ahead Left	U	C5:B	1	98	-	931	1689:1689	1029+660	55.1 : 55.1%	-	-	-	1.4	5.5	32.4	
3/1	Guided Busway Ahead Right	O	C5:C	1	9	-	10	1205	100	10.0%	4	0	0	0.2	70.8	0.4	
7/1	Guided Busway Ahead Left	U	C5:D	1	11	-	4	1205	120	3.3%	-	-	-	0.1	64.5	0.1	
Ped Link: P1	Unnamed Ped Link	-	C5:E	1	7	-	0	-	0	0.0%	-	-	-	-	-	-	
J5: Pelican Crossing Nr Lovell Rd	-	-	-	-	-	-	-	-	-	55.0%	0	0	0	1.8	-	-	
1/1	Milton Road N Ahead	U	C6:A	1	99	-	687	2067	1723	39.7%	-	-	-	0.4	2.2	0.9	
3/1	Milton Road S Ahead	U	C6:B	1	99	-	931	2030	1692	55.0%	-	-	-	1.4	5.4	9.9	
Ped Link: P1	Unnamed Ped Link	-	C6:C	1	6	-	0	-	0	0.0%	-	-	-	-	-	-	
J6: Milton Road / Kings Hedges Road	-	-	-	-	-	-	-	-	-	99.3%	34	0	0	44.2	-	-	
1/1	Milton Road N Left	U	C7:B	1	53	-	272	1684	727	37.2%	-	-	-	2.1	28.0	6.6	
1/2+1/3	Milton Road N Ahead Right	U	C7:B C7:C	1	53:7	-	415	1842:2275	283+133	99.3 : 99.2%	-	-	-	13.8	119.9	18.1	
2/2+2/1	Green End Road Left Ahead Right	U	C7:D	1	19	-	381	2069:2062	298+110	93.2 : 93.2%	-	-	-	10.4	98.1	15.4	
3/2+3/1	Milton Road S Left Right Ahead	O+U	C7:A	1	41	-	605	1937:1900	37+621	92.0 : 92.0%	34	0	0	11.5	68.5	24.5	
4/2+4/1	Kings Hedges Rd Right Ahead Left	U	C7:E	1	10	-	282	2006:1921	177+169	82.7 : 80.5%	-	-	-	6.5	82.6	7.0	

