Appendix F

Public Transport Information

Woods Hardwick

Architecture | Engineering | Planning | Surveying

Timetable report

Cambridge - 7

Saffron Walden - Sawston - Cambridge

From 01 September 2024

SCH Operates on School Days Only

#SCH Operates on School Holidays Only

MONDAY - FRIDAY

Service No		7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Saffron Walden Station St	Dep		0613			0713			0813			0925			1013			1113
Little Chesterford			0620			0720			0820			0932			1020			1120
Ickleford Church St			0627			0727			0827			0939			1027			1127
Duxford The Plough			0633			0733			0833			0947			1033			1133
Pampisford Chequers	Dep	0618		0703			0803			0915			1003			1103		
London Rd Turning Circle	Dep	0620		0705	0725		0805	0837		0917	0925		1005	1025		1105	1125	
Sawston Medical Centre		0621	0646	0706	0726	0746	0806	0838	0846	0918	0926	0958	1006	1026	1046	1106	1126	1146
Sawston Link Rd		0625	0650	0710	0730	0750	0810	0842	0850	0922	0930	1002	1010	1030	1050	1110	1130	1150
Stapleford Church Street		0632	0657	0717	0737	0757	0817	0849	0857	0929	0937	1009	1017	1037	1057	1117	1137	1157
Hobson Ave		0640	0705	0725	0745	0805	0825	0857	0905	0937	0945	1017	1025	1045	1105	1125	1145	1205
Addenbrooke's Bay A		0648	0713	0733	0753	0813	0833	0905	0913	0945	0953	1025	1033	1053	1113	1133	1153	1213
Cambridge Rail Stn Stop 8		0658	0723	0743	0803	0823	0843	0915	0923	0955	1003	1035	1043	1103	1123	1143	1203	1223
Emmanuel St Stop E1	Arr	0713	0738	0758	0818	0838	0858	0930	0938	1010	1018	1050	1058	1118	1138	1158	1218	1238
Emmanuel St Stop E4	Arr																	

MONDAY - FRIDAY

Service No		7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
Saffron Walden Station St	Dep			1213			1313			1413			1523			1623		1740
Little Chesterford				1220			1320			1420			1530			1630		1747
Ickleford Church St				1227			1327			1427			1537			1637		1754
Duxford The Plough				1233			1333			1433			1543			1643		1801
Pampisford Chequers	Dep	1203			1303			1403			1503			1613			1735	
London Rd Turning Circle	Dep	1205	1225		1305	1325		1405	1425		1505	1525		1615	1635		1737	
Sawston Medical Centre		1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	1526	1556	1616	1636	1656	1738	1814
Sawston Link Rd		1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1600	1620	1640	1700	1742	1818
Stapleford Church Street		1217	1237	1257	1317	1337	1357	1417	1437	1457	1517	1537	1607	1627	1647	1707	1749	1825
Hobson Ave		1225	1245	1305	1325	1345	1405	1425	1445	1505	1525	1545	1615	1635	1655	1715	1757	1833
Addenbrooke's Bay A		1233	1253	1313	1333	1353	1413	1433	1453	1513	1533	1553	1623	1643	1703	1723	1805	1842
Cambridge Rail Stn Stop 8		1243	1303	1323	1343	1403	1423	1443	1503	1523	1543	1603	1633	1653	1713	1733	1815	1852
Emmanuel St Stop E1	Arr	1258	1318	1338	1358	1418	1438	1458	1518	1538	1558	1618	1648	1708	1728	1748	1830	1907
Emmanuel St Stop E4	Arr																	

MONDAY - FRIDAY							
Service No		**7**	**7**	**7**	**7**	**7**	**7**
Saffron Walden Station St	Dep		1840	1940	2005		
Little Chesterford			1847	1947	2012		
Ickleford Church St			1854	1954	2019		
Duxford The Plough			1900	2000	2025		
Pampisford Chequers	Dep	1838				2103	
London Rd Turning Circle	Dep	1840				2105	2205
Sawston Medical Centre		1841	1911	2011	2036	2106	2206
Sawston Link Rd		1845	1915	2015	2040	2110	2210
Stapleford Church Street		1852	1922	2022	2046	2117	2216
Hobson Ave		1900	1930	2030	2053	2125	2223
Addenbrooke's Bay A		1908	1938	2038	2101	2133	2231
Cambridge Rail Stn Stop 8		1918	1946	2046	2109	2143	2239
Emmanuel St Stop E1	Arr	1933	2001	2101		2158	
Emmanuel St Stop E4	Arr				2121		2251

SATURDAY																		
Service No		**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Saffron Walden Station St	Dep		0613			0713			0813			0913			1013			1113
Little Chesterford			0620			0720			0820			0920			1020			1120
Ickleford Church St			0627			0727			0827			0927			1027			1127
Duxford The Plough			0633			0733			0833			0933			1033			1133
Pampisford Chequers	Dep			0703			0803			0903			1003			1103		
London Rd Turning Circle	Dep	0625		0705	0725		0805	0825		0905	0925		1005	1025		1105	1125	
Sawston Medical Centre		0626	0646	0706	0726	0746	0806	0826	0846	0906	0926	0946	1006	1026	1046	1106	1126	1146
Sawston Link Rd		0630	0650	0710	0730	0750	0810	0830	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150
Stapleford Church Street		0637	0657	0717	0737	0757	0817	0837	0857	0917	0937	0957	1017	1037	1057	1117	1137	1157
Hobson Ave		0645	0705	0725	0745	0805	0825	0845	0905	0925	0945	1005	1025	1045	1105	1125	1145	1205
Addenbrooke's Bay A		0653	0713	0733	0753	0813	0833	0853	0913	0933	0953	1013	1033	1053	1113	1133	1153	1213
Cambridge Rail Stn Stop 8		0703	0723	0743	0803	0823	0843	0903	0923	0943	1003	1023	1043	1103	1123	1143	1203	1223
Emmanuel St Stop E1	Arr	0718	0738	0758	0818	0838	0858	0918	0938	0958	1018	1038	1058	1118	1138	1158	1218	1238
Emmanuel St Stop E4	Arr																	

SATURDAY																		
Service No		**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Saffron Walden Station St	Dep			1213			1313			1413			1513			1613		
Little Chesterford				1220			1320			1420			1520			1620		
Ickleford Church St				1227			1327			1427			1527			1627		
Duxford The Plough				1233			1333			1433			1533			1633		
Pampisford Chequers	Dep	1203			1303			1403			1503			1603			1703	
London Rd Turning Circle	Dep	1205	1225		1305	1325		1405	1425		1505	1525		1605	1625		1705	1725
Sawston Medical Centre		1206	1226	1246	1306	1326	1346	1406	1426	1446	1506	1526	1546	1606	1626	1646	1706	1726
Sawston Link Rd		1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1730
Stapleford Church Street		1217	1237	1257	1317	1337	1357	1417	1437	1457	1517	1537	1557	1617	1637	1657	1717	1737
Hobson Ave		1225	1245	1305	1325	1345	1405	1425	1445	1505	1525	1545	1605	1625	1645	1705	1725	1745
Addenbrooke's Bay A		1233	1253	1313	1333	1353	1413	1433	1453	1513	1533	1553	1613	1633	1653	1713	1733	1753
Cambridge Rail Stn Stop 8		1243	1303	1323	1343	1403	1423	1443	1503	1523	1543	1603	1623	1643	1703	1723	1743	1803
Emmanuel St Stop E1	Arr	1258	1318	1338	1358	1418	1438	1458	1518	1538	1558	1618	1638	1658	1718	1738	1758	1818
Emmanuel St Stop E4	Arr																	

SATURDAY

Service No		7	7	7	7	7	7	7
Saffron Walden Station St	Dep	1713		1805	1905	2005		
Little Chesterford		1720		1812	1912	2012		
Ickleford Church St		1727		1819	1919	2019		
Duxford The Plough		1733		1825	1925	2025		
Pampisford Chequers	Dep		1803				2103	
London Rd Turning Circle	Dep		1805				2105	2205
Sawston Medical Centre		1746	1806	1836	1936	2036	2106	2206
Sawston Link Rd		1750	1810	1840	1940	2040	2110	2210
Stapleford Church Street		1757	1817	1846	1946	2046	2117	2216
Hobson Ave		1805	1825	1853	1953	2053	2125	2223
Addenbrooke's Bay A		1813	1833	1901	2001	2101	2133	2231
Cambridge Rail Stn Stop 8		1823	1843	1909	2009	2109	2143	2239
Emmanuel St Stop E1	Arr	1838	1858				2158	
Emmanuel St Stop E4	Arr			1921	2021	2121		2251

SUNDAY & PUBLIC HOLIDAYS

Service No		7	7	7	7	7	7	7	7	7	7
Saffron Walden Station St	Dep										
Little Chesterford											
Ickleford Church St											
Duxford The Plough											
Pampisford Chequers	Dep										
London Rd Turning Circle	Dep	0838	0938	1038	1138	1238	1338	1438	1538	1638	1738
Sawston Medical Centre		0839	0939	1039	1139	1239	1339	1439	1539	1639	1739
Sawston Link Rd		0843	0943	1043	1143	1243	1343	1443	1543	1643	1743
Stapleford Church Street		0850	0950	1050	1150	1250	1350	1450	1550	1650	1750
Hobson Ave		0858	0958	1058	1158	1258	1358	1458	1558	1658	1758
Addenbrooke's Bay A		0906	1006	1106	1206	1306	1406	1506	1606	1706	1806
Cambridge Rail Stn Stop 8		0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Emmanuel St Stop E1	Arr	0930	1030	1130	1230	1330	1430	1530	1630	1730	1830
Emmanuel St Stop E4	Arr										

Timetable report

Cambridge - 7

Cambridge - Sawston - Saffron Walden

From 01 September 2024

SCH Operates on School Days Only

#SCH Operates on School Holidays Only

MONDAY - FRIDAY

Service No		7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
				#SCH	SCH	#SCH	SCH	#SCH	SCH									
Emmanuel St Stop E1	Dep	0650	0710	0730	0730	0750	0750	0810	0810	0830	0850	0910	0930	0950	1010	1030	1050	1110
Cambridge Rail Stn Stop 3		0700	0720	0740	0740	0800	0800	0820	0820	0840	0900	0920	0940	1000	1020	1040	1100	1120
Addenbrooke's Bay C		0710	0730	0750	0754	0810	0814	0830	0834	0850	0910	0930	0950	1010	1030	1050	1110	1130
Hobson Ave		0718	0738	0758	0802	0818	0822	0838	0842	0858	0918	0938	0958	1018	1038	1058	1118	1138
Stapleford Church Street		0724	0744	0804	0811	0824	0831	0844	0851	0904	0924	0944	1004	1024	1044	1104	1124	1144
Sawston Link Rd		0731	0751	0811	0820	0831	0840	0851	0900	0911	0931	0951	1011	1031	1051	1111	1131	1151
Sawston Medical Centre		0734	0754	0814	0824	0834	0844	0854	0904	0914	0934	0954	1014	1034	1054	1114	1134	1154
London Rd Turning Circle	Arr			0817	0828					0915			1015			1115		
Pampisford Chequers	Arr		0758					0907	0915			0958			1058			1158
Duxford The Plough		0742				0842	0854				0942			1042			1142	
Ickleford Church St		0747				0847	0901				0947			1047			1147	
Lt Chesterford Park Rd Turn		0753				0853	0909				0953			1053			1153	
Saffron Walden Station St	Arr	0801				0901	0919				1001			1101			1201	

MONDAY - FRIDAY

Service No		7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
															#SCH	SCH	#SCH	SCH
Emmanuel St Stop E1	Dep	1130	1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1550	1620	1620
Cambridge Rail Stn Stop 3		1140	1200	1220	1240	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1600	1630	1630
Addenbrooke's Bay C		1150	1210	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1612	1619	1642	1649
Hobson Ave		1158	1218	1238	1258	1318	1338	1358	1418	1438	1458	1518	1538	1558	1622	1629	1652	1657
Stapleford Church Street		1204	1224	1244	1304	1324	1344	1404	1424	1444	1504	1524	1544	1604	1632	1639	1702	1707
Sawston Link Rd		1211	1231	1251	1311	1331	1351	1411	1431	1451	1511	1531	1551	1611	1642	1649	1712	1718
Sawston Medical Centre		1214	1234	1254	1314	1334	1354	1414	1434	1454	1514	1534	1554	1614	1647	1654	1717	1722
London Rd Turning Circle	Arr	1215			1315			1415			1515			1615				
Pampisford Chequers	Arr			1258			1358			1458			1558				1730	1733
Duxford The Plough			1242			1342			1442			1542			1657	1704		
Ickleford Church St			1247			1347			1447			1547			1704	1711		
Lt Chesterford Park Rd Turn			1253			1353			1453			1553			1712	1719		
Saffron Walden Station St	Arr		1301			1401			1501			1601			1727	1734		

MONDAY - FRIDAY														
Service No		**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
		#SCH	**SCH**	**#SCH**	**SCH**	**#SCH**	**SCH**							
Emmanuel St Stop E1	Dep	**1650**	**1650**	**1720**	**1720**	**1750**	**1750**	1820	1850	1920	2020	2120	2220	2320
Cambridge Rail Stn Stop 3		**1700**	**1700**	**1730**	**1730**	**1800**	**1800**	1830	1900	1930	2030	2130	2230	2330
Addenbrooke's Bay C		**1712**	**1719**	**1742**	**1745**	**1812**	**1815**	1845	1906	1936	2036	2136	2236	2336
Hobson Ave		**1722**	**1729**	**1752**	**1755**	**1822**	**1825**	1855	1913	1943	2043	2143	2243	2343
Stapleford Church Street		**1732**	**1739**	**1802**	**1805**	**1832**	**1835**	1904	1919	1949	2049	2149	2249	2349
Sawston Link Rd		**1742**	**1749**	**1812**	**1815**	**1842**	**1845**	1915	1926	1956	2056	2156	2256	2356
Sawston Medical Centre		**1747**	**1754**	**1817**	**1820**	**1847**	**1850**	1920	1929	1959	2059	2159	2259	2359
London Rd Turning Circle	Arr											2200	2300	0000
Pampisford Chequers	Arr			**1830**	**1833**			1926		2003	2103			
Duxford The Plough		**1757**	**1804**			**1857**	**1900**		1937					
Ickleford Church St		**1804**	**1811**			**1904**	**1907**		1942					
Lt Chesterford Park Rd Turn		**1812**	**1819**			**1912**	**1915**		1948					
Saffron Walden Station St	Arr	**1827**	**1834**			**1927**	**1930**		1956					

SATURDAY																		
Service No		**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Emmanuel St Stop E1	Dep	0650	0710	0730	0750	0810	0830	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210
Cambridge Rail Stn Stop 3		0700	0720	0740	0800	0820	0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220
Addenbrooke's Bay C		0706	0726	0746	0806	0826	0846	0906	0926	0946	1006	1026	1046	1106	1126	1146	1206	1226
Hobson Ave		0714	0734	0754	0814	0834	0854	0914	0934	0954	1014	1034	1054	1114	1134	1154	1214	1234
Stapleford Church Street		0720	0740	0800	0820	0840	0900	0920	0940	1000	1020	1040	1100	1120	1140	1200	1220	1240
Sawston Link Rd		0727	0747	0807	0827	0847	0907	0927	0947	1007	1027	1047	1107	1127	1147	1207	1227	1247
Sawston Medical Centre		0730	0750	0810	0830	0850	0910	0930	0950	1010	1030	1050	1110	1130	1150	1210	1230	1250
London Rd Turning Circle	Arr			0811			0911			1011			1111			1211		
Pampisford Chequers	Arr		0754			0854			0954			1054			1154			1254
Duxford The Plough		0738			0838			0938			1038			1138			1238	
Ickleford Church St		0743			0843			0943			1043			1143			1243	
Lt Chesterford Park Rd Turn		0749			0849			0949			1049			1149			1249	
Saffron Walden Station St	Arr	0757			0857			0957			1057			1157			1257	

SATURDAY																		
Service No		**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**	**7**
Emmanuel St Stop E1	Dep	1230	1250	1310	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750
Cambridge Rail Stn Stop 3		1240	1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800
Addenbrooke's Bay C		1246	1306	1326	1346	1406	1426	1446	1506	1526	1546	1606	1626	1646	1706	1726	1746	1806
Hobson Ave		1254	1314	1334	1354	1414	1434	1454	1514	1534	1554	1614	1634	1654	1714	1734	1754	1814
Stapleford Church Street		1300	1320	1340	1400	1420	1440	1500	1520	1540	1600	1620	1640	1700	1720	1740	1800	1820
Sawston Link Rd		1307	1327	1347	1407	1427	1447	1507	1527	1547	1607	1627	1647	1707	1727	1747	1807	1827
Sawston Medical Centre		1310	1330	1350	1410	1430	1450	1510	1530	1550	1610	1630	1650	1710	1730	1750	1810	1830
London Rd Turning Circle	Arr	1311			1411			1511			1611			1711			1811	
Pampisford Chequers	Arr			1354			1454			1554			1654			1754		
Duxford The Plough			1338			1438			1538			1638			1738			1838
Ickleford Church St			1343			1443			1543			1643			1743			1843
Lt Chesterford Park Rd Turn			1349			1449			1549			1649			1749			1849
Saffron Walden Station St	Arr		1357			1457			1557			1657			1757			1857

SATURDAY

Service No		7	7	7	7	7	7	7	7
Emmanuel St Stop E1	Dep	1810	1830	1850	1920	2020	2120	2220	2320
Cambridge Rail Stn Stop 3		1820	1840	1900	1930	2030	2130	2230	2330
Addenbrooke's Bay C		1826	1846	1906	1936	2036	2136	2236	2336
Hobson Ave		1834	1854	1913	1943	2043	2143	2243	2343
Stapleford Church Street		1840	1900	1919	1949	2049	2149	2249	2349
Sawston Link Rd		1847	1907	1926	1956	2056	2156	2256	2356
Sawston Medical Centre		1850	1910	1929	1959	2059	2159	2259	2359
London Rd Turning Circle	Arr		1911				2200	2300	0000
Pampisford Chequers	Arr	1854			2003	2103			
Duxford The Plough				1937					
Ickleford Church St				1942					
Lt Chesterford Park Rd Turn				1948					
Saffron Walden Station St	Arr			1956					

SUNDAY & PUBLIC HOLIDAYS

Service No		7	7	7	7	7	7	7	7	7	7
Emmanuel St Stop E1	Dep	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755
Cambridge Rail Stn Stop 3		0903	1003	1103	1203	1303	1403	1503	1603	1703	1803
Addenbrooke's Bay C		0909	1009	1109	1209	1309	1409	1509	1609	1709	1809
Hobson Ave		0916	1016	1116	1216	1316	1416	1516	1616	1716	1816
Stapleford Church Street		0922	1022	1122	1222	1322	1422	1522	1622	1722	1822
Sawston Link Rd		0929	1029	1129	1229	1329	1429	1529	1629	1729	1829
Sawston Medical Centre		0932	1032	1132	1232	1332	1432	1532	1632	1732	1832
London Rd Turning Circle	Arr	0933	1033	1133	1233	1333	1433	1533	1633	1733	1833
Pampisford Chequers	Arr										
Duxford The Plough											
Ickleford Church St											
Lt Chesterford Park Rd Turn											
Saffron Walden Station St	Arr										

Myalls 132 Saffron Walden-Cambridge

Sundays and Public Holidays from 30 August 2015

	132	132	132	132	132
Saffron Walden, High Street	0900	1105	1305	1505	1705
Littlebury, Cambridge Road	0907	1112	1312	1512	1712
Great Chesterford, Station Turn	0911	1116	1316	1516	1716
Ickleton, Coploe Road	0914	1119	1319	1519	1719
Duxford, Petersfield Road	0917	1122	1322	1522	1722
Duxford, Imperial War Museum Hangar 1	0920	1127	1327	1527	1727
Pampisford, South Terrace	0923	-	-	-	-
Sawston, Babraham Road	0925	-	-	-	-
Stapleford, Church Street	0929	-	-	-	-
Great Shelford, Tunwells Close	0933	-	-	-	-
Trumpington, Park & Ride	0937	1137	1337	1537	1737
Trumpington, Anstey Way	0939	1139	1339	1539	1739
Addenbrooke's, Bus Station Bay B	0945	1145	1345	1545	1745
Cambridge, Station Place	0950	1150	1350	1550	1750
Cambridge, Drummer Street Bus Station Bay 3	1000	1200	1400	1600	1800

Myalls 132 Cambridge-Saffron Walden

Sundays and Public Holidays from 30 August 2015

	132	132	132	132	132
Cambridge, Drummer Street Bus Station Bay 3	1005	1205	1405	1605	1805
Cambridge, Station Place	1012	1212	1412	1612	1812
Addenbrooke's, Bus Station Bay A	1020	1220	1420	1620	1820
Trumpington, Anstey Way	1028	1228	1428	1628	1828
Trumpington, Park & Ride	1030	1230	1430	1630	1830
Duxford, Imperial War Museum Hangar 1	1040	1240	1440	1640	-
Great Shelford, Tunwells Close	-	-	-	-	1835
Stapleford, Church Street	-	-	-	-	1839
Sawston, Babraham Road	-	-	-	-	1843
Pampisford, South Terrace	-	-	-	-	1845
Duxford, Petersfield Road	1044	1244	1444	1644	1851
Ickleton, Coploe Road	1047	1247	1447	1647	1854
Great Chesterford, Station Turn	1049	1249	1449	1649	1856
Littlebury, Cambridge Road	1053	1253	1453	1653	1900
Saffron Walden, High Street	1100	1300	1500	1700	1907

Timetable report

Cambridge - 607

Sawston Village College - Great Shelford - Trumpington

From 1 September 2024

SCH Operates on School Days Only

THIS SERVICE OPERATES ON SCHOOL DAYS ONLY

Service No		607
		SCH
Sawston Village College	Dep	1518
Great Shelford High Green		1526
Trumpington Maris Lane		1534
Trumpington Gazeley Road	Arr	1537

SATURDAY - THIS SERVICE DOES NOT OPERATE

SUNDAY & PUBLIC HOLIDAYS - THIS SERVICE DOES NOT OPERATE

Timetable report

Cambridge - 607

Trumpington - Great Shelford - Sawston Village College

From 1 September 2024

SCH Operates on School Days Only

THIS SERVICE OPERATES ON SCHOOL DAYS ONLY

Service No		607
		SCH
Trumpington Gazeley Road	Dep	0733
Trumpington Maris Lane		0737
Great Shelford High Green		0747
Sawston Village College	Arr	0755

SATURDAY - THIS SERVICE DOES NOT OPERATE

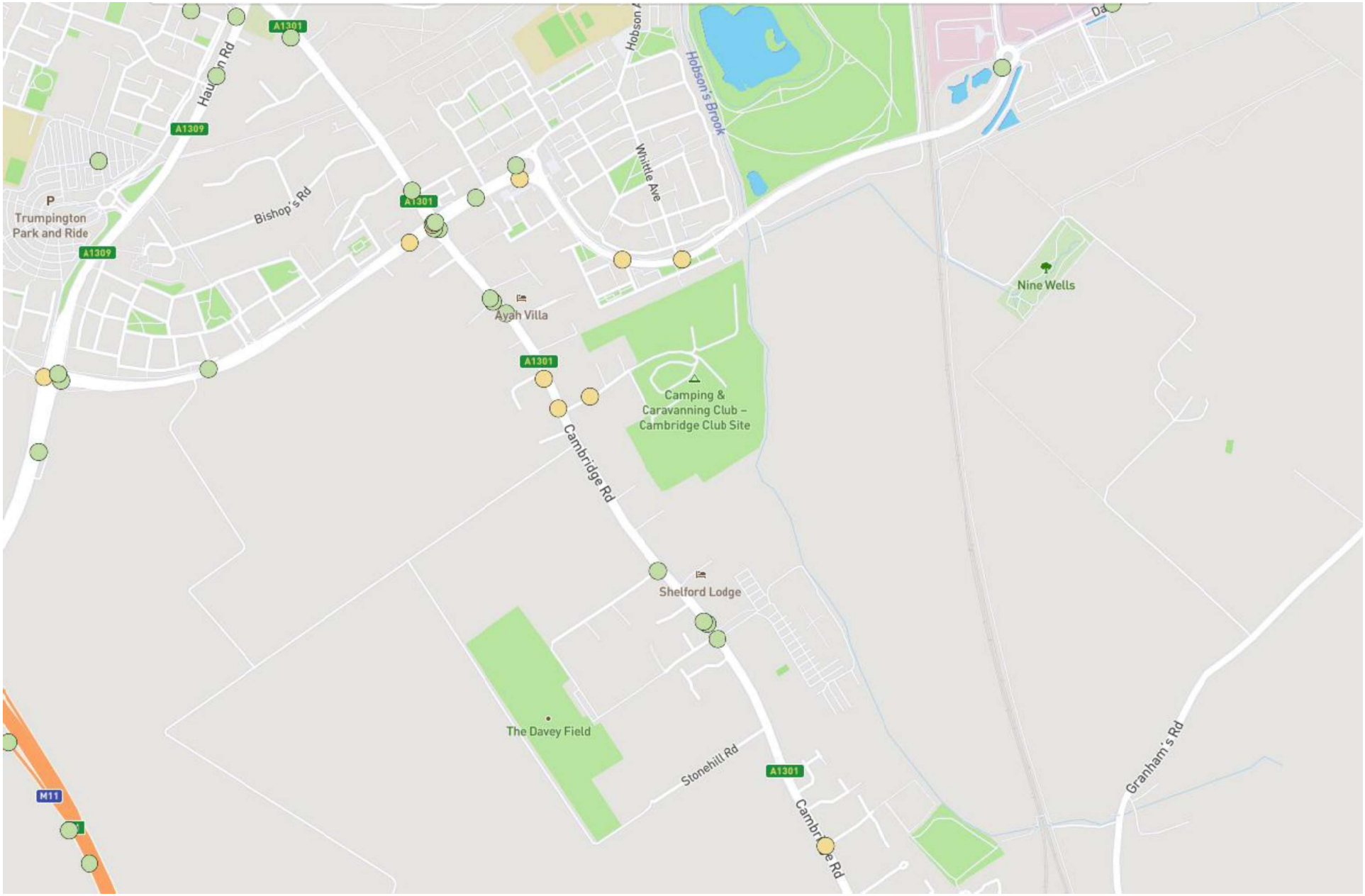
SUNDAY & PUBLIC HOLIDAYS - THIS SERVICE DOES NOT OPERATE

Appendix G

Accident Data

Woods Hardwick

Architecture | Engineering | Planning | Surveying


A1301
A1309
Hauxton Rd
P
Trumpington
Park and Ride
Bishop's Rd
Hobson's Brook
Whittle Ave
Ayah Villa
Nine Wells
Camping &
Caravanning Club –
Cambridge Club Site
Cambridge Rd
Shelford Lodge
The Davey Field
Stonehill Rd
M11
Granham's Rd

Appendix H

TRICS Output

Woods Hardwick

Architecture | Engineering | Planning | Surveying

Calculation Reference: AUDIT-140301-250409-0432

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	HF	HERTFORDSHIRE	2 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
05	**EAST MIDLANDS**		
	NG	NOTTINGHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 89 to 203 (units:)
Range Selected by User: 81 to 243 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Village	2
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 **CW-03-K-01** **MIXED HOUSES & FLATS** **CORNWALL**
TRELOWEN DRIVE
PENRYN

Edge of Town
Residential Zone
Total No of Dwellings: 89
Survey date: THURSDAY *28/03/19* *Survey Type: MANUAL*

2 **HF-03-K-05** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
FRYTHE AVENUE
WELWYN

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 203
Survey date: WEDNESDAY *02/11/22* *Survey Type: MANUAL*

3 **HF-03-K-06** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
THE KESTRELS
BRICKET WOOD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 100
Survey date: THURSDAY *29/06/23* *Survey Type: MANUAL*

4 **NG-03-K-02** **MIXED HOUSES** **NOTTINGHAM**
CASTLE BRIDGE ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 132
Survey date: MONDAY *07/11/16* *Survey Type: MANUAL*

5 **SC-03-K-02** **MIXED HOUSES & FLATS** **SURREY**
STOMPOND LANE
WALTON-ON-THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 104
Survey date: THURSDAY *25/04/24* *Survey Type: MANUAL*

6 **WS-03-K-03** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 111
Survey date: THURSDAY *12/05/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SC-03-K-01	covid
WS-03-K-05	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	123	0.070	6	123	0.238	6	123	0.308
08:00 - 09:00	6	123	0.150	**6**	**123**	**0.330**	**6**	**123**	**0.480**
09:00 - 10:00	6	123	0.143	6	123	0.194	6	123	0.337
10:00 - 11:00	6	123	0.130	6	123	0.180	6	123	0.310
11:00 - 12:00	6	123	0.139	6	123	0.139	6	123	0.278
12:00 - 13:00	6	123	0.181	6	123	0.137	6	123	0.318
13:00 - 14:00	6	123	0.138	6	123	0.134	6	123	0.272
14:00 - 15:00	6	123	0.118	6	123	0.153	6	123	0.271
15:00 - 16:00	6	123	0.257	6	123	0.180	6	123	0.437
16:00 - 17:00	6	123	0.244	6	123	0.176	6	123	0.420
17:00 - 18:00	**6**	**123**	**0.295**	6	123	0.143	6	123	0.438
18:00 - 19:00	6	123	0.240	6	123	0.149	6	123	0.389
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.105			2.153			4.258

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	89 - 203 (units:)
Survey date date range:	01/01/16 - 25/04/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix I

Manual Classified Count Survey Data

Woods Hardwick

Architecture | Engineering | Planning | Surveying

Almond Close, Great Shelford, Cambridgeshire: Queue Length Survey - Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) A1301 Cambridge Road / B - Car Park Access / C - (South East) A1301 Cambridge Road / D - Almond Close**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

streetwise

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Cambridge Road / B = Car Park Access / C = (South East) A1301 Cambridge Road / D = Almond Close

Approach: A = (North West) A1301 Cambridge Road

	A to B									A to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	2	0	0	0	0	1	3.4	4	27	11	0	2	0	0	1	43.0	41
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2	48	11	1	3	1	2	1	70.2	67
07:30 - 07:45	6	1	0	0	0	0	0	7.0	7	42	10	1	1	1	2	0	58.2	57
07:45 - 08:00	2	0	0	0	0	1	0	2.2	3	53	14	1	1	1	2	0	73.2	72
Hourly Total	11	3	0	0	0	1	1	15	16	170	46	3	7	3	6	2	245	237
08:00 - 08:15	4	2	0	0	0	0	1	6.4	7	55	6	2	2	1	3	1	71.6	70
08:15 - 08:30	3	1	0	0	0	0	0	4.0	4	61	8	2	1	1	2	0	76.7	75
08:30 - 08:45	5	0	0	0	0	1	0	5.2	6	66	9	2	1	2	8	1	88.3	91
08:45 - 09:00	5	1	1	0	0	0	0	7.5	7	76	9	1	0	0	5	0	87.5	91
Hourly Total	17	4	1	0	0	1	1	23	24	260	32	7	4	4	18	2	324	327
09:00 - 09:15	11	0	0	0	0	0	0	11.0	11	83	13	4	0	1	4	1	105.2	106
09:15 - 09:30	10	1	0	1	0	0	0	13.3	12	57	13	2	1	0	4	0	76.1	77
09:30 - 09:45	8	1	0	0	0	0	0	9.0	9	79	6	3	3	0	4	1	97.6	96
09:45 - 10:00	23	1	1	0	0	1	0	25.7	26	61	11	2	1	1	0	0	79.3	76
Hourly Total	52	3	1	1	0	1	0	59	58	280	43	11	5	2	12	2	358	355
10:00 - 10:15	19	1	1	0	0	0	1	21.9	22	47	11	0	0	1	0	0	60.0	59
10:15 - 10:30	22	0	1	0	0	0	0	23.5	23	67	11	1	4	0	0	3	89.9	86
10:30 - 10:45	17	0	0	0	0	0	0	17.0	17	69	7	0	0	2	4	1	81.2	83
10:45 - 11:00	24	1	0	0	0	0	0	25.0	25	54	13	3	1	0	1	0	74.0	72
Hourly Total	82	2	2	0	0	0	1	87	87	237	42	4	5	3	5	4	305	300
11:00 - 11:15	16	3	1	1	0	0	0	22.8	21	57	2	2	0	1	4	1	65.2	67
11:15 - 11:30	25	3	0	0	0	0	0	28.0	28	62	12	3	0	0	2	1	79.3	80
11:30 - 11:45	19	1	0	1	0	0	0	22.3	21	63	12	1	0	2	2	1	81.3	81
11:45 - 12:00	20	4	0	0	0	0	0	24.0	24	59	13	0	0	0	2	1	72.8	75
Hourly Total	80	11	1	2	0	0	0	97	94	241	39	6	0	3	10	4	299	303
12:00 - 12:15	22	2	1	0	0	0	0	25.5	25	70	10	1	1	1	3	0	86.4	86
12:15 - 12:30	22	1	0	0	0	0	0	23.0	23	61	15	4	0	0	2	1	82.8	83
12:30 - 12:45	18	2	0	0	0	1	0	20.2	21	67	6	1	0	2	2	1	79.3	79
12:45 - 13:00	27	1	0	0	0	0	0	28.0	28	72	8	0	0	0	2	2	81.2	84
Hourly Total	89	6	1	0	0	1	0	97	97	270	39	6	1	3	9	4	330	332
13:00 - 13:15	19	0	0	0	0	0	0	19.0	19	65	13	1	0	1	3	1	82.5	84
13:15 - 13:30	14	3	0	0	0	0	0	17.0	17	57	12	1	0	1	1	2	73.5	74
13:30 - 13:45	12	2	0	0	0	0	0	14.0	14	57	12	0	2	2	2	0	78.0	75
13:45 - 14:00	21	0	2	0	0	0	0	24.0	23	59	11	2	0	0	1	1	73.6	74
Hourly Total	66	5	2	0	0	0	0	74	73	238	48	4	2	4	7	4	308	307
14:00 - 14:15	13	0	0	0	0	0	0	13.0	13	57	10	2	2	1	1	1	77.2	74
14:15 - 14:30	15	0	0	0	0	0	0	15.0	15	60	10	2	1	1	7	1	79.1	82
14:30 - 14:45	24	1	1	2	0	0	0	31.1	28	76	11	5	1	1	1	1	99.4	96
14:45 - 15:00	13	2	0	0	0	0	0	15.0	15	78	10	1	2	1	5	0	97.1	97
Hourly Total	65	3	1	2	0	0	0	74	71	271	41	10	6	4	14	3	353	349
15:00 - 15:15	12	1	0	0	0	0	0	13.0	13	81	8	1	2	1	3	3	98.9	99
15:15 - 15:30	13	0	0	1	0	0	0	15.3	14	88	12	1	2	1	2	1	108.9	107
15:30 - 15:45	13	1	0	0	0	0	0	14.0	14	69	5	0	0	1	7	1	77.8	83
15:45 - 16:00	12	0	2	0	0	0	0	15.0	14	99	14	3	0	2	6	1	123.1	125
Hourly Total	50	2	2	1	0	0	0	57	55	337	39	5	4	5	18	6	409	414
16:00 - 16:15	14	0	0	0	0	0	0	14.0	14	109	11	2	0	1	2	2	126.2	127
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7	128	12	0	0	1	9	6	146.2	156
16:30 - 16:45	8	1	0	0	0	1	0	9.2	10	114	18	0	0	2	4	2	137.6	140
16:45 - 17:00	11	0	0	0	0	0	0	11.0	11	136	10	1	0	0	6	1	149.1	154
Hourly Total	39	2	0	0	0	1	0	41	42	487	51	3	0	4	21	11	559	577
17:00 - 17:15	8	0	0	0	0	0	0	8.0	8	119	7	0	0	2	9	4	133.4	141
17:15 - 17:30	5	1	1	0	0	0	0	7.5	7	110	8	1	0	1	7	3	124.1	130
17:30 - 17:45	5	0	0	0	0	0	0	5.0	5	134	5	1	0	0	9	2	143.1	151
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0	115	7	0	0	2	11	2	129.0	137
Hourly Total	18	1	1	0	0	0	0	21	20	478	27	2	0	5	36	11	530	559
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0	94	6	0	1	1	8	6	108.3	116
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0	112	5	0	1	2	21	3	128.7	144
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0	87	3	0	0	0	3	1	91.0	94
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0	65	0	0	0	3	2	0	71.4	70
Hourly Total	0	0	0	0	0	0	0	0	0	358	14	0	2	6	34	10	399	424
Session Total	569	42	12	6	0	5	3	645	637	3627	461	61	36	46	190	63	4418	4484

	A to D									A to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	1	0	2.2	3	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	9	0	0	0	0	1	0	9	10	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	1	0	0	0	0	1	0	1.2	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:00 - 11:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	1	0	1	0	0	0	0	2.5	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	7	0	1	0	0	0	0	9	8	0	0	0	0	0	0	0	0	0
12:00 - 12:15	3	0	0	0	0	0	0	3.0	3	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	6	0	0	0	0	0	0	6.0	6	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	1	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	10	2	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	5	0	0	0	0	0	0	5.0	5	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	8	0	0	0	0	1	0	8.2	9	0	0	0	0	0	0	0	0.0	0
Hourly Total	14	0	0	0	0	1	0	14	15	0	0	0	0	0	0	0	0	0
14:00 - 14:15	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
Hourly Total	5	0	0	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:00 - 15:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	1	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:00 - 16:15	1	1	0	0	0	0	0	2.0	2	0	1	0	0	0	0	0	1.0	1
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	1	0	0.2	1	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	1	0	0	0	1	0	4	5	0	1	0	0	0	0	0	1	1
17:00 - 17:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	1	0	0	0	0	1	0	1.2	2	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	1	0	0	0	0	0	1.0	1	1	0	0	0	0	0	0	1.0	1
17:45 - 18:00	1	0	0	0	0	1	0	1.2	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	1	0	0	0	2	0	4	6	1	0	0	0	0	0	0	1	1
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	1	1	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	7	1	0	0	0	1	0	8.2	9	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2	0	0	0	0	0	0	0	0.0	0
Hourly Total	11	2	0	0	0	1	0	13	14	0	0	0	0	0	0	0	0	0
Session Total	71	7	1	0	0	7	0	81	86	1	1	0	0	0	0	0	2	2

	From A									To A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	30	13	0	2	0	1	2	48.6	48	80	15	2	1	1	2	1	103.1	102
07:15 - 07:30	52	11	1	3	1	2	1	74.2	71	116	18	3	0	2	8	3	145.3	150
07:30 - 07:45	51	11	1	1	1	2	0	68.2	67	138	12	2	1	1	14	3	161.3	171
07:45 - 08:00	57	14	1	1	1	3	0	77.4	77	97	9	4	0	0	14	1	115.2	125
Hourly Total	190	49	3	7	3	8	3	268	263	431	54	11	2	4	38	8	525	548
08:00 - 08:15	59	8	2	2	1	3	2	78.0	77	77	14	3	1	3	11	0	106.0	109
08:15 - 08:30	65	9	2	1	1	2	0	81.7	80	76	9	2	0	1	18	1	94.0	107
08:30 - 08:45	73	9	2	1	2	9	1	93.5	97	101	7	1	2	1	13	1	119.1	126
08:45 - 09:00	82	10	2	0	0	6	0	96.2	100	106	7	0	1	0	13	1	118.3	128
Hourly Total	279	36	8	4	4	20	3	349	354	360	37	6	4	5	55	3	437	470
09:00 - 09:15	94	13	4	0	1	4	1	116.2	117	110	14	3	3	2	11	1	142.0	144
09:15 - 09:30	68	14	2	2	0	4	0	90.4	90	94	14	2	2	0	3	0	116.2	115
09:30 - 09:45	88	7	3	3	0	4	1	107.6	106	88	11	2	2	1	2	0	109.0	106
09:45 - 10:00	84	12	3	1	1	1	0	105.0	102	83	13	1	0	1	2	4	101.5	104
Hourly Total	334	46	12	6	2	13	2	419	415	375	52	8	7	4	18	5	469	469
10:00 - 10:15	66	12	1	0	1	0	1	81.9	81	81	13	1	1	1	1	3	101.2	101
10:15 - 10:30	89	11	2	4	0	0	3	113.4	109	87	17	2	2	2	1	0	115.8	111
10:30 - 10:45	86	7	0	0	2	4	1	98.2	100	74	9	0	0	0	5	0	84.0	88
10:45 - 11:00	80	14	3	1	0	1	0	101.0	99	72	23	5	0	0	2	1	103.3	103
Hourly Total	321	44	6	5	3	5	5	395	389	314	62	8	3	3	9	4	404	403
11:00 - 11:15	76	5	3	1	1	4	1	91.0	91	76	12	3	1	0	5	0	95.8	97
11:15 - 11:30	90	15	3	0	0	2	1	110.3	111	96	7	2	4	1	3	2	118.6	115
11:30 - 11:45	82	13	1	1	2	2	1	103.6	102	72	6	3	0	1	2	0	84.9	84
11:45 - 12:00	80	17	1	0	0	2	1	99.3	101	80	13	4	0	0	3	2	100.4	102
Hourly Total	328	50	8	2	3	10	4	404	405	324	38	12	5	2	13	4	400	398
12:00 - 12:15	95	12	2	1	1	3	0	114.9	114	82	8	3	1	1	3	1	99.8	99
12:15 - 12:30	89	18	4	0	0	2	1	111.8	112	76	13	0	0	1	0	0	91.0	90
12:30 - 12:45	86	9	1	0	2	3	1	101.5	102	92	12	3	2	0	2	0	113.5	111
12:45 - 13:00	99	10	0	0	0	2	2	110.2	113	65	8	3	0	1	3	2	80.9	82
Hourly Total	369	47	7	1	3	10	4	438	441	315	41	9	3	3	8	3	385	382
13:00 - 13:15	84	13	1	0	1	3	1	101.5	103	101	8	0	0	1	0	0	111.0	110
13:15 - 13:30	76	15	1	0	1	1	2	95.5	96	80	15	2	0	1	3	1	101.0	102
13:30 - 13:45	70	14	0	2	2	2	0	93.0	90	99	10	2	0	1	1	2	115.0	115
13:45 - 14:00	88	11	4	0	0	2	1	105.8	106	82	9	1	0	1	5	0	95.5	98
Hourly Total	318	53	6	2	4	8	4	396	395	362	42	5	0	4	9	3	423	425
14:00 - 14:15	72	10	2	2	1	1	1	92.2	89	83	12	1	1	0	0	3	100.0	100
14:15 - 14:30	76	10	2	1	1	7	1	95.1	98	61	21	3	0	2	5	1	91.9	93
14:30 - 14:45	102	12	6	3	1	1	1	132.5	126	98	9	2	1	1	0	1	114.7	112
14:45 - 15:00	91	12	1	2	1	5	0	112.1	112	96	8	0	0	0	1	0	104.2	105
Hourly Total	341	44	11	8	4	14	3	432	425	338	50	6	2	3	6	5	411	410
15:00 - 15:15	94	9	1	2	1	3	3	112.9	113	100	19	2	0	1	4	2	125.6	128
15:15 - 15:30	102	12	1	3	1	2	1	125.2	122	81	13	1	1	1	2	1	100.6	100
15:30 - 15:45	82	6	0	0	1	7	1	91.8	97	117	10	1	3	3	1	4	143.2	139
15:45 - 16:00	112	15	5	0	2	6	1	140.1	141	95	13	2	1	0	4	3	115.3	118
Hourly Total	390	42	7	5	5	18	6	470	473	393	55	6	5	5	11	10	485	485
16:00 - 16:15	124	13	2	0	1	2	2	143.2	144	107	28	2	1	0	6	1	141.9	145
16:15 - 16:30	135	13	0	0	1	9	6	154.2	164	80	17	0	1	0	2	1	100.1	101
16:30 - 16:45	123	19	0	0	2	5	2	147.8	151	99	17	1	0	3	6	4	126.3	130
16:45 - 17:00	147	10	1	0	0	7	1	160.3	166	104	9	1	1	1	2	3	120.4	121
Hourly Total	529	55	3	0	4	23	11	606	625	390	71	4	3	4	16	9	489	497
17:00 - 17:15	128	7	0	0	2	9	4	142.4	150	96	11	0	0	2	5	0	112.0	114
17:15 - 17:30	116	9	2	0	1	8	3	132.8	139	103	7	0	0	0	2	4	112.0	116
17:30 - 17:45	140	6	1	0	0	9	2	150.1	158	114	1	0	0	1	7	0	118.4	123
17:45 - 18:00	116	7	0	0	2	12	2	130.2	139	93	7	1	0	1	1	1	104.1	104
Hourly Total	500	29	3	0	5	38	11	556	586	406	26	1	0	4	15	5	447	457
18:00 - 18:15	95	6	0	1	1	8	6	109.3	117	92	4	0	0	0	4	4	98.4	104
18:15 - 18:30	113	6	0	1	2	21	3	130.7	146	97	2	1	0	0	5	3	102.7	108
18:30 - 18:45	94	4	0	0	0	4	1	99.2	103	73	1	0	0	2	3	2	79.4	81
18:45 - 19:00	67	0	0	0	3	2	0	73.4	72	60	3	0	0	1	1	1	65.6	66
Hourly Total	369	16	0	2	6	35	10	413	438	322	10	1	0	3	13	10	346	359
Session Total	4268	511	74	42	46	202	66	5145	5209	4330	538	77	34	44	211	69	5220	5303

streetwise

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Cambridge Road / B = Car Park Access / C = (South East) A1301 Cambridge Road / D = Almond Close