Basic Results Summary

Ped Link: P1	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-

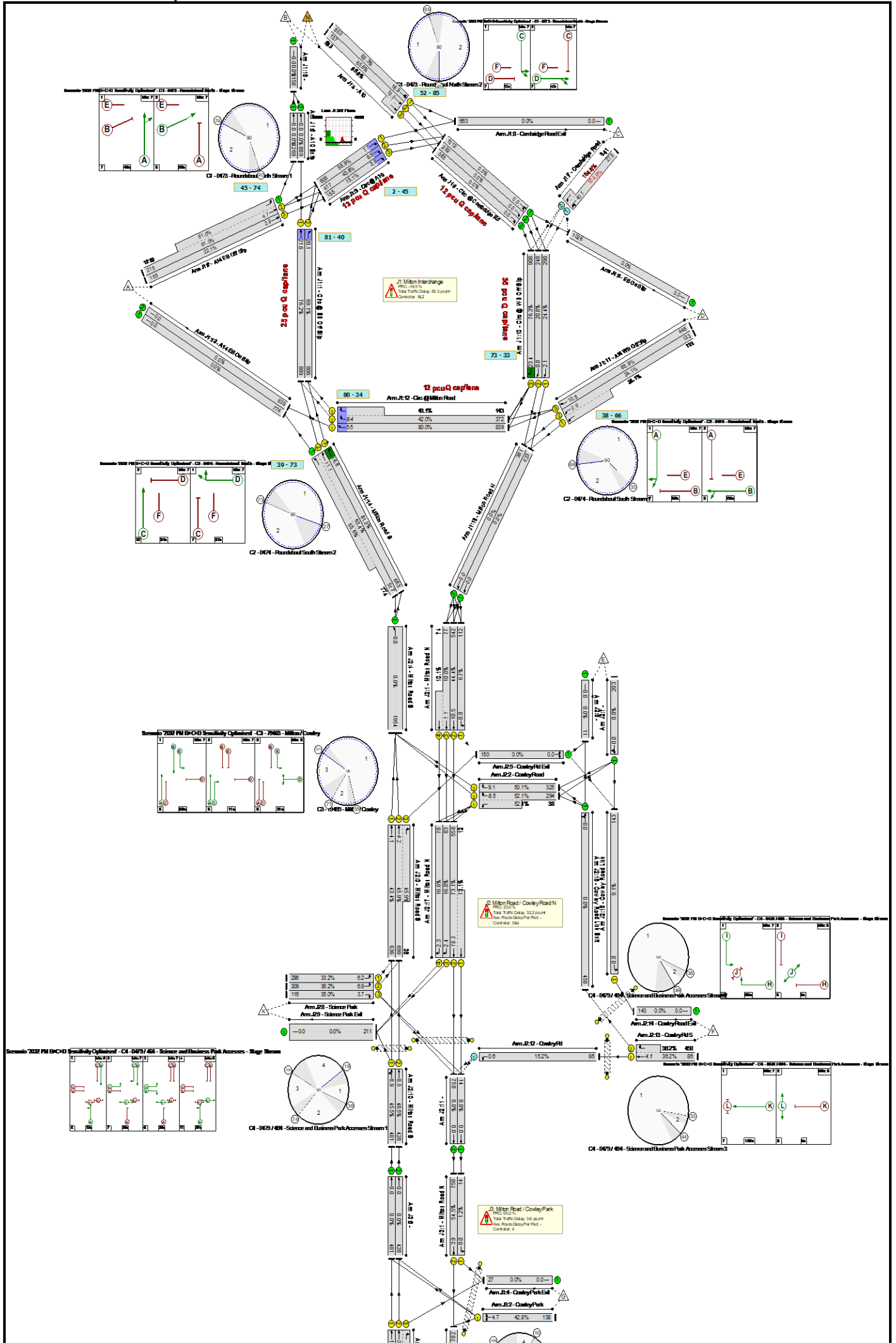
C1 - 0473 - Roundabout North	Stream: 1 PRC for Signalled Lanes (%)	6.0	Total Delay for Signalled Lanes (pcuHr)	10.22	Cycle Time (s)	60
C1 - 0473 - Roundabout North	Stream: 2 PRC for Signalled Lanes (%)	-14.1	Total Delay for Signalled Lanes (pcuHr)	49.47	Cycle Time (s)	60
C2 - 0474 - Roundabout South	Stream: 1 PRC for Signalled Lanes (%)	-6.1	Total Delay for Signalled Lanes (pcuHr)	22.08	Cycle Time (s)	60
C2 - 0474 - Roundabout South	Stream: 2 PRC for Signalled Lanes (%)	4.1	Total Delay for Signalled Lanes (pcuHr)	10.95	Cycle Time (s)	60
C3 - 79465 - Milton / Cowley	PRC for Signalled Lanes (%)	44.3	Total Delay for Signalled Lanes (pcuHr)	14.00	Cycle Time (s)	120
C4 - 0479 / 464 - Science and Business Park Accesses	Stream: 1 PRC for Signalled Lanes (%)	9.6	Total Delay for Signalled Lanes (pcuHr)	24.68	Cycle Time (s)	120
C4 - 0479 / 464 - Science and Business Park Accesses	Stream: 2 PRC for Signalled Lanes (%)	135.3	Total Delay for Signalled Lanes (pcuHr)	0.73	Cycle Time (s)	120
C4 - 0479 / 464 - Science and Business Park Accesses	Stream: 3 PRC for Signalled Lanes (%)	530.6	Total Delay for Signalled Lanes (pcuHr)	0.21	Cycle Time (s)	120
C4 - 0479 / 464 - Science and Business Park Accesses	Stream: 4 PRC for Signalled Lanes (%)	92.6	Total Delay for Signalled Lanes (pcuHr)	2.08	Cycle Time (s)	120
C5 - 0505 - Guided Busway	PRC for Signalled Lanes (%)	63.3	Total Delay for Signalled Lanes (pcuHr)	2.23	Cycle Time (s)	120
C6 - Ped Crossing	PRC for Signalled Lanes (%)	63.5	Total Delay for Signalled Lanes (pcuHr)	1.82	Cycle Time (s)	120
C7 - Kings Hedges Rd/Milton Rd	PRC for Signalled Lanes (%)	-10.3	Total Delay for Signalled Lanes (pcuHr)	44.23	Cycle Time (s)	125
	PRC Over All Lanes (%)	-34.9	Total Delay Over All Lanes(pcuHr)	225.29		