Approach: B = Car Park Access

	B to C									B to D								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
07:15 - 07:30	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
07:30 - 07:45	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
07:45 - 08:00	0	1	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
Hourly Total	1	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
08:15 - 08:30	0	3	0	0	0	0	0	3,0	3	0	0	0	0	0	0	0	0,0	0
08:30 - 08:45	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
08:45 - 09:00	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
Hourly Total	1	3	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:00 - 09:15	3	0	0	0	0	0	0	3,0	3	0	0	0	0	0	0	0	0,0	0
09:15 - 09:30	1	1	0	0	0	0	0	2,0	2	0	0	0	0	0	0	0	0,0	0
09:30 - 09:45	6	1	0	0	0	0	0	7,0	7	0	0	0	0	0	0	0	0,0	0
09:45 - 10:00	8	3	0	0	0	0	0	11,0	11	0	0	0	0	0	0	0	0,0	0
Hourly Total	18	5	0	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0
10:00 - 10:15	5	0	1	0	0	0	0	6,5	6	0	0	0	0	0	0	0	0,0	0
10:15 - 10:30	7	1	1	0	0	0	0	9,5	9	0	0	0	0	0	0	0	0,0	0
10:30 - 10:45	17	0	1	0	0	0	0	18,5	18	0	0	0	0	0	0	0	0,0	0
10:45 - 11:00	18	0	0	0	0	0	0	18,0	18	0	0	0	0	0	0	0	0,0	0
Hourly Total	47	1	3	0	0	0	0	53	51	0	0	0	0	0	0	0	0	0
11:00 - 11:15	19	1	0	0	0	0	0	20,0	20	0	0	0	0	0	0	0	0,0	0
11:15 - 11:30	23	4	2	1	0	0	0	32,3	30	0	0	0	0	0	0	0	0,0	0
11:30 - 11:45	27	3	0	0	0	0	0	30,0	30	1	0	0	0	0	0	0	1,0	1
11:45 - 12:00	18	0	0	0	0	1	0	18,2	19	1	0	0	0	0	0	0	1,0	1
Hourly Total	87	8	2	1	0	1	0	101	99	2	0	0	0	0	0	0	2	2
12:00 - 12:15	20	2	0	0	0	0	0	22,0	22	0	0	0	0	0	0	0	0,0	0
12:15 - 12:30	20	3	0	0	0	0	0	23,0	23	0	0	0	0	0	0	0	0,0	0
12:30 - 12:45	25	3	0	0	0	0	0	28,0	28	0	0	0	0	0	0	0	0,0	0
12:45 - 13:00	22	0	0	0	0	1	0	22,2	23	1	0	0	0	0	0	0	1,0	1
Hourly Total	87	8	0	0	0	1	0	95	96	1	0	0	0	0	0	0	1	1
13:00 - 13:15	24	3	0	0	0	0	0	27,0	27	0	0	0	0	0	0	0	0,0	0
13:15 - 13:30	22	1	0	0	0	0	0	23,0	23	1	0	0	0	0	0	0	1,0	1
13:30 - 13:45	27	1	0	0	0	0	0	28,0	28	0	0	0	0	0	0	0	0,0	0
13:45 - 14:00	30	0	1	0	0	0	0	31,5	31	1	0	0	0	0	0	0	1,0	1
Hourly Total	103	5	1	0	0	0	0	110	109	2	0	0	0	0	0	0	2	2
14:00 - 14:15	20	2	0	0	0	0	0	22,0	22	0	0	0	0	0	0	0	0,0	0
14:15 - 14:30	27	1	1	0	0	2	0	29,9	31	0	0	0	0	0	0	0	0,0	0
14:30 - 14:45	25	2	0	0	0	2	0	27,4	29	0	0	0	0	0	0	0	0,0	0
14:45 - 15:00	22	3	0	0	0	0	0	25,0	25	0	0	0	0	0	0	0	0,0	0
Hourly Total	94	8	1	0	0	4	0	104	107	0	0	0	0	0	0	0	0	0
15:00 - 15:15	27	0	0	0	0	1	0	27,2	28	0	0	0	0	0	0	0	0,0	0
15:15 - 15:30	27	4	0	0	0	0	0	31,0	31	0	0	0	0	0	0	0	0,0	0
15:30 - 15:45	31	1	0	0	0	1	0	32,2	33	0	0	0	0	0	0	0	0,0	0
15:45 - 16:00	26	1	0	0	0	0	1	27,4	28	0	0	0	0	0	0	0	0,0	0
Hourly Total	111	6	0	0	0	2	1	118	120	0	0	0	0	0	0	0	0	0
16:00 - 16:15	27	4	1	0	0	1	0	32,7	33	0	0	0	0	0	0	0	0,0	0
16:15 - 16:30	18	1	0	1	0	0	0	21,3	20	0	0	0	0	0	0	0	0,0	0
16:30 - 16:45	12	3	0	0	0	0	0	15,0	15	0	0	0	0	0	0	0	0,0	0
16:45 - 17:00	14	1	0	0	0	0	0	15,0	15	0	0	0	0	0	0	0	0,0	0
Hourly Total	71	9	1	1	0	1	0	84	83	0	0	0	0	0	0	0	0	0
17:00 - 17:15	12	1	0	0	0	0	0	13,0	13	0	0	0	0	0	0	0	0,0	0
17:15 - 17:30	15	2	0	0	0	1	1	17,6	19	0	0	0	0	0	0	0	0,0	0
17:30 - 17:45	9	0	0	0	0	0	0	9,0	9	0	0	0	0	0	0	0	0,0	0
17:45 - 18:00	8	0	0	0	0	0	0	8,0	8	0	0	0	0	0	0	0	0,0	0
Hourly Total	44	3	0	0	0	1	1	48	49	0	0	0	0	0	0	0	0	0
18:00 - 18:15	6	0	0	0	0	1	0	6,2	7	0	0	0	0	0	0	0	0,0	0
18:15 - 18:30	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
18:30 - 18:45	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
Hourly Total	7	0	0	0	0	1	0	7	8	0	0	0	0	0	0	0	0	0
Session Total	671	57	8	2	0	11	2	748	751	5	0	0	0	0	0	0	5	5

	B to A									B to B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
07:15 - 07:30	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
07:30 - 07:45	2	0	0	0	0	0	0	2,0	2	0	0	0	0	0	0	0	0,0	0
07:45 - 08:00	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
Hourly Total	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	1	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
08:15 - 08:30	0	1	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
08:30 - 08:45	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
08:45 - 09:00	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
Hourly Total	1	2	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	1	0	0	0	0	0	2,0	2	0	0	0	0	0	0	0	0,0	0
09:15 - 09:30	1	0	1	1	0	0	0	4,8	3	0	0	0	0	0	0	0	0,0	0
09:30 - 09:45	10	2	0	0	0	0	0	12,0	12	0	0	0	0	0	0	0	0,0	0
09:45 - 10:00	8	0	0	0	0	0	1	8,4	9	0	0	0	0	0	0	0	0,0	0
Hourly Total	20	3	1	1	0	0	1	27	26	0	0	0	0	0	0	0	0	0
10:00 - 10:15	9	1	0	1	0	0	0	12,3	11	0	0	0	0	0	0	0	0,0	0
10:15 - 10:30	14	2	0	0	0	0	0	16,0	16	0	0	0	0	0	0	0	0,0	0
10:30 - 10:45	12	0	0	0	0	0	0	12,0	12	0	0	0	0	0	0	0	0,0	0
10:45 - 11:00	10	3	0	0	0	0	0	13,0	13	0	0	0	0	0	0	0	0,0	0
Hourly Total	45	6	0	1	0	0	0	53	52	0	0	0	0	0	0	0	0	0
11:00 - 11:15	16	0	0	0	0	0	0	16,0	16	0	0	0	0	0	0	0	0,0	0
11:15 - 11:30	26	1	0	0	0	0	0	27,0	27	0	0	0	0	0	0	0	0,0	0
11:30 - 11:45	18	0	0	0	0	0	0	18,0	18	0	0	0	0	0	0	0	0,0	0
11:45 - 12:00	21	0	0	0	0	0	0	21,0	21	0	0	0	0	0	0	0	0,0	0
Hourly Total	81	1	0	0	0	0	0	82	82	0	0	0	0	0	0	0	0	0
12:00 - 12:15	16	1	0	1	0	0	0	19,3	18	0	0	0	0	0	0	0	0,0	0
12:15 - 12:30	17	1	0	0	0	0	0	18,0	18	0	0	0	0	0	0	0	0,0	0
12:30 - 12:45	17	2	0	0	0	0	0	19,0	19	0	0	0	0	0	0	0	0,0	0
12:45 - 13:00	21	0	1	0	0	0	0	22,5	22	0	0	0	0	0	0	0	0,0	0
Hourly Total	71	4	1	1	0	0	0	79	77	0	0	0	0	0	0	0	0	0
13:00 - 13:15	21	1	0	0	0	0	0	22,0	22	0	0	0	0	0	0	0	0,0	0
13:15 - 13:30	20	1	1	0	0	0	0	22,5	22	0	0	0	0	0	0	0	0,0	0
13:30 - 13:45	18	0	0	0	0	0	0	18,0	18	0	0	0	0	0	0	0	0,0	0
13:45 - 14:00	16	1	0	0	0	0	0	17,0	17	0	0	0	0	0	0	0	0,0	0
Hourly Total	75	3	1	0	0	0	0	80	79	0	0	0	0	0	0	0	0	0
14:00 - 14:15	16	2	0	0	0	0	0	18,0	18	0	0	0	0	0	0	0	0,0	0
14:15 - 14:30	13	1	0	0	0	1	1	14,6	16	0	0	0	0	0	0	0	0,0	0
14:30 - 14:45	16	0	0	0	0	0	0	16,0	16	0	0	0	0	0	0	0	0,0	0
14:45 - 15:00	17	0	0	0	0	0	0	17,0	17	0	0	0	0	0	0	0	0,0	0
Hourly Total	62	3	0	0	0	1	1	66	67	0	0	0	0	0	0	0	0	0
15:00 - 15:15	21	3	0	0	0	0	0	24,0	24	0	0	0	0	0	0	0	0,0	0
15:15 - 15:30	16	1	0	0	0	0	0	17,0	17	0	0	0	0	0	0	0	0,0	0
15:30 - 15:45	22	0	0	1	0	0	1	24,7	24	0	0	0	0	0	0	0	0,0	0
15:45 - 16:00	19	2	0	0	0	0	0	21,0	21	0	0	0	0	0	0	0	0,0	0
Hourly Total	78	6	0	1	0	0	1	87	86	0	0	0	0	0	0	0	0	0
16:00 - 16:15	9	2	2	0	0	0	0	14,0	13	0	0	0	0	0	0	0	0,0	0
16:15 - 16:30	8	1	0	1	0	0	0	11,3	10	0	0	0	0	0	0	0	0,0	0
16:30 - 16:45	10	0	0	0	0	1	0	10,2	11	0	0	0	0	0	0	0	0,0	0
16:45 - 17:00	14	1	0	0	0	0	0	15,0	15	0	0	0	0	0	0	0	0,0	0
Hourly Total	41	4	2	1	0	1	0	51	49	0	0	0	0	0	0	0	0	0
17:00 - 17:15	14	0	0	0	0	1	0	14,2	15	0	0	0	0	0	0	0	0,0	0
17:15 - 17:30	10	0	0	0	0	0	0	10,0	10	0	0	0	0	0	0	0	0,0	0
17:30 - 17:45	13	0	0	0	0	2	0	13,4	15	0	0	0	0	0	0	0	0,0	0
17:45 - 18:00	7	1	1	0	0	0	0	9,5	9	0	0	0	0	0	0	0	0,0	0
Hourly Total	44	1	1	0	0	3	0	47	49	0	0	0	0	0	0	0	0	0
18:00 - 18:15	6	0	0	0	0	0	0	6,0	6	0	0	0	0	0	0	0	0,0	0
18:15 - 18:30	3	0	0	0	0	0	0	3,0	3	0	0	0	0	0	0	0	0,0	0
18:30 - 18:45	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
Hourly Total	10	0	0	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
Session Total	531	33	6	5	0	5	3	587	583	0	0	0	0	0	0	0	0	0

	From B									To B								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0,0	0	4	4	0	0	0	0	1	8,4	9
07:15 - 07:30	0	0	0	0	0	0	0	0,0	0	10	2	0	0	0	0	0	12,0	12
07:30 - 07:45	3	0	0	0	0	0	0	3,0	3	12	3	0	0	0	1	0	15,2	16
07:45 - 08:00	1	1	0	0	0	0	0	2,0	2	6	1	0	0	0	1	0	7,2	8
Hourly Total	4	1	0	0	0	0	0	5	5	32	10	0	0	0	2	1	43	45
08:00 - 08:15	0	1	0	0	0	0	0	1,0	1	9	3	0	0	0	0	2	12,8	14
08:15 - 08:30	0	4	0	0	0	0	0	4,0	4	10	1	0	0	0	1	0	11,2	12
08:30 - 08:45	1	0	0	0	0	0	0	1,0	1	11	0	0	0	0	2	0	11,4	13
08:45 - 09:00	1	0	0	0	0	0	0	1,0	1	9	2	1	0	0	0	0	12,5	12
Hourly Total	2	5	0	0	0	0	0	7	7	39	6	1	0	0	3	2	48	51
09:00 - 09:15	4	1	0	0	0	0	0	5,0	5	26	1	0	1	0	0	0	29,3	28
09:15 - 09:30	2	1	1	1	0	0	0	6,8	5	25	1	0	1	0	2	0	28,7	29
09:30 - 09:45	16	3	0	0	0	0	0	19,0	19	33	4	0	0	0	0	0	37,0	37
09:45 - 10:00	16	3	0	0	0	0	1	19,4	20	38	3	1	0	0	2	0	42,9	44
Hourly Total	38	8	1	1	0	0	1	50	49	122	9	1	2	0	4	0	138	138
10:00 - 10:15	14	1	1	1	0	0	0	18,8	17	35	2	1	0	0	0	1	38,9	39
10:15 - 10:30	21	3	1	0	0	0	0	25,5	25	49	1	2	0	0	1	0	53,2	53
10:30 - 10:45	29	0	1	0	0	0	0	30,5	30	40	0	0	0	0	1	0	40,2	41
10:45 - 11:00	28	3	0	0	0	0	0	31,0	31	47	2	0	0	0	0	0	49,0	49
Hourly Total	92	7	3	1	0	0	0	106	103	171	5	3	0	0	2	1	181	182
11:00 - 11:15	35	1	0	0	0	0	0	36,0	36	37	4	2	1	0	0	0	46,3	44
11:15 - 11:30	49	5	2	1	0	0	0	59,3	57	50	4	0	0	0	0	0	54,0	54
11:30 - 11:45	46	3	0	0	0	0	0	49,0	49	41	1	0	1	0	0	0	44,3	43
11:45 - 12:00	40	0	0	0	0	1	0	40,2	41	47	4	0	0	0	0	0	51,0	51
Hourly Total	170	9	2	1	0	1	0	185	183	175	13	2	2	0	0	0	196	192
12:00 - 12:15	36	3	0	1	0	0	0	41,3	40	47	4	1	0	0	1	0	52,7	53
12:15 - 12:30	37	4	0	0	0	0	0	41,0	41	44	2	0	0	0	0	0	46,0	46
12:30 - 12:45	42	5	0	0	0	0	0	47,0	47	43	5	0	0	0	1	0	48,2	49
12:45 - 13:00	44	0	1	0	0	1	0	45,7	46	43	2	0	0	0	2	0	45,4	47
Hourly Total	159	12	1	1	0	1	0	175	174	177	13	1	0	0	4	0	192	195
13:00 - 13:15	45	4	0	0	0	0	0	49,0	49	35	1	1	0	0	0	0	37,5	37
13:15 - 13:30	43	2	1	0	0	0	0	46,5	46	35	5	0	0	0	0	0	40,0	40
13:30 - 13:45	45	1	0	0	0	0	0	46,0	46	29	2	0	0	0	0	0	31,0	31
13:45 - 14:00	47	1	1	0	0	0	0	49,5	49	34	1	2	0	0	0	0	38,0	37
Hourly Total	180	8	2	0	0	0	0	191	190	133	9	3	0	0	0	0	147	145
14:00 - 14:15	36	4	0	0	0	0	0	40,0	40	34	3	0	0	0	3	0	37,6	40
14:15 - 14:30	40	2	1	0	0	3	1	44,5	47	35	0	0	0	0	0	0	35,0	35
14:30 - 14:45	41	2	0	0	0	2	0	43,4	45	44	2	1	2	0	0	0	52,1	49
14:45 - 15:00	39	3	0	0	0	0	0	42,0	42	31	5	0	0	0	0	0	36,0	36
Hourly Total	156	11	1	0	0	5	1	170	174	144	10	1	2	0	3	0	161	160
15:00 - 15:15	48	3	0	0	0	1	0	51,2	52	30	1	0	0	0	0	0	31,0	31
15:15 - 15:30	43	5	0	0	0	0	0	48,0	48	28	0	0	1	0	0	1	30,7	30
15:30 - 15:45	53	1	0	1	0	1	1	56,9	57	27	2	0	0	0	0	0	29,0	29
15:45 - 16:00	45	3	0	0	0	0	1	48,4	49	21	2	2	0	0	0	0	26,0	25
Hourly Total	189	12	0	1	0	2	2	205	206	106	5	2	1	0	0	1	117	115
16:00 - 16:15	36	6	3	0	0	1	0	46,7	46	27	1	0	0	0	0	0	28,0	28
16:15 - 16:30	26	2	0	2	0	0	0	32,6	30	10	2	0	0	0	0	0	12,0	12
16:30 - 16:45	22	3	0	0	0	1	0	25,2	26	17	3	0	0	0	1	0	20,2	21
16:45 - 17:00	28	2	0	0	0	0	0	30,0	30	17	0	0	0	0	0	0	17,0	17
Hourly Total	112	13	3	2	0	2	0	135	132	71	6	0	0	0	1	0	77	78
17:00 - 17:15	26	1	0	0	0	1	0	27,2	28	11	2	0	0	0	0	0	13,0	13
17:15 - 17:30	25	2	0	0	0	1	1	27,6	29	10	1	1	0	0	0	0	12,5	12
17:30 - 17:45	22	0	0	0	0	2	0	22,4	24	5	1	0	0	0	0	0	6,0	6
17:45 - 18:00	15	1	1	0	0	0	0	17,5	17	0	0	0	0	0	0	0	0,0	0
Hourly Total	88	4	1	0	0	4	1	95	98	26	4	1	0	0	0	0	32	31
18:00 - 18:15	12	0	0	0	0	1	0	12,2	13	0	0	0	0	0	0	0	0,0	0
18:15 - 18:30	4	0	0	0	0	0	0	4,0	4	0	0	0	0	0	0	0	0,0	0
18:30 - 18:45	1	0	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
Hourly Total	17	0	0	0	0	1	0	17	18	0	0	0	0	0	0	0	0	0
Session Total	1207	90	14	7	0	16	5	1339	1339	1196	90	15	7	0	19	5	1330	1332

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Cambridge Road / B = Car Park Access / C = (South East) A1301 Cambridge Road / D = Almond Close

Approach: C = (South East) A1301 Cambridge Road

	C to D									C to A								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	1	0	0	0	0	0	3,0	3	79	15	2	1	1	2	1	102,1	101
07:15 - 07:30	1	0	0	0	0	0	0	1,0	1	115	18	3	0	2	8	3	144,3	149
07:30 - 07:45	0	0	0	0	0	0	0	0,0	0	135	12	2	1	1	14	3	158,3	168
07:45 - 08:00	2	0	0	0	0	0	0	2,0	2	96	9	4	0	0	13	1	114,0	123
Hourly Total	5	1	0	0	0	0	0	6	6	425	54	11	2	4	37	8	519	541
08:00 - 08:15	0	1	0	0	0	0	0	1,0	1	77	13	3	1	3	11	0	105,0	108
08:15 - 08:30	1	0	0	0	0	0	0	1,0	1	75	8	2	0	1	17	1	91,8	104
08:30 - 08:45	1	0	0	0	0	0	0	1,0	1	99	7	1	2	1	12	1	116,9	123
08:45 - 09:00	1	0	0	0	0	0	0	1,0	1	106	7	0	1	0	13	1	118,3	128
Hourly Total	3	1	0	0	0	0	0	4	4	357	35	6	4	5	53	3	432	463
09:00 - 09:15	0	0	0	0	0	0	0	0,0	0	109	13	3	3	2	11	1	140,0	142
09:15 - 09:30	1	0	0	0	0	0	0	1,0	1	93	14	1	1	0	3	0	111,4	112
09:30 - 09:45	1	0	0	0	0	0	0	1,0	1	77	9	2	2	1	2	0	96,0	93
09:45 - 10:00	3	0	0	0	0	0	0	3,0	3	75	13	1	0	1	2	3	93,1	95
Hourly Total	5	0	0	0	0	0	0	5	5	354	49	7	6	4	18	4	441	442
10:00 - 10:15	1	0	0	0	0	0	0	1,0	1	72	12	1	0	1	1	3	88,9	90
10:15 - 10:30	0	0	0	0	0	0	0	0,0	0	73	14	2	2	2	1	0	98,8	94
10:30 - 10:45	0	0	0	0	0	0	0	0,0	0	62	9	0	0	0	5	0	72,0	76
10:45 - 11:00	0	0	0	0	0	0	0	0,0	0	62	20	5	0	0	2	1	90,3	90
Hourly Total	1	0	0	0	0	0	0	1	1	269	55	8	2	3	9	4	350	350
11:00 - 11:15	1	0	0	0	0	0	0	1,0	1	59	12	3	1	0	5	0	78,8	80
11:15 - 11:30	3	0	0	0	0	0	0	3,0	3	70	6	2	4	1	3	2	91,6	88
11:30 - 11:45	0	0	0	0	0	0	0	0,0	0	52	6	3	0	1	2	0	64,9	64
11:45 - 12:00	1	0	1	0	0	0	0	2,5	2	59	13	4	0	0	3	2	79,4	81
Hourly Total	5	0	1	0	0	0	0	7	6	240	37	12	5	2	13	4	315	313
12:00 - 12:15	3	0	0	0	0	0	0	3,0	3	66	7	3	0	1	3	1	80,5	81
12:15 - 12:30	1	0	0	0	0	0	0	1,0	1	57	12	0	0	1	0	0	71,0	70
12:30 - 12:45	1	0	0	0	0	0	0	1,0	1	72	9	3	2	0	2	0	90,5	88
12:45 - 13:00	1	1	0	0	0	0	0	2,0	2	44	7	2	0	1	3	2	57,4	59
Hourly Total	6	1	0	0	0	0	0	7	7	239	35	8	2	3	8	3	299	298
13:00 - 13:15	2	0	0	0	0	0	0	2,0	2	75	7	0	0	1	0	0	84,0	83
13:15 - 13:30	3	0	0	0	0	0	0	3,0	3	60	14	1	0	1	3	1	78,5	80
13:30 - 13:45	3	0	0	0	0	0	0	3,0	3	71	10	2	0	1	1	2	87,0	87
13:45 - 14:00	2	0	0	0	0	0	0	2,0	2	65	8	1	0	1	5	0	77,5	80
Hourly Total	10	0	0	0	0	0	0	10	10	271	39	4	0	4	9	3	327	330
14:00 - 14:15	2	0	0	0	0	0	0	2,0	2	66	10	1	1	0	0	3	81,0	81
14:15 - 14:30	1	0	0	0	0	0	0	1,0	1	47	20	3	0	2	4	0	76,3	76
14:30 - 14:45	0	0	0	0	0	0	0	0,0	0	81	9	2	1	1	0	1	97,7	95
14:45 - 15:00	2	0	0	0	0	0	0	2,0	2	78	8	0	0	0	1	0	86,2	87
Hourly Total	5	0	0	0	0	0	0	5	5	272	47	6	2	3	5	4	341	339
15:00 - 15:15	0	0	0	0	0	0	0	0,0	0	75	16	2	0	1	4	2	97,6	100
15:15 - 15:30	0	0	0	0	0	0	0	0,0	0	65	12	1	1	1	2	1	83,6	83
15:30 - 15:45	0	0	0	0	0	0	0	0,0	0	95	10	1	2	3	1	3	118,5	115
15:45 - 16:00	1	0	0	0	0	0	0	1,0	1	70	10	2	1	0	3	3	87,1	89
Hourly Total	1	0	0	0	0	0	0	1	1	305	48	6	4	5	10	9	387	387
16:00 - 16:15	1	0	0	0	0	0	0	1,0	1	94	25	0	1	0	6	1	122,9	127
16:15 - 16:30	0	0	0	0	0	0	0	0,0	0	69	16	0	0	0	2	1	85,8	88
16:30 - 16:45	0	0	0	0	0	0	0	0,0	0	88	17	1	0	3	5	4	115,1	118
16:45 - 17:00	1	0	0	0	0	0	0	1,0	1	88	8	1	1	1	2	3	103,4	104
Hourly Total	2	0	0	0	0	0	0	2	2	339	66	2	2	4	15	9	427	437
17:00 - 17:15	1	0	0	0	0	0	0	1,0	1	82	11	0	0	2	4	0	97,8	99
17:15 - 17:30	2	0	0	0	0	0	0	2,0	2	93	7	0	0	0	2	4	102,0	106
17:30 - 17:45	2	0	0	0	0	0	0	2,0	2	100	1	0	0	1	5	0	104,0	107
17:45 - 18:00	1	0	0	0	0	0	0	1,0	1	86	6	0	0	1	1	1	94,6	95
Hourly Total	6	0	0	0	0	0	0	6	6	361	25	0	0	4	12	5	398	407
18:00 - 18:15	1	0	0	0	0	0	0	1,0	1	85	4	0	0	0	4	4	91,4	97
18:15 - 18:30	3	0	0	0	0	0	0	3,0	3	93	2	1	0	0	5	3	98,7	104
18:30 - 18:45	1	0	0	0	0	0	0	1,0	1	71	1	0	0	2	3	2	77,4	79
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0	58	3	0	0	1	1	1	63,6	64
Hourly Total	5	0	0	0	0	0	0	5	5	307	10	1	0	3	13	10	331	344
Session Total	54	3	1	0	0	0	0	59	58	3739	500	71	29	44	202	66	4567	4651

	C to B									C to C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	3	2	0	0	0	0	0	5,0	5	0	0	0	0	0	0	0	0,0	0
07:15 - 07:30	8	2	0	0	0	0	0	10,0	10	0	0	0	0	0	0	0	0,0	0
07:30 - 07:45	6	2	0	0	0	1	0	8,2	9	0	0	0	0	0	0	0	0,0	0
07:45 - 08:00	4	1	0	0	0	0	0	5,0	5	0	0	0	0	0	0	0	0,0	0
Hourly Total	21	7	0	0	0	1	0	28	29	0	0	0	0	0	0	0	0	0
08:00 - 08:15	5	1	0	0	0	0	1	6,4	7	0	0	0	0	0	0	0	0,0	0
08:15 - 08:30	7	0	0	0	0	1	0	7,2	8	0	0	0	0	0	0	0	0,0	0
08:30 - 08:45	6	0	0	0	0	1	0	6,2	7	0	0	0	0	0	0	0	0,0	0
08:45 - 09:00	4	1	0	0	0	0	0	5,0	5	0	0	0	0	0	0	0	0,0	0
Hourly Total	22	2	0	0	0	2	1	25	27	0	0	0	0	0	0	0	0	0
09:00 - 09:15	14	1	0	1	0	0	0	17,3	16	0	0	0	0	0	0	0	0,0	0
09:15 - 09:30	15	0	0	0	0	2	0	15,4	17	0	0	0	0	0	0	0	0,0	0
09:30 - 09:45	25	3	0	0	0	0	0	28,0	28	0	0	0	0	0	0	0	0,0	0
09:45 - 10:00	15	2	0	0	0	1	0	17,2	18	1	0	0	0	0	0	0	1,0	1
Hourly Total	69	6	0	1	0	3	0	78	79	1	0	0	0	0	0	0	1	1
10:00 - 10:15	16	1	0	0	0	0	0	17,0	17	0	0	0	0	0	0	0	0,0	0
10:15 - 10:30	27	1	1	0	0	1	0	29,7	30	0	0	0	0	0	0	0	0,0	0
10:30 - 10:45	23	0	0	0	0	1	0	23,2	24	0	0	0	0	0	0	0	0,0	0
10:45 - 11:00	23	1	0	0	0	0	0	24,0	24	0	0	0	0	0	0	0	0,0	0
Hourly Total	89	3	1	0	0	2	0	94	95	0	0	0	0	0	0	0	0	0
11:00 - 11:15	21	1	1	0	0	0	0	23,5	23	0	0	0	0	0	0	0	0,0	0
11:15 - 11:30	24	1	0	0	0	0	0	25,0	25	0	0	0	0	0	0	0	0,0	0
11:30 - 11:45	22	0	0	0	0	0	0	22,0	22	0	0	0	0	0	0	0	0,0	0
11:45 - 12:00	27	0	0	0	0	0	0	27,0	27	0	0	0	0	0	0	0	0,0	0
Hourly Total	94	2	1	0	0	0	0	98	97	0	0	0	0	0	0	0	0	0
12:00 - 12:15	23	2	0	0	0	1	0	25,2	26	0	0	0	0	0	0	0	0,0	0
12:15 - 12:30	22	1	0	0	0	0	0	23,0	23	0	0	0	0	0	0	0	0,0	0
12:30 - 12:45	24	3	0	0	0	0	0	27,0	27	0	0	0	0	0	0	0	0,0	0
12:45 - 13:00	16	1	0	0	0	2	0	17,4	19	0	0	0	0	0	0	0	0,0	0
Hourly Total	85	7	0	0	0	3	0	93	95	0	0	0	0	0	0	0	0	0
13:00 - 13:15	16	1	1	0	0	0	0	18,5	18	0	0	0	0	0	0	0	0,0	0
13:15 - 13:30	21	2	0	0	0	0	0	23,0	23	0	0	0	0	0	0	0	0,0	0
13:30 - 13:45	16	0	0	0	0	0	0	16,0	16	0	0	0	0	0	0	0	0,0	0
13:45 - 14:00	12	1	0	0	0	0	0	13,0	13	0	0	0	0	0	0	0	0,0	0
Hourly Total	65	4	1	0	0	0	0	71	70	0	0	0	0	0	0	0	0	0
14:00 - 14:15	21	3	0	0	0	3	0	24,6	27	0	0	0	0	0	0	0	0,0	0
14:15 - 14:30	20	0	0	0	0	0	0	20,0	20	0	0	0	0	0	0	0	0,0	0
14:30 - 14:45	20	1	0	0	0	0	0	21,0	21	0	0	0	0	0	0	0	0,0	0
14:45 - 15:00	18	3	0	0	0	0	0	21,0	21	0	0	0	0	0	0	0	0,0	0
Hourly Total	79	7	0	0	0	3	0	87	89	0	0	0	0	0	0	0	0	0
15:00 - 15:15	18	0	0	0	0	0	0	18,0	18	0	0	0	0	0	0	0	0,0	0
15:15 - 15:30	15	0	0	0	0	0	1	15,4	16	0	0	0	0	0	0	0	0,0	0
15:30 - 15:45	14	1	0	0	0	0	0	15,0	15	0	0	0	0	0	0	0	0,0	0
15:45 - 16:00	9	2	0	0	0	0	0	11,0	11	0	0	0	0	0	0	0	0,0	0
Hourly Total	56	3	0	0	0	0	1	59	60	0	0	0	0	0	0	0	0	0
16:00 - 16:15	12	1	0	0	0	0	0	13,0	13	0	0	0	0	0	0	0	0,0	0
16:15 - 16:30	4	1	0	0	0	0	0	5,0	5	0	0	0	0	0	0	0	0,0	0
16:30 - 16:45	9	2	0	0	0	0	0	11,0	11	0	0	0	0	0	0	0	0,0	0
16:45 - 17:00	6	0	0	0	0	0	0	6,0	6	0	0	0	0	0	0	0	0,0	0
Hourly Total	31	4	0	0	0	0	0	35	35	0	0	0	0	0	0	0	0	0
17:00 - 17:15	3	2	0	0	0	0	0	5,0	5	0	0	0	0	0	0	0	0,0	0
17:15 - 17:30	5	0	0	0	0	0	0	5,0	5	0	0	0	0	0	0	0	0,0	0
17:30 - 17:45	0	1	0	0	0	0	0	1,0	1	0	0	0	0	0	0	0	0,0	0
17:45 - 18:00	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
Hourly Total	8	3	0	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
18:15 - 18:30	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
18:30 - 18:45	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Session Total	619	48	3	1	0	14	2	677	687	1	0	0	0	0	0	0	1	1

	From C									To C								
TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	84	18	2	1	1	2	1	110,1	109	28	11	0	2	0	0	1	44,0	42
07:15 - 07:30	124	20	3	0	2	8	3	155,3	160	49	11	1	3	1	2	1	71,2	68
07:30 - 07:45	141	14	2	1	1	15	3	166,5	177	44	10	1	1	1	2	0	60,2	59
07:45 - 08:00	102	10	4	0	0	13	1	121,0	130	55	15	1	1	1	2	0	76,2	75
Hourly Total	451	62	11	2	4	38	8	553	576	176	47	3	7	3	6	2	252	244
08:00 - 08:15	82	15	3	1	3	11	1	112,4	116	57	6	2	2	1	3	1	73,6	72
08:15 - 08:30	83	8	2	0	1	18	1	100,0	113	63	11	2	1	1	2	0	81,7	80
08:30 - 08:45	106	7	1	2	1	13	1	124,1	131	68	9	2	1	2	8	1	88,3	91
08:45 - 09:00	111	8	0	1	0	13	1	124,3	134	77	9	1	0	0	6	0	88,7	93
Hourly Total	382	38	6	4	5	55	4	461	494	265	35	7	4	4	19	2	332	336
09:00 - 09:15	123	14	3	4	2	11	1	157,3	158	86	13	4	0	1	4	1	108,2	109
09:15 - 09:30	109	14	1	1	0	5	0	127,8	130	58	14	2	1	0	4	0	78,1	79
09:30 - 09:45	103	12	2	2	1	2	0	125,0	122	86	7	3	3	0	4	1	105,6	104
09:45 - 10:00	94	15	1	0	1	3	3	114,3	117	70	14	2	1	1	0	0	91,3	88
Hourly Total	429	55	7	7	4	21	4	524	527	300	48	11	5	2	12	2	383	380
10:00 - 10:15	89	13	1	0	1	1	3	106,9	108	53	11	1	0	1	0	0	67,5	66
10:15 - 10:30	100	15	3	2	2	2	0	128,5	124	74	12	2	4	0	0	3	99,4	95
10:30 - 10:45	85	9	0	0	0	6	0	95,2	100	87	7	1	0	2	4	1	100,7	102
10:45 - 11:00	85	21	5	0	0	2	1	114,3	114	72	13	3	1	0	1	0	92,0	90
Hourly Total	359	58	9	2	3	11	4	445	446	286	43	7	5	3	5	4	360	353
11:00 - 11:15	81	13	4	1	0	5	0	103,3	104	76	3	2	0	1	4	1	85,2	87
11:15 - 11:30	97	7	2	4	1	3	2	119,6	116	86	16	5	1	0	2	1	112,6	111
11:30 - 11:45	74	6	3	0	1	2	0	86,9	86	91	15	1	0	2	2	1	112,3	112
11:45 - 12:00	87	13	5	0	0	3	2	108,9	110	78	13	0	0	0	3	1	92,0	95
Hourly Total	339	39	14	5	2	13	4	419	416	331	47	8	1	3	11	4	402	405
12:00 - 12:15	92	9	3	0	1	4	1	108,7	110	90	12	3	1	1	3	0	111,4	110
12:15 - 12:30	80	13	0	0	1	0	0	95,0	94	81	19	4	0	0	2	1	106,8	107
12:30 - 12:45	97	12	3	2	0	2	0	118,5	116	93	9	1	0	2	2	1	108,3	108
12:45 - 13:00	61	9	2	0	1	5	2	76,8	80	94	9	0	0	0	3	2	104,4	108
Hourly Total	330	43	8	2	3	11	3	399	400	358	49	8	1	3	10	4	431	433
13:00 - 13:15	93	8	1	0	1	0	0	104,5	103	89	16	1	0	1	3	1	109,5	111
13:15 - 13:30	84	16	1	0	1	3	1	104,5	106	79	13	1	0	1	1	2	96,5	97
13:30 - 13:45	90	10	2	0	1	1	2	106,0	106	87	13	0	2	2	2	0	109,0	106
13:45 - 14:00	79	9	1	0	1	5	0	92,5	95	91	11	3	0	0	1	1	107,1	107
Hourly Total	346	43	5	0	4	9	3	408	410	346	53	5	2	4	7	4	422	421
14:00 - 14:15	89	13	1	1	0	3	3	107,6	110	79	12	2	2	1	1	1	101,2	98
14:15 - 14:30	68	20	3	0	2	4	0	97,3	97	88	11	3	1	1	9	1	110,0	114
14:30 - 14:45	101	10	2	1	1	0	1	118,7	116	101	13	5	1	1	3	1	126,8	125
14:45 - 15:00	98	11	0	0	0	1	0	109,2	110	100	13	1	2	1	5	0	122,1	122
Hourly Total	356	54	6	2	3	8	4	433	433	368	49	11	6	4	18	3	460	459
15:00 - 15:15	93	16	2	0	1	4	2	115,6	118	110	8	1	2	1	4	3	128,1	129
15:15 - 15:30	80	12	1	1	1	2	2	99,0	99	119	16	1	2	1	2	1	143,9	142
15:30 - 15:45	109	11	1	2	3	1	3	133,5	130	102	6	0	0	1	8	1	112,0	118
15:45 - 16:00	80	12	2	1	0	3	3	99,1	101	128	15	3	0	2	6	2	153,5	156
Hourly Total	362	51	6	4	5	10	10	447	448	459	45	5	4	5	20	7	538	545
16:00 - 16:15	107	26	0	1	0	6	1	136,9	141	138	15	3	0	1	3	2	160,9	162
16:15 - 16:30	73	17	0	0	0	2	1	90,8	93	149	14	0	1	1	9	6	171,5	180
16:30 - 16:45	97	19	1	0	3	5	4	126,1	129	127	21	0	0	2	4	2	153,6	156
16:45 - 17:00	95	8	1	1	1	2	3	110,4	111	151	11	1	0	0	6	1	165,1	170
Hourly Total	372	70	2	2	4	15	9	464	474	565	61	4	1	4	22	11	651	668
17:00 - 17:15	86	13	0	0	2	4	0	103,8	105	131	8	0	0	2	9	4	146,4	154
17:15 - 17:30	100	7	0	0	0	2	4	109,0	113	128	10	1	0	1	8	4	144,7	152
17:30 - 17:45	102	2	0	0	1	5	0	107,0	110	143	5	1	0	0	9	2	152,1	160
17:45 - 18:00	87	6	0	0	1	1	1	95,6	96	123	7	0	0	2	11	2	137,0	145
Hourly Total	375	28	0	0	4	12	5	415	424	525	30	2	0	5	37	12	580	611
18:00 - 18:15	86	4	0	0	0	4	4	92,4	98	101	8	0	1	1	9	8	115,5	124
18:15 - 18:30	96	2	1	0	0	5	3	101,7	107	113	5	0	1	2	21	3	129,7	145
18:30 - 18:45	72	1	0	0	2	3	2	78,4	80	88	3	0	0	0	3	1	92,0	95
18:45 - 19:00	58	3	0	0	1	1	1	63,6	64	65	0	0	0	3	2	0	71,4	70
Hourly Total	312	10	1	0	3	13	10	336	349	367	14	0	2	6	35	10	409	434
Session Total	4413	551	75	30	44	216	68	5304	5397	4346	521	71	38	46	202	65	5219	5289

streetwise

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Cambridge Road / B = Car Park Access / C = (South East) A1301 Cambridge Road / D = Almond Close

Approach: D = Almond Close

D to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	0	0	0	0	0	1	0	0.2	1
Hourly Total	3	0	0	0	0	1	0	3	4
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	1	0	0	0	0	1	0	1.2	2
08:30 - 08:45	1	0	0	0	0	1	0	1.2	2
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	2	0	2	4
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	1	0	0	0	0	0	1.0	1
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	1	0	0	0	0	0	1	1
11:00 - 11:15	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	2	0	0	0	0	0	0	2.0	2
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	2	0	0	0	0	0	0	2.0	2
12:30 - 12:45	3	1	0	0	0	0	0	4.0	4
12:45 - 13:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	5	2	0	0	0	0	0	7	7
13:00 - 13:15	5	0	0	0	0	0	0	5.0	5
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	10	0	0	0	0	0	0	10.0	10
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	16	0	0	0	0	0	0	16	16
14:00 - 14:15	1	0	0	0	0	0	0	1.0	1
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	1	0	0	0	0	0	0	1.0	1
14:45 - 15:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	4	0	0	0	0	0	0	4	4
15:00 - 15:15	4	0	0	0	0	0	0	4.0	4
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	6	1	0	0	0	1	0	7.2	8
Hourly Total	10	1	0	0	0	1	0	11	12
16:00 - 16:15	4	0	0	0	0	0	0	4.0	4
16:15 - 16:30	3	0	0	0	0	0	0	3.0	3
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	10	0	0	0	0	0	0	10	10
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	5	0	0	0	0	0	0	5	5
Session Total	59	4	0	0	0	4	0	64	67

D to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	1	0	0	0	0	0	0	1.0	1
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
12:00 - 12:15	2	0	0	0	0	0	0	2.0	2
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	1	0	0	0	0	0	0	1.0	1
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	1	0	0	0	0	0	0	1.0	1
13:45 - 14:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	2	0	0	0	0	0	0	2	2
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	1	0	0	0	0	0	0	1.0	1
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	8	0	0	0	0	0	0	8	8

D to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	1	0	0	0	0	0	0	1.0	1
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	1	0	0	0	0	0	0	1.0	1
07:45 - 08:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	5	0	0	0	0	0	0	5	5
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	1	0	0.2	1
Hourly Total	4	0	0	0	0	1	0	4	5
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	1	0	0	0	0	0	0	1.0	1
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	1	0	0	0	0	0	0	1	1
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	1	0	0	0	0	0	0	1.0	1
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	1	0	0	0	0	0	0	1.0	1
11:30 - 11:45	1	0	0	0	0	0	0	1.0	1
11:45 - 12:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	3	0	0	0	0	0	0	3	3
12:00 - 12:15	0	0	2	0	0	0	0	3.0	2
12:15 - 12:30	0	1	0	0	0	0	0	1.0	1
12:30 - 12:45	1	0	0	0	0	0	0	1.0	1
12:45 - 13:00	0	1	0	0	0	0	0	1.0	1
Hourly Total	1	2	2	0	0	0	0	6	5
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	3	0	0	0	0	0	0	3.0	3
13:45 - 14:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	5	0	0	0	0	0	0	5	5
14:00 - 14:15	2	0	0	0	0	0	0	2.0	2
14:15 - 14:30	1	0	0	0	0	0	0	1.0	1
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
15:00 - 15:15	2	0	0	0	0	0	0	2.0	2
15:15 - 15:30	4	0	0	0	0	0	0	4.0	4
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	11	0	0	0	0	0	0	11	11
16:00 - 16:15	2	0	0	0	0	0	0	2.0	2
16:15 - 16:30	3	1	0	0	0	0	0	4.0	4
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	7	1	0	0	0	0	0	8	8
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
18:00 - 18:15	1	0	0	0	0	0	0	1.0	1
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	1	0	0	0	0	0	0	1.0	1
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	0	0	0	0	0	0	2	2
Session Total	47	3	2	0	0	1	0	53	53