Basic Results Summary

Scenario 12: '2032 PM B+C+D Sensitivity Optimised' (FG14: '2032 B+C+D Sensitivity PM', Plan 1: 'Network Control Plan 1')

Network Layout Diagram

Basic Results Summary



Basic Results Summary

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: Milton Road - Kings Hedges Road to A14	-	-	-		-	-	-	-	-	-	110.5%	1238	36	0	167.5	-	-
J1: Milton Interchange	-	-	-		-	-	-	-	-	-	104.9%	1171	0	0	83.3	-	-
1/1	Circ @ EB Off Slip Ahead	U	C1:A		1	49	-	903	2100	1167	76.2%	-	-	-	5.1	20.5	21.6
1/2	Circ @ EB Off Slip Right	U	C1:A		1	49	-	812	2100	1167	69.1%	-	-	-	5.8	26.0	20.1
2/2+2/1	A14 EB Off Slip Ahead Left	U	C1:B -		1	29	-	1484	2100:2500	352+2080	61.0 : 61.0%	-	-	-	2.1	5.1	4.7
2/3	A14 EB Off Slip Ahead	U	C1:B		1	29	-	155	2100	700	22.1%	-	-	-	1.1	24.9	2.9
3/1	Circ @ A10 Ahead	U	C1:D		1	43	-	608	2100	1027	58.9%	-	-	-	1.2	7.4	7.7
3/2	Circ @ A10 Right	U	C1:D		1	43	-	419	2100	1027	40.6%	-	-	-	1.2	10.2	6.5
3/3	Circ @ A10 Right	U	C1:D		1	43	-	155	2100	1027	15.1%	-	-	-	1.5	35.6	3.9
4/1	A10 Ahead Ahead2	U	C1:C		1	33	-	653	2100	793	82.3%	-	-	-	6.8	37.7	16.9
4/2+4/3	A10 Ahead	U	C1:C		1	33	-	720	2100:2100	160+679	85.8 : 85.8%	-	-	-	7.9	39.3	18.5
7/1+7/2	Cambridge Road Left Ahead	O	-		-	-	-	614	1947:2071	260+325	104.9 : 104.9%	1171	0	0	24.6	144.2	40.1
10/1	Circ @ WB Off Slip Ahead	U	C2:A		1	50	-	294	2100	1190	24.4%	-	-	-	0.5	5.6	2.1
10/2	Circ @ WB Off Slip Ahead	U	C2:A		1	50	-	248	2100	1190	20.8%	-	-	-	0.3	3.8	0.8
10/3	Circ @ WB Off Slip Right	U	C2:A		1	50	-	924	2100	1190	76.3%	-	-	-	4.7	18.6	23.4

Basic Results Summary

11/2+11/1	A14 WB Off Slip Ahead	U	C2:B		1	28	-	266	2100:2100	551+551	24.1 : 24.1%	-	-	-	1.8	24.2	2.6
11/3	A14 WB Off Slip Ahead	U	C2:B		1	28	-	446	2100	677	65.9%	-	-	-	4.2	34.0	10.5
12/1	Circ @ Milton Road Ahead	U	C2:D		1	44	-	846	2100	1050	80.0%	-	-	-	1.1	4.6	5.5
12/2+12/3	Circ @ Milton Road Right	U	C2:D		1	44	-	524	2100:2100	884+332	42.0 : 43.1%	-	-	-	2.9	20.6	8.4
14/2+14/1	Milton Road S Ahead Ahead2	U	C2:C -		1	34	-	1302	2100:2500	817+1391	63.4 : 55.6%	-	-	-	3.9	10.9	11.1
14/3	Milton Road S Ahead	U	C2:C		1	34	-	669	2100	817	81.2%	-	-	-	6.6	36.0	16.8
J2: Milton Road / Cowley Road N	-	-	-		-	-	-	-	-	-	73.1%	50	36	0	32.2	-	-
1/1	Milton Road N Left	U	C3:E		1	95	-	112	2080	1664	6.7%	-	-	-	0.1	3.7	0.8
1/2	Milton Road N Ahead	U	C3:B		1	69	-	545	2092	1220	44.4%	-	-	-	2.5	16.7	10.5
1/3+1/4	Milton Road N Ahead	U	C3:B		1	69	-	151	2276:2143	763+733	10.0 : 10.1%	-	-	-	0.5	12.1	1.1
2/2+2/1	Cowley Road Right Left	U	C3:D		1	25	-	332	2855:1825	565+73	52.1 : 52.1%	-	-	-	4.2	45.2	8.5
2/3	Cowley Road Right	U	C3:D		1	25	-	325	2992	648	50.1%	-	-	-	4.1	45.1	9.1
3/1	Milton Road S Ahead	U	C3:A		1	85	-	642	2046	1466	43.4%	-	-	-	1.0	5.7	4.1
3/2+3/3	Milton Road S Ahead Right	U	C3:A C3:C		1	85:11	-	749	2213:1783	1524+84	45.9 : 45.9%	-	-	-	1.4	7.0	4.2
8/1	Science Park Left	U	C4:D		1	55	-	286	1847	862	33.2%	-	-	-	1.9	23.3	6.2
8/2	Science Park Left	U	C4:D		1	55	-	309	1828	853	36.2%	-	-	-	2.0	23.8	6.9
8/3	Science Park Right	U	C4:E		1	20	-	116	1895	332	35.0%	-	-	-	1.7	51.8	3.7
10/1	Milton Road S Ahead Left	U	C4:A		1	49	-	408	2116	882	45.5%	-	-	-	2.7	24.4	8.9