D to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	2	0	0	0	0	0	0	2.0	2
07:30 - 07:45	2	0	0	0	0	0	0	2.0	2
07:45 - 08:00	2	0	0	0	0	1	0	2.2	3
Hourly Total	8	0	0	0	0	1	0	8	9
08:00 - 08:15	2	0	0	0	0	0	0	2.0	2
08:15 - 08:30	3	0	0	0	0	1	0	3.2	4
08:30 - 08:45	1	0	0	0	0	1	0	1.2	2
08:45 - 09:00	0	0	0	0	0	1	0	0.2	1
Hourly Total	6	0	0	0	0	3	0	7	9
09:00 - 09:15	1	0	0	0	0	0	0	1.0	1
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1
10:15 - 10:30	0	1	0	0	0	0	0	1.0	1
10:30 - 10:45	1	0	0	0	0	0	0	1.0	1
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	2	1	0	0	0	0	0	3	3
11:00 - 11:15	1	0	0	0	0	0	0	1.0	1
11:15 - 11:30	2	0	0	0	0	0	0	2.0	2
11:30 - 11:45	3	0	0	0	0	0	0	3.0	3
11:45 - 12:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	7	0	0	0	0	0	0	7	7
12:00 - 12:15	2	0	2	0	0	0	0	5.0	4
12:15 - 12:30	2	1	0	0	0	0	0	3.0	3
12:30 - 12:45	5	1	0	0	0	0	0	6.0	6
12:45 - 13:00	0	2	0	0	0	0	0	2.0	2
Hourly Total	9	4	2	0	0	0	0	16	15
13:00 - 13:15	5	0	0	0	0	0	0	5.0	5
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	14	0	0	0	0	0	0	14.0	14
13:45 - 14:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	23	0	0	0	0	0	0	23	23
14:00 - 14:15	3	0	0	0	0	0	0	3.0	3
14:15 - 14:30	2	0	0	0	0	0	0	2.0	2
14:30 - 14:45	1	0	0	0	0	0	0	1.0	1
14:45 - 15:00	1	0	0	0	0	0	0	1.0	1
Hourly Total	7	0	0	0	0	0	0	7	7
15:00 - 15:15	6	0	0	0	0	0	0	6.0	6
15:15 - 15:30	4	0	0	0	0	0	0	4.0	4
15:30 - 15:45	2	0	0	0	0	0	0	2.0	2
15:45 - 16:00	9	1	0	0	0	1	0	10.2	11
Hourly Total	21	1	0	0	0	1	0	22	23
16:00 - 16:15	7	0	0	0	0	0	0	7.0	7
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7
16:30 - 16:45	2	0	0	0	0	0	0	2.0	2
16:45 - 17:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	18	1	0	0	0	0	0	19	19
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	3	0	0	0	0	0	0	3.0	3
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	3	0	0	0	0	0	0	3	3
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	1	0	0	0	0	0	0	1.0	1
18:30 - 18:45	2	0	0	0	0	0	0	2.0	2
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	7	0	0	0	0	0	0	7	7
Session Total	114	7	2	0	0	5	0	125	128

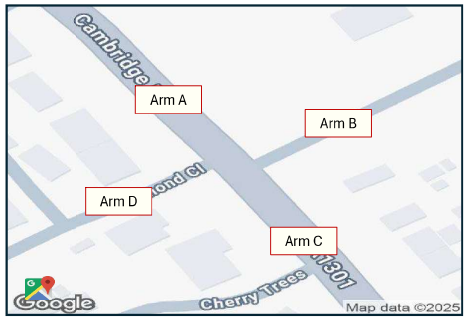
To D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	1	0	0	0	1	0	5.2	6
07:15 - 07:30	3	0	0	0	0	0	0	3.0	3
07:30 - 07:45	3	0	0	0	0	0	0	3.0	3
07:45 - 08:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	14	1	0	0	0	1	0	15	16
08:00 - 08:15	0	1	0	0	0	0	0	1.0	1
08:15 - 08:30	2	0	0	0	0	0	0	2.0	2
08:30 - 08:45	1	0	0	0	0	0	0	1.0	1
08:45 - 09:00	2	0	0	0	0	1	0	2.2	3
Hourly Total	5	1	0	0	0	1	0	6	7
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	2	0	0	0	0	0	0	2.0	2
09:30 - 09:45	2	0	0	0	0	0	0	2.0	2
09:45 - 10:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	7	0	0	0	0	0	0	7	7
10:00 - 10:15	1	0	0	0	0	0	0	1.0	1
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	3	0	0	0	0	0	0	3	3
11:00 - 11:15	4	0	0	0	0	0	0	4.0	4
11:15 - 11:30	6	0	0	0	0	0	0	6.0	6
11:30 - 11:45	1	0	0	0	0	0	0	1.0	1
11:45 - 12:00	3	0	2	0	0	0	0	6.0	5
Hourly Total	14	0	2	0	0	0	0	17	16
12:00 - 12:15	6	0	0	0	0	0	0	6.0	6
12:15 - 12:30	7	0	0	0	0	0	0	7.0	7
12:30 - 12:45	2	1	0	0	0	0	0	3.0	3
12:45 - 13:00	2	2	0	0	0	0	0	4.0	4
Hourly Total	17	3	0	0	0	0	0	20	20
13:00 - 13:15	2	0	0	0	0	0	0	2.0	2
13:15 - 13:30	9	0	0	0	0	0	0	9.0	9
13:30 - 13:45	4	0	0	0	0	0	0	4.0	4
13:45 - 14:00	11	0	0	0	0	1	0	11.2	12
Hourly Total	26	0	0	0	0	1	0	26	27
14:00 - 14:15	4	0	0	0	0	0	0	4.0	4
14:15 - 14:30	2	0	0	0	0	0	0	2.0	2
14:30 - 14:45	2	0	0	0	0	0	0	2.0	2
14:45 - 15:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	10	0	0	0	0	0	0	10	10
15:00 - 15:15	1	0	0	0	0	0	0	1.0	1
15:15 - 15:30	1	0	0	0	0	0	0	1.0	1
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	2	1	0	0	0	0	0	3.0	3
Hourly Total	4	1	0	0	0	0	0	5	5
16:00 - 16:15	2	1	0	0	0	0	0	3.0	3
16:15 - 16:30	1	0	0	0	0	0	0	1.0	1
16:30 - 16:45	1	0	0	0	0	0	0	1.0	1
16:45 - 17:00	1	0	0	0	0	1	0	1.2	2
Hourly Total	5	1	0	0	0	1	0	6	7
17:00 - 17:15	2	0	0	0	0	0	0	2.0	2
17:15 - 17:30	3	0	0	0	0	1	0	3.2	4
17:30 - 17:45	2	1	0	0	0	0	0	3.0	3
17:45 - 18:00	2	0	0	0	0	1	0	2.2	3
Hourly Total	9	1	0	0	0	2	0	10	12
18:00 - 18:15	2	0	0	0	0	0	0	2.0	2
18:15 - 18:30	4	1	0	0	0	0	0	5.0	5
18:30 - 18:45	8	1	0	0	0	1	0	9.2	10
18:45 - 19:00	2	0	0	0	0	0	0	2.0	2
Hourly Total	16	2	0	0	0	1	0	18	19
Session Total	130	10	2	0	0	7	0	144	149

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) A1301 Cambridge Road / B - Car Park Access / C - (South East) A1301 Cambridge Road / D - Almond Close**



Matrix Totals:	Counts	
Show single Session:	No	
	07:00 to 19:00	
Custom Start / End:	07:00	19:00
Show Peak Times:	No	

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	2	637	4484	86	5209	100.00%
B	583	0	751	5	1339	100.00%
C	4651	687	1	58	5397	100.00%
D	67	8	53	0	128	100.00%
Total	5303	1332	5289	149		
% Total	100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes

streetwise

Almond Close, Great Shelford, Cambridgeshire: Queue Length Survey - Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) A1301 Cambridge Road / B - Car Park Access / C - (South East) A1301 Cambridge Road / D - Almond Close

	A • (North West) A1301 Cambridge Road		B • Car Park Access		C • (South East) A1301 Cambridge Road		D • Almond Close
	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1	Lane 2	Lane 1
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	0	0	0	0	0	0	0
07:05 - 07:10	0	0	0	0	0	0	0
07:10 - 07:15	0	0	0	0	0	0	1
07:15 - 07:20	0	0	0	0	0	0	1
07:20 - 07:25	0	1	0	0	0	1	1
07:25 - 07:30	0	0	0	0	0	1	0
07:30 - 07:35	0	0	0	0	0	0	0
07:35 - 07:40	0	0	0	1	0	0	0
07:40 - 07:45	0	1	0	0	0	0	0
07:45 - 07:50	0	0	0	0	0	1	1
07:50 - 07:55	0	0	0	0	0	0	1
07:55 - 08:00	0	0	0	0	0	0	1
08:00 - 08:05	0	0	0	0	0	1	0
08:05 - 08:10	0	0	0	1	0	0	0
08:10 - 08:15	0	0	0	0	0	0	1
08:15 - 08:20	0	0	0	0	0	0	0
08:20 - 08:25	0	0	0	1	0	1	0
08:25 - 08:30	0	0	1	0	0	0	1
08:30 - 08:35	0	0	0	1	0	0	0
08:35 - 08:40	0	0	0	0	0	0	0
08:40 - 08:45	0	0	0	0	0	1	0
08:45 - 08:50	0	0	0	0	0	0	0
08:50 - 08:55	0	0	0	0	0	0	0
08:55 - 09:00	0	0	0	0	0	0	0
09:00 - 09:05	0	0	0	1	0	0	1
09:05 - 09:10	0	0	0	0	0	1	0
09:10 - 09:15	0	0	0	0	0	1	0
09:15 - 09:20	0	0	0	2	0	0	0
09:20 - 09:25	0	0	0	1	0	0	1
09:25 - 09:30	0	0	1	1	0	0	0
09:30 - 09:35	0	0	0	1	0	0	0
09:35 - 09:40	0	0	0	1	0	2	1
09:40 - 09:45	0	0	1	2	0	1	1
09:45 - 09:50	0	0	1	1	0	1	0
09:50 - 09:55	0	0	0	1	0	0	0
09:55 - 10:00	0	0	1	2	0	0	1
10:00 - 10:05	0	0	0	1	0	2	0
10:05 - 10:10	0	0	1	2	0	0	1
10:10 - 10:15	0	0	2	2	0	0	0
10:15 - 10:20	0	0	1	2	0	5	1
10:20 - 10:25	0	0	2	2	0	0	0
10:25 - 10:30	0	0	2	2	0	0	1
10:30 - 10:35	0	0	1	1	0	1	1
10:35 - 10:40	0	0	1	2	0	4	1
10:40 - 10:45	0	0	1	1	0	0	0
10:45 - 10:50	0	0	1	3	0	1	0
10:50 - 10:55	0	0	2	2	0	0	0
10:55 - 11:00	0	0	1	1	0	1	0
11:00 - 11:05	0	0	0	1	0	4	0
11:05 - 11:10	0	0	0	1	0	1	0
11:10 - 11:15	0	1	2	2	0	2	0
11:15 - 11:20	0	0	3	3	0	1	0
11:20 - 11:25	0	0	2	4	0	3	1
11:25 - 11:30	0	0	1	2	0	0	0
11:30 - 11:35	0	0	0	1	0	4	0
11:35 - 11:40	0	0	1	1	0	0	1
11:40 - 11:45	7	0	1	4	0	2	0
11:45 - 11:50	0	1	1	2	0	0	0
11:50 - 11:55	0	0	1	1	0	1	0
11:55 - 12:00	0	0	2	2	0	1	0
12:00 - 12:05	8	1	4	2	0	3	2
12:05 - 12:10	0	1	1	2	0	2	2
12:10 - 12:15	0	0	1	2	0	2	1
12:15 - 12:20	0	1	1	1	0	2	0
12:20 - 12:25	0	1	3	1	0	2	1
12:25 - 12:30	0	0	2	2	0	0	1
12:30 - 12:35	0	0	1	1	0	4	1
12:35 - 12:40	0	0	2	2	0	2	2
12:40 - 12:45	0	0	1	2	0	2	1
12:45 - 12:50	0	0	2	7	0	1	1
12:50 - 12:55	0	0	1	2	0	2	1
12:55 - 13:00	0	0	1	2	0	1	0
13:00 - 13:05	0	0	2	1	0	1	0
13:05 - 13:10	0	0	1	3	0	0	1
13:10 - 13:15	0	0	1	2	0	1	0
13:15 - 13:20	0	0	1	2	0	1	0
13:20 - 13:25	0	0	1	3	0	1	0
13:25 - 13:30	0	0	1	4	0	0	0
13:30 - 13:35	0	0	0	1	0	1	1
13:35 - 13:40	0	0	2	2	0	0	1
13:40 - 13:45	0	0	2	3	0	1	3
13:45 - 13:50	0	0	1	1	0	1	1
13:50 - 13:55	0	0	1	1	0	0	1
13:55 - 14:00	0	1	2	2	0	1	0
14:00 - 14:05	1	0	1	2	0	1	1
14:05 - 14:10	1	0	0	2	0	1	0
14:10 - 14:15	0	0	2	3	0	1	0
14:15 - 14:20	0	0	2	2	0	1	0
14:20 - 14:25	0	0	4	1	0	0	0
14:25 - 14:30	0	0	2	2	0	0	1
14:30 - 14:35	0	0	2	1	0	1	0
14:35 - 14:40	0	0	2	4	0	1	0
14:40 - 14:45	0	1	2	2	0	2	1
14:45 - 14:50	0	0	1	1	0	0	0
14:50 - 14:55	0	0	2	2	0	2	1
14:55 - 15:00	0	0	1	2	0	1	0
15:00 - 15:05	0	0	1	1	0	2	1
15:05 - 15:10	0	0	1	2	0	2	1
15:10 - 15:15	0	0	1	4	0	0	1
15:15 - 15:20	0	0	1	3	0	2	1
15:20 - 15:25	0	0	2	1	0	1	0
15:25 - 15:30	0	0	1	2	0	0	2
15:30 - 15:35	0	0	3	3	0	2	0
15:35 - 15:40	0	0	1	4	0	1	1
15:40 - 15:45	0	0	1	5	0	1	1
15:45 - 15:50	0	0	1	5	0	1	1
15:50 - 15:55	0	0	2	2	0	0	1
15:55 - 16:00	0	0	1	5	0	2	1
16:00 - 16:05	0	0	4	2	0	1	0
16:05 - 16:10	1	0	1	2	0	1	2
16:10 - 16:15	0	1	1	1	0	0	3
16:15 - 16:20	0	0	3	3	0	0	2
16:20 - 16:25	0	0	2	1	0	0	2
16:25 - 16:30	0	0	1	1	0	1	0
16:30 - 16:35	0	1	1	0	0	0	1
16:35 - 16:40	0	0	3	1	0	1	1
16:40 - 16:45	0	0	1	3	0	0	0
16:45 - 16:50	0	0	1	1	0	0	1
16:50 - 16:55	0	0	1	2	0	1	1
16:55 - 17:00	0	0	2	2	0	1	1
17:00 - 17:05	0	0	1	1	0	1	0
17:05 - 17:10	0	0	1	3	0	0	0
17:10 - 17:15	0	0	1	3	0	0	0
17:15 - 17:20	0	1	2	3	7	1	0
17:20 - 17:25	0	0	1	2	0	1	0
17:25 - 17:30	0	0	2	1	0	0	2
17:30 - 17:35	0	0	1	1	1	0	0
17:35 - 17:40	0	0	1	2	0	0	0
17:40 - 17:45	0	0	0	3	0	0	0
17:45 - 17:50	0	0	1	3	0	0	0
17:50 - 17:55	0	0	0	1	0	0	0
17:55 - 18:00	0	0	0	1	0	0	0
18:00 - 18:05	0	0	2	1	0	0	0
18:05 - 18:10	0	0	1	1	0	0	0
18:10 - 18:15	0	0	1	0	0	0	1
18:15 - 18:20	0	0	1	1	0	0	0
18:20 - 18:25	0	0	0	1	0	0	0
18:25 - 18:30	0	0	0	1	0	0	0
18:30 - 18:35	0	1	0	0	0	0	0
18:35 - 18:40	0	0	0	0	0	0	1
18:40 - 18:45	0	0	0	0	0	0	0
18:45 - 18:50	0	0	0	0	0	0	0
18:50 - 18:55	0	0	0	0	0	0	0
18:55 - 19:00	0	0	0	0	0	0	0

Almond Close, Great Shelford, Cambridgeshire: Queue Length Survey - Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) A1301 Shelford Road / B - (North East) Addenbrooke's Road / C - (South East) A1301 Shelford Road / D - (South West) Addenbrooke's Road**

CLASSIFICATION	PCU
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0
P/CYCLE	0.2
M/CYCLE	0.4

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Shelford Road / B = (North East) Addenbrooke's Road / C = (South East) A1301 Shelford Road / D = (South West) Addenbrooke's Road

Approach: A = (North West) A1301 Shelford Road

A to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	14	2	1	0	0	0	0	17,5	17
07:15 - 07:30	27	1	0	0	0	0	0	28,0	28
07:30 - 07:45	20	1	0	0	0	0	0	21,0	21
07:45 - 08:00	19	0	1	1	0	0	0	22,8	21
Hourly Total	80	4	2	1	0	0	0	89	87
08:00 - 08:15	16	2	0	0	0	0	0	18,0	18
08:15 - 08:30	18	0	0	0	0	0	2	18,8	20
08:30 - 08:45	34	0	3	0	0	1	1	39,1	39
08:45 - 09:00	23	1	0	0	0	0	0	24,0	24
Hourly Total	91	3	3	0	0	1	3	100	101
09:00 - 09:15	34	3	0	0	0	1	0	37,2	38
09:15 - 09:30	14	2	1	0	0	0	0	17,5	17
09:30 - 09:45	12	0	2	0	0	0	1	15,4	15
09:45 - 10:00	12	0	0	0	0	0	1	12,4	13
Hourly Total	72	5	3	0	0	1	2	83	83
10:00 - 10:15	3	3	0	1	0	0	0	8,3	7
10:15 - 10:30	11	4	0	1	0	0	1	17,7	17
10:30 - 10:45	10	5	1	0	0	0	0	16,5	16
10:45 - 11:00	13	1	0	0	0	0	0	14,0	14
Hourly Total	37	13	1	2	0	0	1	57	54
11:00 - 11:15	10	1	0	0	0	0	0	11,0	11
11:15 - 11:30	10	2	0	0	0	0	0	12,0	12
11:30 - 11:45	13	0	0	1	0	0	2	16,1	16
11:45 - 12:00	8	4	0	0	0	0	0	12,0	12
Hourly Total	41	7	0	1	0	0	2	51	51
12:00 - 12:15	14	2	1	0	0	0	1	17,9	18
12:15 - 12:30	10	2	1	0	0	0	0	13,5	13
12:30 - 12:45	20	1	0	0	0	0	0	21,0	21
12:45 - 13:00	11	2	1	0	0	0	0	14,5	14
Hourly Total	55	7	3	0	0	0	1	67	66
13:00 - 13:15	10	4	0	0	0	0	1	14,4	15
13:15 - 13:30	7	2	0	0	0	0	1	9,4	10
13:30 - 13:45	12	2	0	0	0	0	1	14,4	15
13:45 - 14:00	16	3	1	0	0	0	0	20,5	20
Hourly Total	45	11	1	0	0	0	3	59	60
14:00 - 14:15	7	4	1	0	0	0	0	12,5	12
14:15 - 14:30	11	2	0	0	0	0	0	13,0	13
14:30 - 14:45	7	2	0	0	0	0	0	9,0	9
14:45 - 15:00	17	0	0	0	0	0	0	17,0	17
Hourly Total	42	8	1	0	0	0	0	52	51
15:00 - 15:15	25	2	0	0	0	0	0	27,0	27
15:15 - 15:30	12	0	0	0	0	0	0	12,0	12
15:30 - 15:45	18	2	0	0	0	0	1	20,4	21
15:45 - 16:00	13	1	0	0	0	0	2	14,8	16
Hourly Total	68	5	0	0	0	0	3	74	76
16:00 - 16:15	11	2	0	0	0	0	0	13,0	13
16:15 - 16:30	15	1	0	0	0	0	0	16,0	16
16:30 - 16:45	13	0	0	0	0	0	2	13,8	15
16:45 - 17:00	14	2	0	0	0	0	0	16,0	16
Hourly Total	53	5	0	0	0	0	2	59	60
17:00 - 17:15	13	1	0	0	0	0	0	14,0	14
17:15 - 17:30	16	0	0	0	0	0	0	16,0	16
17:30 - 17:45	15	0	0	0	0	0	0	15,0	15
17:45 - 18:00	23	3	0	0	0	3	1	27,0	30
Hourly Total	67	4	0	0	0	3	1	72	75
18:00 - 18:15	16	0	0	0	0	0	2	16,8	18
18:15 - 18:30	16	1	0	0	0	0	1	17,4	18
18:30 - 18:45	12	0	0	0	0	0	3	13,2	15
18:45 - 19:00	12	1	0	0	0	1	2	14,0	16
Hourly Total	56	2	0	0	0	1	8	61	67
Session Total	707	74	14	4	0	6	26	823	831