Basic Results Summary

10/2	Milton Road S Ahead	U	C4:A		1	49	-	440	2121	884	48.5%	-	-	-	2.6	22.0	8.5
12/1	Cowley Rd Left	O	-		-	-	-	86	Inf	564	15.2%	50	36	0	0.1	4.1	0.6
13/1+13/2	Cowley Rd S Ahead Right	U	C4:K C4:H		1	102:96	-	544	1880:1819	238+1266	36.2 : 36.2%	-	-	-	0.7	4.6	4.1
15/1	Cowley Road Link Left	U	C4:I		1	96	-	144	1934	1563	9.1%	-	-	-	0.1	3.0	0.8
17/2+17/1	Milton Road N Ahead	U	C4:B		1	48	-	573	1890:1925	764+16	73.1 : 73.1%	-	-	-	4.9	31.2	18.3
17/3	Milton Road N Right	U	C4:C		1	29	-	83	1969	492	16.8%	-	-	-	0.8	36.8	2.4
17/4	Milton Road N Right	U	C4:C		1	29	-	78	1875	469	16.6%	-	-	-	0.8	36.0	2.3
Ped Link: P1	Unnamed Ped Link	-	C4:F		1	55	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C4:G		1	27	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C4:J		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C4:L		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
J3: Milton Road / Cowley Park	-	-	-		-	-	-	-	-	-	54.5%	0	0	0	3.6	-	-
1/1	Milton Road N Left	U	C4:P		2	74	-	14	1867	1182	1.2%	-	-	-	0.0	3.4	0.0
1/2	Milton Road N Ahead	U	C4:M		1	85	-	761	1942	1392	54.5%	-	-	-	0.7	3.4	3.9
2/1	Cowley Park Left Right	U	C4:Q		1	12	-	138	2976	322	42.8%	-	-	-	2.3	59.8	4.7
3/1	Milton Road S Ahead	U	C4:N		1	96	-	374	1964	1588	23.1%	-	-	-	0.2	2.2	1.4
3/2+3/3	Milton Road S Right Ahead	U	C4:N C4:O		1	96:8	-	373	1881:1769	1480+53	23.5 : 23.8%	-	-	-	0.4	4.0	0.7
Ped Link: P1	Unnamed Ped Link	-	C4:R		1	6	-	0	-	0	0.0%	-	-	-	-	-	-