A to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	6	3	1	0	0	1	1	11,1	12
07:15 - 07:30	20	3	1	0	0	3	1	25,5	28
07:30 - 07:45	20	5	0	0	1	0	0	27,0	26
07:45 - 08:00	29	3	1	0	0	1	0	33,7	34
Hourly Total	75	14	3	0	1	5	2	97	100
08:00 - 08:15	21	2	2	0	0	1	1	26,6	27
08:15 - 08:30	34	2	0	0	0	1	0	36,2	37
08:30 - 08:45	34	2	1	0	1	4	1	40,7	43
08:45 - 09:00	33	1	0	0	0	6	1	35,6	41
Hourly Total	122	7	3	0	1	12	3	139	148
09:00 - 09:15	43	2	0	0	0	3	1	46,0	49
09:15 - 09:30	24	6	0	1	0	0	0	32,3	31
09:30 - 09:45	33	2	0	0	0	1	0	35,2	36
09:45 - 10:00	30	1	0	0	1	1	1	33,6	34
Hourly Total	130	11	0	1	1	5	2	147	150
10:00 - 10:15	25	4	0	0	0	0	0	29,0	29
10:15 - 10:30	38	2	2	0	0	0	1	43,4	43
10:30 - 10:45	37	0	0	0	0	7	0	38,4	44
10:45 - 11:00	29	4	0	0	0	3	0	33,6	36
Hourly Total	129	10	2	0	0	10	1	144	152
11:00 - 11:15	36	2	1	0	0	4	0	40,3	43
11:15 - 11:30	33	7	1	0	0	1	2	42,5	44
11:30 - 11:45	31	4	0	0	0	1	1	35,6	37
11:45 - 12:00	38	4	0	0	0	1	1	42,6	44
Hourly Total	138	17	2	0	0	7	4	161	168
12:00 - 12:15	49	4	0	0	0	3	0	53,6	56
12:15 - 12:30	38	5	3	0	0	2	2	48,7	50
12:30 - 12:45	40	3	0	0	0	2	0	43,4	45
12:45 - 13:00	46	3	0	0	0	1	1	49,6	51
Hourly Total	173	15	3	0	0	8	3	195	202
13:00 - 13:15	38	6	0	0	0	2	0	44,4	46
13:15 - 13:30	47	4	0	0	0	2	0	51,4	53
13:30 - 13:45	31	7	1	0	1	3	0	42,1	43
13:45 - 14:00	39	7	0	0	0	1	1	46,6	48
Hourly Total	155	24	1	0	1	8	1	185	190
14:00 - 14:15	25	3	1	0	0	1	1	30,1	31
14:15 - 14:30	37	3	0	0	0	4	1	41,2	45
14:30 - 14:45	49	1	2	0	0	4	0	53,8	56
14:45 - 15:00	48	5	0	0	0	2	0	53,4	55
Hourly Total	159	12	3	0	0	11	2	179	187
15:00 - 15:15	50	2	0	0	0	2	4	54,0	58
15:15 - 15:30	46	4	1	0	0	2	0	51,9	53
15:30 - 15:45	37	4	1	0	0	8	0	44,1	50
15:45 - 16:00	49	5	1	0	2	1	1	60,1	59
Hourly Total	182	15	3	0	2	13	5	210	220
16:00 - 16:15	41	6	1	0	0	2	1	49,3	51
16:15 - 16:30	43	6	0	0	0	3	4	51,2	56
16:30 - 16:45	41	5	0	0	0	8	1	48,0	55
16:45 - 17:00	42	4	0	0	0	3	1	47,0	50
Hourly Total	167	21	1	0	0	16	7	196	212
17:00 - 17:15	47	3	1	0	1	7	5	55,4	63
17:15 - 17:30	44	2	1	0	0	3	1	48,5	51
17:30 - 17:45	36	3	0	0	0	11	1	41,6	51
17:45 - 18:00	39	2	0	0	1	11	1	45,6	54
Hourly Total	166	10	1	0	2	32	8	191	219
18:00 - 18:15	35	2	0	0	0	8	5	40,6	50
18:15 - 18:30	43	3	0	0	0	14	1	49,2	61
18:30 - 18:45	31	1	0	0	0	3	0	32,6	35
18:45 - 19:00	25	0	0	0	0	4	0	25,8	29
Hourly Total	134	6	0	0	0	29	6	148	175
Session Total	1730	162	22	1	8	156	44	1992	2123

A to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0,0	0
07:15 - 07:30	0	0	0	0	0	0	0	0,0	0
07:30 - 07:45	0	0	0	0	0	0	0	0,0	0
07:45 - 08:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0,0	0
08:15 - 08:30	0	0	0	0	0	0	0	0,0	0
08:30 - 08:45	0	0	0	0	0	0	0	0,0	0
08:45 - 09:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0,0	0
09:15 - 09:30	0	0	0	0	0	0	0	0,0	0
09:30 - 09:45	0	0	0	0	0	0	0	0,0	0
09:45 - 10:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0,0	0
10:15 - 10:30	0	0	0	0	0	0	0	0,0	0
10:30 - 10:45	0	0	0	0	0	0	0	0,0	0
10:45 - 11:00	0	0	0	0	0	0	1	0,4	1
Hourly Total	0	0	0	0	0	0	1	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0,0	0
11:15 - 11:30	0	0	0	0	0	0	0	0,0	0
11:30 - 11:45	0	0	0	0	0	0	0	0,0	0
11:45 - 12:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0,0	0
12:15 - 12:30	0	0	0	0	0	0	0	0,0	0
12:30 - 12:45	0	0	0	0	0	0	0	0,0	0
12:45 - 13:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0,0	0
13:15 - 13:30	0	0	0	0	0	0	0	0,0	0
13:30 - 13:45	0	0	0	0	0	0	0	0,0	0
13:45 - 14:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0,0	0
14:15 - 14:30	0	0	0	0	0	0	0	0,0	0
14:30 - 14:45	0	0	0	0	0	0	0	0,0	0
14:45 - 15:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0,0	0
15:15 - 15:30	0	0	0	0	0	0	0	0,0	0
15:30 - 15:45	0	1	0	0	0	0	0	1,0	1
15:45 - 16:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	1	0	0	0	0	0	1	1
16:00 - 16:15	1	0	0	0	0	0	0	1,0	1
16:15 - 16:30	0	0	0	0	0	0	0	0,0	0
16:30 - 16:45	0	0	0	0	0	0	0	0,0	0
16:45 - 17:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	1	0	0	0	0	0	0	1	1
17:00 - 17:15	0	0	0	0	0	0	0	0,0	0
17:15 - 17:30	0	0	0	0	0	0	0	0,0	0
17:30 - 17:45	0	0	0	0	0	0	0	0,0	0
17:45 - 18:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0,0	0
18:15 - 18:30	0	0	0	0	0	0	0	0,0	0
18:30 - 18:45	0	0	0	0	0	0	0	0,0	0
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	1	1	0	0	0	0	1	2	3

A to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0,0	0
07:15 - 07:30	0	0	0	0	0	0	0	0,0	0
07:30 - 07:45	0	0	0	0	0	0	0	0,0	0
07:45 - 08:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0,0	0
08:15 - 08:30	0	0	0	0	0	0	0	0,0	0
08:30 - 08:45	0	0	0	0	0	0	0	0,0	0
08:45 - 09:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0,0	0
09:15 - 09:30	0	0	0	0	0	0	0	0,0	0
09:30 - 09:45	0	0	0	0	0	0	0	0,0	0
09:45 - 10:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0,0	0
10:15 - 10:30	0	0	0	0	0	0	0	0,0	0
10:30 - 10:45	0	0	0	0	0	0	0	0,0	0
10:45 - 11:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0,0	0
11:15 - 11:30	0	0	0	0	0	0	0	0,0	0
11:30 - 11:45	0	0	0	0	0	0	0	0,0	0
11:45 - 12:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0,0	0
12:15 - 12:30	0	0	0	0	0	0	0	0,0	0
12:30 - 12:45	0	0	0	0	0	0	0	0,0	0
12:45 - 13:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0,0	0
13:15 - 13:30	0	0	0	0	0	0	0	0,0	0
13:30 - 13:45	0	0	0	0	0	0	0	0,0	0
13:45 - 14:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0,0	0
14:15 - 14:30	0	0	0	0	0	0	0	0,0	0
14:30 - 14:45	0	0	0	0	0	0	0	0,0	0
14:45 - 15:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0,0	0
15:15 - 15:30	0	0	0	0	0	0	0	0,0	0
15:30 - 15:45	0	0	0	0	0	0	0	0,0	0
15:45 - 16:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0,0	0
16:15 - 16:30	0	0	0	0	0	0	0	0,0	0
16:30 - 16:45	0	0	0	0	0	0	0	0,0	0
16:45 - 17:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0,0	0
17:15 - 17:30	0	0	0	0	0	0	0	0,0	0
17:30 - 17:45	0	0	0	0	0	0	0	0,0	0
17:45 - 18:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0,0	0
18:15 - 18:30	0	0	0	0	0	0	0	0,0	0
18:30 - 18:45	0	0	0	0	0	0	0	0,0	0
18:45 - 19:00	0	0	0	0	0	0	0	0,0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	20	5	2	0	0	1	1	28,6	29
07:15 - 07:30	47	4	1	0	0	3	1	53,5	56
07:30 - 07:45	40	6	0	0	1	0	0	48,0	47
07:45 - 08:00	48	3	2	1	0	1	0	56,5	55
Hourly Total	155	18	5	1	1	5	2	187	187
08:00 - 08:15	37	4	2	0	0	1	1	44,6	45
08:15 - 08:30	52	2	0	0	0	1	2	55,0	57
08:30 - 08:45	68	2	4	0	1	5	2	79,8	82
08:45 - 09:00	56	2	0	0	0	6	1	59,6	65
Hourly Total	213	10	6	0	1	13	6	239	249
09:00 - 09:15	77	5	0	0	0	4	1	83,2	87
09:15 - 09:30	38	8	1	1	0	0	0	49,8	48
09:30 - 09:45	45	2	2	0	0	1	1	50,6	51
09:45 - 10:00	42	1	0	0	1	1	2	46,0	47
Hourly Total	202	16	3	1	1	6	4	230	233
10:00 - 10:15	28	7	0	1	0	0	0	37,3	36
10:15 - 10:30	49	6	2	1	0	0	2	61,1	60
10:30 - 10:45	47	5	1	0	0	7	0	54,9	60
10:45 - 11:00	42	5	0	0	0	3	1	48,0	51
Hourly Total	166	23	3	2	0	10	3	201	207
11:00 - 11:15	46	3	1	0	0	4	0	51,3	54
11:15 - 11:30	43	9	1	0	0	1	2	54,5	56
11:30 - 11:45	44	4	0	1	0	1	3	51,7	53
11:45 - 12:00	46	8	0	0	0	1	1	54,6	56
Hourly Total	179	24	2	1	0	7	6	212	219
12:00 - 12:15	63	6	1	0	0	3	1	71,5	74
12:15 - 12:30	48	7	4	0	0	2	2	62,2	63
12:30 - 12:45	60	4	0	0	0	2	0	64,4	66
12:45 - 13:00	57	5	1	0	0	1	1	64,1	65
Hourly Total	228	22	6	0	0	8	4	262	268
13:00 - 13:15	48	10	0	0	0	2	1	58,8	61
13:15 - 13:30	54	6	0	0	0	2	1	60,8	63
13:30 - 13:45	43	9	1	0	1	3	1	56,5	58
13:45 - 14:00	55	10	1	0	0	1	1	67,1	68
Hourly Total	200	35	2	0	1	8	4	243	250
14:00 - 14:15	32	7	2	0	0	1	1	42,6	43
14:15 - 14:30	48	5	0	0	0	4	1	54,2	58
14:30 - 14:45	56	3	2	0	0	4	0	62,8	65
14:45 - 15:00	65	5	0	0	0	2	0	70,4	72
Hourly Total	201	20	4	0	0	11	2	230	238
15:00 - 15:15	75	4	0	0	0	2	4	81,0	85
15:15 - 15:30	58	4	1	0	0	2	0	63,9	65
15:30 - 15:45	55	7	1	0	0	8	1	65,5	72
15:45 - 16:00	62	6	1	0	2	1	3	74,9	75
Hourly Total	250	21	3	0	2	13	8	285	297
16:00 - 16:15	53	8	1	0	0	2	1	63,3	65
16:15 - 16:30	58	7	0	0	0	3	4	67,2	72
16:30 - 16:45	54	5	0	0	0	8	3	61,8	70
16:45 - 17:00	56	6	0	0	0	3	1	63,0	66
Hourly Total	221	26	1	0	0	16	9	255	273
17:00 - 17:15	60	4	0	0	1	7	5	69,4	77
17:15 - 17:30	60	2	1	0	0	3	1	64,5	67
17:30 - 17:45	51	3	0	0	0	11	1	56,6	66
17:45 - 18:00	62	5	0	0	1	14	2	72,6	84
Hourly Total	233	14	1	0	2	35	9	263	294
18:00 - 18:15	51	2	0	0	0	8	7	57,4	68
18:15 - 18:30	59	4	0	0	0	14	2	66,6	79
18:30 - 18:45	43	1	0	0	0	3	3	45,8	50
18:45 - 19:00	37	1	0	0	0	5	2	39,8	45
Hourly Total	190	8	0	0	0	30	14	210	242
Session Total	2438	237	36	5	8	162	71	2817	2957

To A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	40	9	2	0	0	0	2	52,8	53
07:15 - 07:30	63	8	2	0	0	5	3	76,2	81
07:30 - 07:45	77	10	2	1	0	6	2	94,3	98
07:45 - 08:00	54	2	3	0	0	3	2	61,9	64
Hourly Total	234	29	9	1	0	14	9	285	296
08:00 - 08:15	49	9	0	0	0	8	3	60,8	69
08:15 - 08:30	54	2	1	0	1	10	0	61,5	68
08:30 - 08:45	50	4	1	1	0	15	0	60,8	71
08:45 - 09:00	66	1	0	1	0	9	1	71,5	78
Hourly Total	219	16	2	2	1	42	4	255	286
09:00 - 09:15	60	6	2	0	0	5	1	70,4	74
09:15 - 09:30	72	11	1	1	0	6	0	88,0	91
09:30 - 09:45	63	7	1	0	1	1	0	73,7	73
09:45 - 10:00	66	5	2	0	0	1	1	74,6	75
Hourly Total	261	29	6	1	1	13	2	307	313
10:00 - 10:15	59	10	0	0	0	3	2	70,4	74
10:15 - 10:30	48	9	1	0	0	1	1	59,1	60
10:30 - 10:45	56	9	0	0	0	3	2	66,4	70
10:45 - 11:00	47	9	2	0	0	4	0	59,8	62
Hourly Total	210	37	3	0	0	11	5	256	266
11:00 - 11:15	49	10	0	0	0	2	0	59,4	61
11:15 - 11:30	58	7	1	0	0	5	1	67,9	72
11:30 - 11:45	50	4	1	1	0	2	2	59,0	60
11:45 - 12:00	55	6	0	0	0	0	1	61,4	62
Hourly Total	212	27	2	1	0	9	4	248	255
12:00 - 12:15	71	4	1	0	0	6	3	78,9	85
12:15 - 12:30	55	8	2	0	0	3	1	67,0	69
12:30 - 12:45	70	7	1	0	0	1	0	78,7	79
12:45 - 13:00	48	1	1	0	0	4	1	51,7	55
Hourly Total	244	20	5	0	0	14	5	276	288
13:00 - 13:15	62	6	0	0	0	0	1	68,4	69
13:15 - 13:30	51	8	2	0	0	2	1	62,8	64
13:30 - 13:45	58	9	2	0	0	1	4	71,8	74
13:45 - 14:00	54	5	0	0	0	2	1	59,8	62
Hourly Total	225	28	4	0	0	5	7	263	269
14:00 - 14:15	49	4	1	0	0	2	3	56,1	59
14:15 - 14:30	58	5	0	0	0	3	1	64,0	67
14:30 - 14:45	70	2	0	0	0	2	0	72,4	74
14:45 - 15:00	64	1	0	0	0	1	1	65,6	67
Hourly Total	241	12	1	0	0	8	5	258	267
15:00 - 15:15	69	7	0	0	0	3	4	78,2	83
15:15 - 15:30	59	3	1	0	0	1	2	64,5	66
15:30 - 15:45	64	5	0	1	1	2	2	74,5	75
15:45 - 16:00	54	6	0	0	0	1	4	61,8	65
Hourly Total	246	21	1	1	1	7	12	279	289
16:00 - 16:15	83	7	1	0	0	8	0	93,1	99
16:15 - 16:30	83	5	0	0	0	2	1	88,8	91
16:30 - 16:45	107	7	0	0	2	2	5	120,4	123
16:45 - 17:00	94	2	1	0	0	1	3	98,9	101
Hourly Total	367	21	2	0	2	13	9	401	414
17:00 - 17:15	82	5	1	0	1	4	3	92,5	96
17:15 - 17:30	98	3	0	0	0	3	5	103,6	109
17:30 - 17:45	79	4	0	0	0	3	2	84,4	88
17:45 - 18:00	77	1	0	0	1	3	2	81,4	84
Hourly Total	336	13	1	0	2	13	12	362	377
18:00 - 18:15	66	6	0	0	0	3	2	73,4	77
18:15 - 18:30	66	2	0	0	0	6	5	71,2	79
18:30 - 18:45	64	1	0	0	1	2	4	69,0	72
18:45 - 19:00	40	4	0	0	0	2	2	45,2	48
Hourly Total	236	13	0	0	1	13	13	259	276
Session Total	3031	266	36	6	8	162	87	3448	3596

streetwise

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Shelford Road / B = (North East) Addenbrooke's Road / C = (South East) A1301 Shelford Road / D = (South West) Addenbrooke's Road

Approach: B = (North East) Addenbrooke's Road

TIME	B to C									B to D								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	4	2	0	0	0	0	0	6.0	6	28	1	1	0	1	0	0	32.5	31
07:15 - 07:30	13	1	0	0	1	0	0	16.0	15	51	2	0	0	0	0	1	53.4	54
07:30 - 07:45	12	2	0	0	1	0	0	16.0	15	61	6	0	0	0	0	0	67.0	67
07:45 - 08:00	7	0	0	0	0	0	0	7.0	7	92	2	1	0	0	1	0	95.7	96
Hourly Total	36	5	0	0	2	0	0	45	43	232	11	2	0	1	1	1	249	248
08:00 - 08:15	17	2	0	0	0	0	0	19.0	19	84	7	0	3	3	0	0	103.9	97
08:15 - 08:30	21	4	0	0	1	0	0	27.0	26	72	4	0	1	0	0	0	78.3	77
08:30 - 08:45	17	3	1	0	1	1	0	23.7	23	69	6	3	2	0	0	0	84.1	80
08:45 - 09:00	15	3	0	0	0	2	0	18.4	20	53	3	3	1	1	0	0	64.8	61
Hourly Total	70	12	1	0	2	3	0	88	88	278	20	6	7	4	0	0	331	315
09:00 - 09:15	8	1	1	0	1	0	0	12.5	11	40	8	0	1	0	0	1	50.7	50
09:15 - 09:30	8	1	0	0	0	0	0	9.0	9	43	7	2	3	0	0	0	59.9	55
09:30 - 09:45	19	3	1	0	0	0	0	23.5	23	46	7	1	6	0	0	1	68.7	61
09:45 - 10:00	13	2	1	0	0	0	0	16.5	16	38	10	0	3	2	0	1	59.3	54
Hourly Total	48	7	3	0	1	0	0	62	59	167	32	3	13	2	0	3	239	220
10:00 - 10:15	9	1	0	0	1	0	0	12.0	11	45	9	0	0	1	0	0	56.0	55
10:15 - 10:30	12	2	0	0	0	0	0	14.0	14	55	5	1	1	0	0	0	63.8	62
10:30 - 10:45	10	2	0	0	2	0	0	16.0	14	55	10	2	2	0	0	0	72.6	69
10:45 - 11:00	12	3	1	0	0	0	0	16.5	16	48	5	2	2	0	0	0	60.6	57
Hourly Total	43	8	1	0	3	0	0	59	55	203	29	5	5	1	0	0	253	243
11:00 - 11:15	15	2	0	0	1	1	1	19.6	20	57	15	0	0	0	0	0	72.0	72
11:15 - 11:30	9	0	0	0	0	0	0	9.0	9	59	6	4	3	0	0	0	77.9	72
11:30 - 11:45	11	2	0	0	2	2	0	17.4	17	76	13	1	1	0	0	1	93.2	92
11:45 - 12:00	13	3	1	0	1	0	0	19.5	18	57	9	4	2	0	0	2	77.4	74
Hourly Total	48	7	1	0	4	3	1	66	64	249	43	9	6	0	0	3	321	310
12:00 - 12:15	12	3	0	0	0	0	0	15.0	15	74	11	1	0	0	0	1	86.9	87
12:15 - 12:30	13	3	0	0	0	0	0	16.0	16	73	8	2	0	1	0	1	86.4	85
12:30 - 12:45	17	2	0	0	2	1	0	23.2	22	78	8	0	0	0	0	0	86.0	86
12:45 - 13:00	13	0	0	0	0	0	0	13.0	13	91	12	1	1	0	0	0	106.8	105
Hourly Total	55	8	0	0	2	1	0	67	66	316	39	4	1	1	0	2	366	363
13:00 - 13:15	11	1	0	0	1	1	1	14.6	15	72	8	1	0	0	0	0	81.5	81
13:15 - 13:30	5	1	0	0	1	0	1	8.4	8	74	9	1	1	0	0	0	86.8	85
13:30 - 13:45	12	1	0	0	1	0	0	15.0	14	79	14	4	2	0	0	0	103.6	99
13:45 - 14:00	9	1	0	1	1	1	0	14.5	13	91	14	0	1	0	0	1	107.7	107
Hourly Total	37	4	0	1	4	2	2	53	50	316	45	6	4	0	0	1	380	372
14:00 - 14:15	16	2	2	0	0	1	0	21.2	21	89	20	1	2	0	1	1	115.7	114
14:15 - 14:30	9	3	0	0	1	0	0	14.0	13	74	13	2	0	0	0	1	90.4	90
14:30 - 14:45	13	0	0	0	1	1	0	15.2	15	113	13	0	1	0	0	1	128.7	128
14:45 - 15:00	20	2	0	0	1	1	0	24.2	24	120	9	2	0	0	0	0	132.0	131
Hourly Total	58	7	2	0	3	3	0	75	73	396	55	5	3	0	1	3	467	463
15:00 - 15:15	19	3	0	0	0	1	0	22.2	23	130	13	3	2	0	1	2	153.1	151
15:15 - 15:30	20	3	0	0	1	4	0	25.8	28	150	14	0	0	0	0	2	164.8	166
15:30 - 15:45	24	1	0	0	1	0	1	27.4	27	134	12	1	0	0	0	2	148.5	150
15:45 - 16:00	26	3	0	0	0	1	0	29.2	30	192	17	1	1	0	1	2	213.6	213
Hourly Total	89	10	0	0	2	6	1	105	108	606	56	5	3	0	2	8	680	680
16:00 - 16:15	35	0	0	0	1	2	1	37.8	39	201	13	0	1	0	0	3	217.5	218
16:15 - 16:30	43	3	0	0	0	1	3	47.4	50	226	7	0	0	0	0	3	234.2	236
16:30 - 16:45	31	4	0	0	0	1	1	35.6	37	189	13	0	0	2	0	3	207.2	207
16:45 - 17:00	38	1	0	0	1	1	0	41.2	41	202	7	0	0	2	0	2	213.8	213
Hourly Total	147	8	0	0	2	5	5	162	167	818	40	0	1	4	0	11	873	874
17:00 - 17:15	38	1	0	0	1	6	0	42.2	46	184	31	1	0	0	1	2	217.5	219
17:15 - 17:30	35	1	0	0	0	2	2	37.2	40	204	12	0	0	0	0	2	216.8	218
17:30 - 17:45	45	0	0	0	1	3	2	48.4	51	151	6	0	1	0	2	3	160.9	163
17:45 - 18:00	21	2	0	0	0	3	0	23.6	26	174	7	0	0	0	1	2	182.0	184
Hourly Total	139	4	0	0	2	14	4	151	163	713	56	1	1	0	4	9	777	784
18:00 - 18:15	17	0	0	0	1	2	1	19.8	21	147	5	0	0	0	0	0	152.0	152
18:15 - 18:30	19	0	0	0	2	4	3	25.0	28	169	12	0	0	0	0	0	181.0	181
18:30 - 18:45	18	1	0	0	0	1	0	19.2	20	108	2	0	0	2	0	1	114.4	113
18:45 - 19:00	10	0	0	0	1	1	0	12.2	12	116	7	0	1	0	0	3	126.5	127
Hourly Total	64	1	0	0	4	8	4	76	81	540	26	0	1	2	0	4	574	573
Session Total	834	81	8	1	31	45	17	1007	1017	4834	452	46	45	15	8	45	5508	5445