Basic Results Summary

J4: Milton Road / Guided Busway	-	-	-	-	-	-	-	-	-	-	49.9%	0	0	0	1.9	-	-
1/1	Milton Rd N Ahead	U	C5:A	1	98	-	785	1900	1568	49.9%	-	-	-	0.8	3.7	4.2	
2/2+2/1	Milton Road S Ahead Left	U	C5:B	1	98	-	749	1689:1689	1212+395	45.1 : 46.6%	-	-	-	1.0	4.9	27.9	
3/1	Guided Busway Ahead Right	O	C5:C	1	9	-	2	1205	100	2.0%	0	0	0	0.0	69.2	0.1	
7/1	Guided Busway Ahead Left	U	C5:D	1	11	-	6	1205	120	5.0%	-	-	-	0.1	64.8	0.2	
Ped Link: P1	Unnamed Ped Link	-	C5:E	1	7	-	0	-	0	0.0%	-	-	-	-	-	-	
J5: Pelican Crossing Nr Lovell Rd	-	-	-	-	-	-	-	-	-	45.4%	0	0	0	1.4	-	-	
1/1	Milton Road N Ahead	U	C6:A	1	99	-	785	2067	1723	45.4%	-	-	-	0.4	2.1	1.0	
3/1	Milton Road S Ahead	U	C6:B	1	99	-	749	2030	1692	43.2%	-	-	-	0.9	4.5	6.7	
Ped Link: P1	Unnamed Ped Link	-	C6:C	1	6	-	0	-	0	0.0%	-	-	-	-	-	-	
J6: Milton Road / Kings Hedges Road	-	-	-	-	-	-	-	-	-	110.5%	17	0	0	45.1	-	-	
1/1	Milton Road N Left	U	C7:B	1	72	-	214	1684	878	24.3%	-	-	-	1.2	21.1	4.7	
1/2+1/3	Milton Road N Ahead Right	U	C7:B C7:C	1	72:14	-	571	1842:2275	551+135	83.0 : 83.0%	-	-	-	6.9	43.9	15.8	
2/2+2/1	Green End Road Left Ahead Right	U	C7:D	1	11	-	299	2069:2062	177+93	110.5 : 110.5%	-	-	-	24.7	297.8	27.7	
3/2+3/1	Milton Road S Left Right Ahead	O+U	C7:A	1	53	-	525	1937:1896	24+721	70.4 : 70.4%	17	0	0	6.5	44.4	18.1	
4/2+4/1	Kings Hedges Rd Right Ahead Left	U	C7:E	1	14	-	263	2006:1921	215+145	73.0 : 73.0%	-	-	-	5.7	78.0	7.2	

Basic Results Summary

Ped Link: P1	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Unnamed Ped Link	-	C7:F		1	4	-	0	-	0	0.0%	-	-	-	-	-	-
C1 - 0473 - Roundabout North		Stream: 1 PRC for Signalled Lanes (%)		18.1		Total Delay for Signalled Lanes (pcuHr)		14.06		Cycle Time (s)		90					
C1 - 0473 - Roundabout North		Stream: 2 PRC for Signalled Lanes (%)		4.9		Total Delay for Signalled Lanes (pcuHr)		18.66		Cycle Time (s)		90					
C2 - 0474 - Roundabout South		Stream: 1 PRC for Signalled Lanes (%)		17.9		Total Delay for Signalled Lanes (pcuHr)		11.41		Cycle Time (s)		90					
C2 - 0474 - Roundabout South		Stream: 2 PRC for Signalled Lanes (%)		10.8		Total Delay for Signalled Lanes (pcuHr)		14.55		Cycle Time (s)		90					
C3 - 79465 - Milton / Cowley		PRC for Signalled Lanes (%)		72.8		Total Delay for Signalled Lanes (pcuHr)		13.81		Cycle Time (s)		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 1 PRC for Signalled Lanes (%)		23.0		Total Delay for Signalled Lanes (pcuHr)		17.47		Cycle Time (s)		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 2 PRC for Signalled Lanes (%)		883.8		Total Delay for Signalled Lanes (pcuHr)		0.12		Cycle Time (s)		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 3 PRC for Signalled Lanes (%)		148.8		Total Delay for Signalled Lanes (pcuHr)		0.69		Cycle Time (s)		120					
C4 - 0479 / 464 - Science and Business Park Accesses		Stream: 4 PRC for Signalled Lanes (%)		65.2		Total Delay for Signalled Lanes (pcuHr)		3.65		Cycle Time (s)		120					
C5 - 0505 - Guided Busway		PRC for Signalled Lanes (%)		80.3		Total Delay for Signalled Lanes (pcuHr)		1.95		Cycle Time (s)		120					
C6 - Ped Crossing		PRC for Signalled Lanes (%)		98.1		Total Delay for Signalled Lanes (pcuHr)		1.36		Cycle Time (s)		120					
C7 - Kings Hedges Rd/Milton Rd		PRC for Signalled Lanes (%)		-22.8		Total Delay for Signalled Lanes (pcuHr)		45.10		Cycle Time (s)		140					
		PRC Over All Lanes (%)		-22.8		Total Delay Over All Lanes(pcuHr)		167.50									