TIME	B to A									B to B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	11	1	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	10	0	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	10	1	1	0	0	0	0	12.5	12	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	10	0	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	41	2	2	0	0	0	0	46	45	0	0	0	0	0	0	0	0	0
08:00 - 08:15	17	2	0	0	0	0	2	19.8	21	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	15	0	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	20	2	1	0	0	0	0	23.5	23	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	27	1	0	0	0	0	0	28.0	28	0	0	0	0	0	0	0	0.0	0
Hourly Total	79	5	1	0	0	0	2	86	87	0	0	0	0	0	0	0	0	0
09:00 - 09:15	9	0	0	0	0	0	0	9.0	9	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	15	3	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	15	2	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	17	0	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
Hourly Total	56	5	0	0	0	0	0	61	61	0	0	0	0	0	0	0	0	0
10:00 - 10:15	10	2	0	0	0	0	0	12.0	12	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	15	2	1	0	0	0	0	18.5	18	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	7	2	0	0	0	0	1	9.4	10	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	8	2	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
Hourly Total	40	8	2	0	0	0	1	51	51	0	0	0	0	0	0	0	0	0
11:00 - 11:15	16	4	0	0	0	0	0	20.0	20	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	7	3	1	0	0	0	0	11.5	11	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	12	2	0	0	0	0	2	14.8	16	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	17	1	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	52	10	1	0	0	0	2	64	65	0	0	0	0	0	0	0	0	0
12:00 - 12:15	23	4	1	0	0	0	1	28.9	29	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	9	0	2	0	0	0	1	12.4	12	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	13	2	0	0	0	0	0	15.0	15	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	17	1	0	0	0	0	0	18.0	18	0	0	0	0	0	0	0	0.0	0
Hourly Total	62	7	3	0	0	0	2	74	74	0	0	0	0	0	0	0	0	0
13:00 - 13:15	14	0	0	0	0	0	1	14.4	15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	13	2	1	0	0	0	0	16.5	16	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	16	6	1	0	0	0	2	24.3	25	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	8	2	0	0	0	0	0	10.0	10	0	0	0	0	0	0	0	0.0	0
Hourly Total	51	10	2	0	0	0	3	65	66	0	0	0	0	0	0	0	0	0
14:00 - 14:15	9	1	0	0	0	0	1	10.4	11	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	15	2	0	0	0	0	0	17.0	17	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	25	0	0	0	0	2	0	25.4	27	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	18	0	0	0	0	0	1	18.4	19	0	0	0	0	0	0	0	0.0	0
Hourly Total	67	3	0	0	0	2	2	71	74	0	0	0	0	0	0	0	0	0
15:00 - 15:15	13	1	0	0	0	1	1	14.6	16	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	25	2	0	0	0	0	1	27.4	28	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	20	4	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	19	2	0	0	0	0	0	21.0	21	0	0	0	0	0	0	0	0.0	0
Hourly Total	77	9	0	0	0	1	2	87	89	0	0	0	0	0	0	0	0	0
16:00 - 16:15	31	3	0	0	0	1	0	34.2	35	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	46	1	0	0	0	0	1	47.4	48	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	49	2	0	0	1	0	1	53.4	53	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	43	0	0	0	0	0	0	43.0	43	0	0	0	0	0	0	0	0.0	0
Hourly Total	169	6	0	0	1	1	2	178	179	0	0	0	0	0	0	0	0	0
17:00 - 17:15	32	4	0	0	0	0	2	36.8	38	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	44	0	0	0	0	0	1	44.4	45	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	32	2	0	0	0	0	2	34.8	36	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	28	1	0	0	0	0	1	29.4	30	0	0	0	0	0	0	0	0.0	0
Hourly Total	136	7	0	0	0	0	6	145	149	0	0	0	0	0	0	0	0	0
18:00 - 18:15	20	4	0	0	0	0	0	24.0	24	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	24	1	0	0	0	0	1	25.4	26	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	16	1	0	0	0	1	2	18.0	20	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	7	0	0	0	0	0	0	7.0	7	0	0	0	0	0	0	0	0.0	0
Hourly Total	67	6	0	0	0	1	3	74	77	0	0	0	0	0	0	0	0	0
Session Total	897	78	11	0	1	5	25	1005	1017	0	0	0	0	0	0	0	0	0

TIME	From B									To B								
	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	43	4	1	0	1	0	0	50.5	49	284	24	2	0	1	6	3	315.4	320
07:15 - 07:30	74	3	0	0	1	0	1	79.4	79	290	18	2	2	1	7	1	319.4	321
07:30 - 07:45	83	9	1	0	1	0	0	95.5	94	262	11	2	0	2	6	1	281.6	284
07:45 - 08:00	109	2	2	0	0	1	0	114.2	114	269	13	3	2	0	18	2	295.5	307
Hourly Total	309	18	4	0	3	1	1	340	336	1105	66	9	4	4	37	7	1212	1232
08:00 - 08:15	118	11	0	3	3	0	2	142.7	137	235	22	2	2	1	21	3	272.0	286
08:15 - 08:30	108	8	0	1	1	0	0	120.3	118	226	17	3	4	1	12	3	262.3	266
08:30 - 08:45	106	11	5	2	1	1	0	131.3	126	251	14	4	3	2	19	4	287.3	297
08:45 - 09:00	95	7	3	1	1	2	0	111.2	109	247	21	2	1	0	10	1	275.7	282
Hourly Total	427	37	8	7	6	3	2	506	490	959	74	11	10	4	62	11	1097	1131
09:00 - 09:15	57	9	1	1	1	0	1	72.2	70	237	18	2	3	2	4	1	270.1	267
09:15 - 09:30	66	11	2	3	0	0	0	86.9	82	231	11	3	2	0	3	1	252.1	251
09:30 - 09:45	80	12	2	6	0	0	1	109.2	101	167	19	4	2	1	1	1	199.2	195
09:45 - 10:00	68	12	1	3	2	0	1	92.8	87	142	11	0	0	0	3	2	154.4	158
Hourly Total	271	44	6	13	3	0	3	361	340	777	59	9	7	3	11	5	876	871
10:00 - 10:15	64	12	0	0	2	0	0	80.0	78	126	17	3	4	2	2	1	161.5	155
10:15 - 10:30	82	9	2	1	0	0	0	96.3	94	129	11	1	2	3	2	1	152.9	149
10:30 - 10:45	72	14	2	2	2	0	1	98.0	93	129	18	1	3	0	0	1	155.8	152
10:45 - 11:00	68	10	4	2	0	0	0	88.6	84	91	11	2	0	0	1	1	105.6	106
Hourly Total	286	45	8	5	4	0	1	363	349	475	57	7	9	5	5	4	576	562
11:00 - 11:15	88	21	0	0	1	1	1	111.6	112	91	6	1	1	0	4	2	102.4	105
11:15 - 11:30	75	9	5	3	0	0	0	98.4	92	86	14	1	0	0	2	2	102.7	105
11:30 - 11:45	99	17	1	1	2	2	3	125.4	125	86	6	4	3	2	0	5	110.9	106
11:45 - 12:00	87	13	5	2	1	0	2	114.9	110	91	17	0	1	1	2	0	112.7	112
Hourly Total	349	60	11	6	4	3	6	450	439	354	43	6	5	3	8	9	429	428
12:00 - 12:15	109	18	2	0	0	0	2	130.8	131	79	10	4	0	0	0	2	95.8	95
12:15 - 12:30	95	11	4	0	1	0	2	114.8	113	85	10	4	0	2	1	0	105.2	102
12:30 - 12:45	108	12	0	0	2	1	0	124.2	123	84	9	1	2	0	1	0	99.3	97
12:45 - 13:00	121	13	1	1	0	0	0	137.8	136	83	9	2	0	1	1	0	97.2	96
Hourly Total	433	54	7	1	3	1	4	508	503	331	38	11	2	3	3	2	398	390
13:00 - 13:15	97	9	1	0	1	1	2	110.5	111	90	8	0	1	1	3	1	103.3	104
13:15 - 13:30	92	12	2	1	1	0	1	111.7	109	92	15	1	1	1	2	1	113.6	113
13:30 - 13:45	107	21	5	2	1	0	2	142.9	138	89	11	1	1	0	1	1	104.4	104
13:45 - 14:00	108	17	0	2	1	1	1	132.2	130	87	18	1	3	1	2	0	115.8	112
Hourly Total	404	59	8	5	4	2	6	497	488	358	52	3	6	3	8	3	437	433
14:00 - 14:15	114	23	3	2	0	2	2	147.3	146	74	10	1	2	0	0	1	90.5	88
14:15 - 14:30	98	18	2	0	1	0	1	121.4	120	90	18	0	1	2	1	0	114.5	112
14:30 - 14:45	151	13	0	1	1	3	1	169.3	170	77	8	0	1	2	1	0	91.5	89
14:45 - 15:00	158	11	2	0	1	1	1	174.6	174	72	6	2	0	0	3	0	81.6	83
Hourly Total	521	65	7	3	3	6	5	613	610	313	42	3	4	4	5	1	378	372
15:00 - 15:15	162	17	3	2	0	3	3	189.9	190	112	14	0	1	1	3	0	130.9	131
15:15 - 15:30	195	19	0	0	1	4	3	218.0	222	76	5	0	1	0	1	0	83.5	83
15:30 - 15:45	178	17	1	0	1	1	3	199.9	201	90	8	0	1	2	1	1	104.9	103
15:45 - 16:00	237	22	1	1	0	1	2	263.8	264	102	9	0	0	1	1	2	114.0	115
Hourly Total	772	75	5	3	2	9	11	872	877	380	36	0	3	4	6	3	433	432
16:00 - 16:15	267	16	0	1	1	3	4	289.5	292	70	9	0	1	2	3	0	85.9	85
16:15 - 16:30	315	11	0	0	0	1	7	329.0	334	89	11	1	1	0	2	3	105.4	107
16:30 - 16:45	269	19	0	0	3	1	5	296.2	297	74	4	0	0	2	3	2	83.4	85
16:45 - 17:00	283	8	0	0	3	1	2	298.0	297	72	8	0	0	1	2	2	83.2	85
Hourly Total	1134	54	0	1	7	6	18	1213	1220	305	32	1	2	5	10	7	358	362
17:00 - 17:15	254	36	1	0	1	7	4	296.5	303	65	8	0	0	1	0	0	75.0	74
17:15 - 17:30	283	13	0	0	0	2	5	298.4	303	90	5	0	0	1	1	1	97.6	98
17:30 - 17:45	228	8	0	1	1	5	7	244.1	250	67	7	0	0	0	2	0	74.4	76
17:45 - 18:00	223	10	0	0	0	4	3	235.0	240	81	9	0	0	2	5	1	95.4	98
Hourly Total	988	67	1	1	2	18	19	1074	1096	303	29	0	0	4	8	2	342	346
18:00 - 18:15	184	9	0	0	1	2	1	195.8	197	85	9	0	0	0	5	2	95.8	101
18:15 - 18:30	212	13	0	0	2	4	4	231.4	235	96	9	0	0	2	1	1	109.6	109
18:30 - 18:45	142	4	0	0	2	2	3	151.6	153	91	5	0	1	0	1	5	100.5	103
18:45 - 19:00	133	7	0	1	1	1	3	145.7	146	93	4	0	1	2	1	2	104.3	103
Hourly Total	671	33	0	1	6	9	11	725	731	365	27	0	2	4	8	10	410	416
Session Total	6565	611	65	46	47	58	87	7520	7479	6025	555	60	54	46	171	64	6946	6975

![streetwise]

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) A1301 Shelford Road / B - (North East) Addenbrooke's Road / C - (South East) A1301 Shelford Road / D - (South West) Addenbrooke's Road

Approach: C - (South East) A1301 Shelford Road

C to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	17	5	0	1	0	0	0	24.3	23
07:15 - 07:30	28	5	1	0	1	0	0	36.5	35
07:30 - 07:45	33	6	0	0	1	0	0	41.0	40
07:45 - 08:00	31	6	3	0	0	0	0	41.5	40
Hourly Total	109	22	4	1	2	0	0	143	138
08:00 - 08:15	28	3	2	0	0	0	0	34.0	33
08:15 - 08:30	33	3	2	1	1	0	0	43.3	40
08:30 - 08:45	30	1	0	0	0	0	0	31.0	31
08:45 - 09:00	35	4	0	0	0	2	0	39.4	41
Hourly Total	126	11	4	1	1	2	0	148	145
09:00 - 09:15	34	5	1	3	0	0	0	47.4	43
09:15 - 09:30	41	3	2	1	0	0	0	49.3	47
09:30 - 09:45	30	5	1	1	0	0	0	38.8	37
09:45 - 10:00	34	7	0	0	0	0	1	41.4	42
Hourly Total	139	20	4	5	0	0	1	177	169
10:00 - 10:15	37	1	1	1	0	0	0	41.8	40
10:15 - 10:30	34	9	2	2	0	0	0	50.6	47
10:30 - 10:45	33	3	0	0	0	0	0	36.0	36
10:45 - 11:00	35	10	1	0	0	0	0	46.5	46
Hourly Total	139	23	4	3	0	0	0	175	169
11:00 - 11:15	32	9	5	1	0	0	0	50.8	47
11:15 - 11:30	42	3	2	3	0	0	1	55.3	51
11:30 - 11:45	37	5	0	0	0	0	0	42.0	42
11:45 - 12:00	33	7	3	0	0	0	0	44.5	43
Hourly Total	144	24	10	4	0	0	1	193	183
12:00 - 12:15	27	8	3	1	0	0	0	41.8	39
12:15 - 12:30	24	4	0	0	0	0	0	28.0	28
12:30 - 12:45	38	9	2	2	0	0	0	54.6	51
12:45 - 13:00	26	4	1	0	0	0	1	31.9	32
Hourly Total	115	25	6	3	0	0	1	156	150
13:00 - 13:15	44	2	1	0	0	0	0	47.5	47
13:15 - 13:30	31	10	1	0	0	0	0	42.5	42
13:30 - 13:45	43	6	1	0	1	0	0	52.5	51
13:45 - 14:00	35	5	1	0	0	0	0	41.5	41
Hourly Total	153	23	4	0	1	0	0	184	181
14:00 - 14:15	39	8	0	1	0	0	0	49.3	48
14:15 - 14:30	23	14	3	0	0	1	1	42.1	42
14:30 - 14:45	34	6	2	1	0	0	0	45.3	43
14:45 - 15:00	39	7	0	0	0	0	0	46.0	46
Hourly Total	135	35	5	2	0	1	1	183	179
15:00 - 15:15	46	10	2	0	0	0	0	59.0	58
15:15 - 15:30	44	10	0	1	0	0	0	56.3	55
15:30 - 15:45	52	10	1	2	1	0	1	70.5	67
15:45 - 16:00	49	11	2	1	0	0	0	65.3	63
Hourly Total	191	41	5	4	1	0	1	251	243
16:00 - 16:15	59	18	1	1	0	1	0	81.0	80
16:15 - 16:30	36	16	0	1	0	0	1	54.7	54
16:30 - 16:45	36	6	0	0	0	1	0	42.2	43
16:45 - 17:00	43	8	1	0	0	0	0	52.5	52
Hourly Total	174	48	2	2	0	2	1	230	229
17:00 - 17:15	40	6	0	1	0	0	0	48.3	47
17:15 - 17:30	49	4	0	0	0	0	0	53.0	53
17:30 - 17:45	55	0	0	0	0	0	0	55.0	55
17:45 - 18:00	32	5	1	0	0	0	0	38.5	38
Hourly Total	176	15	1	1	0	0	0	195	193
18:00 - 18:15	56	3	0	0	0	0	0	59.0	59
18:15 - 18:30	42	0	1	0	0	0	0	43.5	43
18:30 - 18:45	27	2	0	0	0	0	0	29.0	29
18:45 - 19:00	27	1	0	0	0	0	0	28.0	28
Hourly Total	152	6	1	0	0	0	0	160	159
Session Total	1753	293	50	26	5	5	6	2194	2138

C to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	27	8	2	0	0	0	2	38.8	39
07:15 - 07:30	52	8	2	0	0	5	3	65.2	70
07:30 - 07:45	60	9	1	1	0	6	2	74.8	79
07:45 - 08:00	40	2	2	0	0	3	1	46.0	48
Hourly Total	179	27	7	1	0	14	8	225	236
08:00 - 08:15	27	6	0	0	0	8	1	35.0	42
08:15 - 08:30	35	1	1	0	1	10	0	41.5	48
08:30 - 08:45	24	2	0	1	0	15	0	31.3	42
08:45 - 09:00	35	0	0	1	0	9	1	39.5	46
Hourly Total	121	9	1	2	1	42	2	147	178
09:00 - 09:15	49	5	1	0	0	5	1	56.9	61
09:15 - 09:30	51	8	1	1	0	6	0	64.0	67
09:30 - 09:45	44	5	0	0	1	1	0	51.2	51
09:45 - 10:00	43	5	2	0	0	1	1	51.6	52
Hourly Total	187	23	4	1	1	13	2	224	231
10:00 - 10:15	45	7	0	0	0	3	2	53.4	57
10:15 - 10:30	31	7	0	0	0	1	1	38.6	40
10:30 - 10:45	46	4	0	0	0	3	1	51.0	54
10:45 - 11:00	34	6	1	0	0	4	0	42.3	45
Hourly Total	156	24	1	0	0	11	4	185	196
11:00 - 11:15	29	5	0	0	0	2	0	34.4	36
11:15 - 11:30	48	3	0	0	0	5	1	52.4	57
11:30 - 11:45	33	1	1	1	0	2	0	38.2	38
11:45 - 12:00	36	3	0	0	0	0	1	39.4	40
Hourly Total	146	12	1	1	0	9	2	164	171
12:00 - 12:15	45	0	0	0	0	6	2	47.0	53
12:15 - 12:30	44	4	0	0	0	3	0	48.6	51
12:30 - 12:45	53	5	1	0	0	1	0	59.7	60
12:45 - 13:00	28	0	1	0	0	4	1	30.7	34
Hourly Total	170	9	2	0	0	14	3	186	198
13:00 - 13:15	45	5	0	0	0	0	0	50.0	50
13:15 - 13:30	37	5	1	0	0	2	1	44.3	46
13:30 - 13:45	40	2	1	0	0	1	2	44.5	46
13:45 - 14:00	43	2	0	0	0	2	1	45.8	48
Hourly Total	165	14	2	0	0	5	4	185	190
14:00 - 14:15	35	3	1	0	0	2	1	40.3	42
14:15 - 14:30	36	3	0	0	0	3	1	40.0	43
14:30 - 14:45	42	2	0	0	0	0	0	44.0	44
14:45 - 15:00	41	1	0	0	0	1	0	42.2	43
Hourly Total	154	9	1	0	0	6	2	167	172
15:00 - 15:15	51	6	0	0	0	2	3	58.6	62
15:15 - 15:30	32	1	1	0	0	1	1	35.1	36
15:30 - 15:45	40	1	0	1	1	2	2	46.5	47
15:45 - 16:00	29	2	0	0	0	1	4	32.8	36
Hourly Total	152	10	1	1	1	6	10	173	181
16:00 - 16:15	45	4	1	0	0	7	0	51.9	57
16:15 - 16:30	31	3	0	0	0	2	0	34.4	36
16:30 - 16:45	50	5	0	0	1	2	3	58.6	61
16:45 - 17:00	45	2	1	0	0	1	3	49.9	52
Hourly Total	171	14	2	0	1	12	6	195	206
17:00 - 17:15	42	1	0	0	1	4	1	46.2	49
17:15 - 17:30	47	3	0	0	0	3	4	52.2	57
17:30 - 17:45	44	1	0	0	0	3	0	45.6	48
17:45 - 18:00	41	0	0	0	1	3	1	44.0	46
Hourly Total	174	5	0	0	2	13	6	188	200
18:00 - 18:15	39	2	0	0	0	3	2	42.4	46
18:15 - 18:30	37	0	0	0	0	6	4	39.8	47
18:30 - 18:45	41	0	0	0	1	1	2	44.0	45
18:45 - 19:00	30	2	0	0	0	1	2	33.0	35
Hourly Total	147	4	0	0	1	11	10	159	173
Session Total	1922	160	22	6	7	156	59	2198	2332

C to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	27	1	0	0	1	2	1	30.8	32
07:15 - 07:30	31	2	0	0	0	6	0	34.2	39
07:30 - 07:45	29	0	0	0	1	4	0	31.8	34
07:45 - 08:00	47	1	0	0	0	17	0	51.4	65
Hourly Total	134	4	0	0	2	29	1	148	170
08:00 - 08:15	36	6	1	0	1	11	0	47.7	55
08:15 - 08:30	35	5	1	0	1	10	0	45.5	52
08:30 - 08:45	33	2	1	0	1	11	1	41.1	49
08:45 - 09:00	36	4	0	0	0	8	1	42.0	49
Hourly Total	140	17	3	0	3	40	2	176	205
09:00 - 09:15	39	1	0	1	2	1	0	46.5	44
09:15 - 09:30	28	1	0	0	0	2	0	29.4	31
09:30 - 09:45	12	3	0	1	0	1	0	17.5	17
09:45 - 10:00	14	2	0	0	0	1	1	16.6	18
Hourly Total	93	7	0	2	2	5	1	110	110
10:00 - 10:15	11	3	0	0	2	1	1	18.6	18
10:15 - 10:30	15	2	0	0	2	2	0	21.4	21
10:30 - 10:45	12	3	0	0	0	0	0	15.0	15
10:45 - 11:00	9	3	1	0	0	1	0	13.7	14
Hourly Total	47	11	1	0	4	4	1	69	68
11:00 - 11:15	9	0	0	0	0	4	1	10.2	14
11:15 - 11:30	11	2	0	0	0	1	1	13.6	15
11:30 - 11:45	10	1	2	0	1	0	0	16.0	14
11:45 - 12:00	11	1	0	0	1	2	0	14.4	15
Hourly Total	41	4	2	0	2	7	2	54	58
12:00 - 12:15	5	2	0	0	0	0	0	7.0	7
12:15 - 12:30	14	2	1	0	2	1	0	21.7	20
12:30 - 12:45	5	0	0	0	0	1	0	5.2	6
12:45 - 13:00	9	0	0	0	1	1	0	11.2	11
Hourly Total	33	4	1	0	3	3	0	45	44
13:00 - 13:15	11	1	0	0	1	2	0	14.4	15
13:15 - 13:30	8	2	0	0	1	2	0	12.4	13
13:30 - 13:45	9	2	0	0	0	0	0	11.0	11
13:45 - 14:00	8	0	0	0	1	2	0	10.4	11
Hourly Total	36	5	0	0	3	6	0	48	50
14:00 - 14:15	11	2	0	0	0	0	1	13.4	14
14:15 - 14:30	13	2	0	0	2	0	0	19.0	17
14:30 - 14:45	13	0	0	0	1	1	0	15.2	15
14:45 - 15:00	11	2	1	0	0	1	0	14.7	15
Hourly Total	48	6	1	0	3	2	1	62	61
15:00 - 15:15	11	1	0	0	1	1	0	14.2	14
15:15 - 15:30	11	0	0	0	0	0	0	11.0	11
15:30 - 15:45	12	1	0	0	1	1	0	15.2	15
15:45 - 16:00	17	3	0	0	1	1	0	22.2	22
Hourly Total	51	5	0	0	3	3	0	63	62
16:00 - 16:15	11	0	0	0	0	2	0	11.4	13
16:15 - 16:30	12	2	0	0	0	0	1	14.4	15
16:30 - 16:45	11	0	0	0	2	3	0	15.6	16
16:45 - 17:00	13	3	0	0	1	1	0	18.2	18
Hourly Total	47	5	0	0	3	6	1	60	62
17:00 - 17:15	8	2	0	0	0	0	0	10.0	10
17:15 - 17:30	17	1	0	0	1	1	0	20.2	20
17:30 - 17:45	10	0	0	0	0	1	0	10.2	11
17:45 - 18:00	8	1	0	0	1	2	0	11.4	12
Hourly Total	43	4	0	0	2	4	0	52	53
18:00 - 18:15	11	1	0	0	0	2	0	12.4	14
18:15 - 18:30	8	1	0	0	0	1	0	9.2	10
18:30 - 18:45	11	0	0	0	0	1	1	11.6	13
18:45 - 19:00	15	0	0	0	2	0	0	19.0	17
Hourly Total	45	2	0	0	2	4	1	52	54
Session Total	758	74	8	2	32	113	10	939	997

C to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	0	0	0	0	0	0	0	0	0
Session Total	0	0	0	0	0	0	0	0	0

From C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	71	14	2	1	1	2	3	93.9	94
07:15 - 07:30	111	15	3	0	1	11	3	135.9	144
07:30 - 07:45	122	15	1	1	2	10	2	147.6	153
07:45 - 08:00	118	9	5	0	0	20	1	138.9	153
Hourly Total	422	53	11	2	4	43	9	516	544
08:00 - 08:15	91	15	3	0	1	19	1	116.7	130
08:15 - 08:30	103	9	4	1	3	20	0	130.3	140
08:30 - 08:45	87	5	1	1	1	26	1	103.4	122
08:45 - 09:00	106	8	0	1	0	19	2	120.9	136
Hourly Total	387	37	8	3	5	84	4	471	528
09:00 - 09:15	122	11	2	4	2	6	1	150.8	148
09:15 - 09:30	120	12	3	2	0	8	0	142.7	145
09:30 - 09:45	86	13	1	2	1	2	0	107.5	105
09:45 - 10:00	91	14	2	0	0	2	3	109.6	112
Hourly Total	419	50	8	8	3	18	4	511	510
10:00 - 10:15	93	11	1	1	2	4	3	113.8	115
10:15 - 10:30	80	18	2	2	2	3	1	110.6	108
10:30 - 10:45	91	10	0	0	0	3	1	102.0	105
10:45 - 11:00	78	19	3	0	0	5	0	102.5	105
Hourly Total	342	58	6	3	4	15	5	429	433
11:00 - 11:15	70	14	5	1	0	6	1	95.4	97
11:15 - 11:30	101	8	2	3	0	6	3	121.3	123
11:30 - 11:45	80	7	3	1	1	2	0	96.2	94
11:45 - 12:00	80	11	3	0	1	2	1	98.3	98
Hourly Total	331	40	13	5	2	16	5	411	412
12:00 - 12:15	77	10	3	1	0	6	2	95.8	99
12:15 - 12:30	82	10	1	0	2	4	0	98.3	99
12:30 - 12:45	96	14	3	2	0	2	0	119.5	117
12:45 - 13:00	63	4	2	0	1	5	2	73.8	77
Hourly Total	318	38	9	3	3	17	4	387	392
13:00 - 13:15	100	8	1	0	1	2	0	111.9	112
13:15 - 13:30	76	17	2	0	1	4	1	99.2	101
13:30 - 13:45	92	10	2	0	1	1	2	108.0	108
13:45 - 14:00	86	7	1	0	1	4	1	97.7	100
Hourly Total	354	42	6	0	4	11	4	417	421
14:00 - 14:15	85	13	1	1	0	2	2	103.0	104
14:15 - 14:30	72	19	3	0	2	4	2	101.1	102
14:30 - 14:45	89	8	2	1	1	1	0	104.5	102
14:45 - 15:00	91	10	1	0	0	2	0	102.9	104
Hourly Total	337	50	7	2	3	9	4	412	412
15:00 - 15:15	108	17	2	0	1	3	3	131.8	134
15:15 - 15:30	87	11	1	1	0	1	1	102.4	102
15:30 - 15:45	104	12	1	3	3	3	3	132.2	129
15:45 - 16:00	95	16	2	1	1	2	4	120.3	121
Hourly Total	394	56	6	5	5	9	11	487	486
16:00 - 16:15	115	22	2	1	0	10	0	144.3	150
16:15 - 16:30	79	21	0	1	0	2	2	103.5	105
16:30 - 16:45	97	11	0	0	3	6	3	116.4	120
16:45 - 17:00	101	13	2	0	1	2	3	120.6	122
Hourly Total	392	67	4	2	4	20	8	485	497
17:00 - 17:15	90	9	0	1	1	4	1	104.5	106
17:15 - 17:30	113	8	0	0	1	4	4	125.4	130
17:30 - 17:45	109	1	0	0	0	4	0	110.8	114
17:45 - 18:00	81	6	1	0	2	5	1	93.9	96
Hourly Total	393	24	1	1	4	17	6	435	446
18:00 - 18:15	106	6	0	0	0	5	2	113.8	119
18:15 - 18:30	87	1	1	0	0	7	4	92.5	100
18:30 - 18:45	79	2	0	0	1	2	3	84.6	87
18:45 - 19:00	72	3	0	0	2	1	2	80.0	80
Hourly Total	344	12	1	0	3	15	11	371	386
Session Total	4433	527	80	34	44	274	75	5331	5467

To C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	31	13	1	1	0	1	3	49.2	50
07:15 - 07:30	54	12	2	2	1	3	1	76.6	75
07:30 - 07:45	56	13	0	1	2	0	0	75.3	72
07:45 - 08:00	52	11	1	1	0	1	0	67.0	66
Hourly Total	193	49	4	5	3	5	4	268	263
08:00 - 08:15	56	9	4	2	1	1	2	78.6	75
08:15 - 08:30	67	12	0	2	1	1	0	85.8	83
08:30 - 08:45	69	6	2	0	2	5	1	83.4	85
08:45 - 09:00	80	11	3	0	0	9	1	97.7	104
Hourly Total	272	38	9	4	4	16	4	346	347
09:00 - 09:15	96	13	3	0	1	3	1	116.5	117
09:15 - 09:30	60	15	2	2	0	3	0	83.2	82
09:30 - 09:45	93	10	2	3	0	1	1	113.5	110
09:45 - 10:00	85	10	4	1	1	2	1	106.1	104
Hourly Total	334	48	11	6	2	9	3	419	413
10:00 - 10:15	70	16	1	0	1	0	0	89.5	88
10:15 - 10:30	86	8	2	4	0	0	3	107.4	103
10:30 - 10:45	83	8	0	0	2	7	0	96.4	100
10:45 - 11:00	78	12	3	1	0	3	0	97.4	97
Hourly Total	317	44	6	5	3	10	3	391	388
11:00 - 11:15	87	8	3	1	1	5	1	105.2	106
11:15 - 11:30	86	15	3	0	0	1	2	106.5	107
11:30 - 11:45	83	13	0	1	2	3	1	103.3	103
11:45 - 12:00	86	17	1	0	1	1	1	107.1	107
Hourly Total	342	53	7	2	4	10	5	422	423
12:00 - 12:15	87	10	2	1	0	3	0	102.9	103
12:15 - 12:30	92	14	4	0	0	2	2	113.2	114
12:30 - 12:45	92	9	1	0	2	3	0	107.1	107
12:45 - 13:00	102	9	0	0	0	1	2	112.0	114
Hourly Total	373	42	7	1	2	9	4	435	438
13:00 - 13:15	78	15	1	0	1	3	1	97.5	99
13:15 - 13:30	85	16	1	1	1	2	1	107.6	107
13:30 - 13:45	70	11	1	1	2	3	0	89.4	88
13:45 - 14:00	84	12	3	1	1	2	1	105.6	104
Hourly Total	317	54	6	3	5	10	3	400	398
14:00 - 14:15	70	9	3	1	0	2	1	86.6	86
14:15 - 14:30	84	10	6	1	1	4	1	108.5	107
14:30 - 14:45	99	12	4	3	1	5	0	126.9	124
14:45 - 15:00	94	11	1	2	2	4	0	115.9	114
Hourly Total	347	42	14	7	4	15	2	438	431
15:00 - 15:15	106	12	1	3	0	3	4	128.6	129
15:15 - 15:30	101	10	1	2	1	6	0	120.3	121
15:30 - 15:45	86	7	1	0	1	8	1	98.5	104
15:45 - 16:00	115	15	5	0	2	2	1	142.3	140
Hourly Total	408	44	8	5	4	19	6	490	494
16:00 - 16:15	127	12	1	0	2	4	2	146.1	148
16:15 - 16:30	136	15	0	0	0	4	7	154.6	162
16:30 - 16:45	126	17	0	0	2	9	2	149.6	156
16:45 - 17:00	147	9	0	0	1	5	1	159.4	163
Hourly Total	536	53	1	0	5	22	12	610	629
17:00 - 17:15	136	8	1	0	2	13	5	154.1	165
17:15 - 17:30	126	9	1	0	0	5	4	139.1	145
17:30 - 17:45	132	6	1	0	1	14	3	145.5	157
17:45 - 18:00	124	8	1	0	1	14	1	138.7	149
Hourly Total	518	31	4	0	4	46	13	577	616
18:00 - 18:15	100	5	0	2	1	10	6	116.0	124
18:15 - 18:30	116	6	0	0	2	18	4	131.2	146
18:30 - 18:45	98	4	0	0	0	4	0	102.8	106
18:45 - 19:00	69	0	0	0	3	5	0	76.0	77
Hourly Total	383	15	0	2	6	37	10	426	453
Session Total	4340	513	77	40	46	208	69	5222	5293

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A = (North West) A1301 Shelford Road / B = (North East) Addenbrooke's Road / C = (South East) A1301 Shelford Road / D = (South West) Addenbrooke's Road

Approach: D = (South West) Addenbrooke's Road

D to A

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	2	0	0	0	0	0	0	2.0	2
07:15 - 07:30	1	0	0	0	0	0	0	1.0	1
07:30 - 07:45	7	0	0	0	0	0	0	7.0	7
07:45 - 08:00	4	0	0	0	0	0	1	4.4	5
Hourly Total	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**15**
08:00 - 08:15	5	1	0	0	0	0	0	6.0	6
08:15 - 08:30	4	1	0	0	0	0	0	5.0	5
08:30 - 08:45	6	0	0	0	0	0	0	6.0	6
08:45 - 09:00	4	0	0	0	0	0	0	4.0	4
Hourly Total	**19**	**2**	**0**	**0**	**0**	**0**	**0**	**21**	**21**
09:00 - 09:15	2	1	1	0	0	0	0	4.5	4
09:15 - 09:30	6	0	0	0	0	0	0	6.0	6
09:30 - 09:45	4	0	1	0	0	0	0	5.5	5
09:45 - 10:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	**18**	**1**	**2**	**0**	**0**	**0**	**0**	**22**	**21**
10:00 - 10:15	4	1	0	0	0	0	0	5.0	5
10:15 - 10:30	2	0	0	0	0	0	0	2.0	2
10:30 - 10:45	3	3	0	0	0	0	0	6.0	6
10:45 - 11:00	5	1	0	0	0	0	0	6.0	6
Hourly Total	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**19**	**19**
11:00 - 11:15	4	1	0	0	0	0	0	5.0	5
11:15 - 11:30	3	1	0	0	0	0	0	4.0	4
11:30 - 11:45	5	1	0	0	0	0	0	6.0	6
11:45 - 12:00	2	2	0	0	0	0	0	4.0	4
Hourly Total	**14**	**5**	**0**	**0**	**0**	**0**	**0**	**19**	**19**
12:00 - 12:15	3	0	0	0	0	0	0	3.0	3
12:15 - 12:30	2	4	0	0	0	0	0	6.0	6
12:30 - 12:45	4	0	0	0	0	0	0	4.0	4
12:45 - 13:00	3	0	0	0	0	0	0	3.0	3
Hourly Total	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**16**	**16**
13:00 - 13:15	3	1	0	0	0	0	0	4.0	4
13:15 - 13:30	1	1	0	0	0	0	0	2.0	2
13:30 - 13:45	2	1	0	0	0	0	0	3.0	3
13:45 - 14:00	3	1	0	0	0	0	0	4.0	4
Hourly Total	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**13**	**13**
14:00 - 14:15	5	0	0	0	0	0	1	5.4	6
14:15 - 14:30	7	0	0	0	0	0	0	7.0	7
14:30 - 14:45	3	0	0	0	0	0	0	3.0	3
14:45 - 15:00	5	0	0	0	0	0	0	5.0	5
Hourly Total	**20**	**0**	**0**	**0**	**0**	**0**	**1**	**20**	**21**
15:00 - 15:15	5	0	0	0	0	0	0	5.0	5
15:15 - 15:30	2	0	0	0	0	0	0	2.0	2
15:30 - 15:45	4	0	0	0	0	0	0	4.0	4
15:45 - 16:00	6	2	0	0	0	0	0	8.0	8
Hourly Total	**17**	**2**	**0**	**0**	**0**	**0**	**0**	**19**	**19**
16:00 - 16:15	7	0	0	0	0	0	0	7.0	7
16:15 - 16:30	6	1	0	0	0	0	0	7.0	7
16:30 - 16:45	8	0	0	0	0	0	1	8.4	9
16:45 - 17:00	6	0	0	0	0	0	0	6.0	6
Hourly Total	**27**	**1**	**0**	**0**	**0**	**0**	**1**	**28**	**29**
17:00 - 17:15	8	0	1	0	0	0	0	9.5	9
17:15 - 17:30	7	0	0	0	0	0	0	7.0	7
17:30 - 17:45	3	1	0	0	0	0	0	4.0	4
17:45 - 18:00	8	0	0	0	0	0	0	8.0	8
Hourly Total	**26**	**1**	**1**	**0**	**0**	**0**	**0**	**29**	**28**
18:00 - 18:15	7	0	0	0	0	0	0	7.0	7
18:15 - 18:30	5	1	0	0	0	0	0	6.0	6
18:30 - 18:45	7	0	0	0	0	0	0	7.0	7
18:45 - 19:00	3	2	0	0	0	1	0	5.2	6
Hourly Total	**22**	**3**	**0**	**0**	**0**	**1**	**0**	**25**	**26**
Session Total	**212**	**28**	**3**	**0**	**0**	**1**	**3**	**246**	**247**

D to B

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	243	21	1	0	0	4	2	267.1	271
07:15 - 07:30	232	15	2	2	1	1	1	257.2	254
07:30 - 07:45	213	10	2	0	1	2	1	228.8	229
07:45 - 08:00	203	12	2	1	0	1	2	221.3	221
Hourly Total	**891**	**58**	**7**	**3**	**2**	**8**	**6**	**974**	**975**
08:00 - 08:15	183	14	1	2	0	10	3	206.3	213
08:15 - 08:30	173	12	2	4	0	2	1	198.0	194
08:30 - 08:45	184	12	0	3	1	7	2	207.1	209
08:45 - 09:00	188	16	2	1	0	2	0	209.7	209
Hourly Total	**728**	**54**	**5**	**10**	**1**	**21**	**6**	**821**	**825**
09:00 - 09:15	164	14	2	2	0	2	1	186.4	185
09:15 - 09:30	189	8	2	2	0	1	1	205.2	203
09:30 - 09:45	143	16	2	1	1	0	0	166.3	163
09:45 - 10:00	116	9	0	0	0	2	0	125.4	127
Hourly Total	**612**	**47**	**6**	**5**	**1**	**5**	**2**	**683**	**678**
10:00 - 10:15	112	11	3	3	0	1	0	134.6	130
10:15 - 10:30	103	5	1	1	1	0	0	113.8	111
10:30 - 10:45	107	10	0	3	0	0	1	124.3	121
10:45 - 11:00	69	7	1	0	0	0	1	77.9	78
Hourly Total	**391**	**33**	**5**	**7**	**1**	**1**	**2**	**451**	**440**
11:00 - 11:15	72	5	1	1	0	0	1	81.2	80
11:15 - 11:30	65	10	1	0	0	1	1	77.1	78
11:30 - 11:45	63	5	2	2	1	0	3	78.8	76
11:45 - 12:00	72	12	0	1	0	0	0	86.3	85
Hourly Total	**272**	**32**	**4**	**4**	**1**	**1**	**5**	**323**	**319**
12:00 - 12:15	60	6	3	0	0	0	1	70.9	70
12:15 - 12:30	61	6	2	0	0	0	0	70.0	69
12:30 - 12:45	59	8	1	2	0	0	0	73.1	70
12:45 - 13:00	63	7	1	0	0	0	0	71.5	71
Hourly Total	**243**	**27**	**7**	**2**	**0**	**0**	**1**	**286**	**280**
13:00 - 13:15	69	3	0	1	0	1	0	74.5	74
13:15 - 13:30	77	11	1	1	0	0	0	91.8	90
13:30 - 13:45	68	7	1	1	0	1	0	79.0	78
13:45 - 14:00	63	15	0	3	0	0	0	84.9	81
Hourly Total	**277**	**36**	**2**	**6**	**0**	**2**	**0**	**330**	**323**
14:00 - 14:15	56	4	0	2	0	0	0	64.6	62
14:15 - 14:30	66	14	0	1	0	1	0	82.5	82
14:30 - 14:45	57	6	0	1	1	0	0	67.3	65
14:45 - 15:00	44	4	1	0	0	2	0	49.9	51
Hourly Total	**223**	**28**	**1**	**4**	**1**	**3**	**0**	**264**	**260**
15:00 - 15:15	76	11	0	1	0	2	0	89.7	90
15:15 - 15:30	53	5	0	1	0	1	0	60.5	60
15:30 - 15:45	60	5	0	1	1	0	0	69.3	67
15:45 - 16:00	72	5	0	0	0	0	0	77.0	77
Hourly Total	**261**	**26**	**0**	**3**	**1**	**3**	**0**	**297**	**294**
16:00 - 16:15	48	7	0	1	2	1	0	61.5	59
16:15 - 16:30	62	8	1	1	0	2	2	75.0	76
16:30 - 16:45	50	4	0	0	0	0	0	54.0	54
16:45 - 17:00	45	3	0	0	0	1	2	49.0	51
Hourly Total	**205**	**22**	**1**	**2**	**2**	**4**	**4**	**240**	**240**
17:00 - 17:15	44	5	0	0	1	0	0	51.0	50
17:15 - 17:30	57	4	0	0	0	0	1	61.4	62
17:30 - 17:45	42	7	0	0	0	1	0	49.2	50
17:45 - 18:00	50	5	0	0	1	0	0	57.0	56
Hourly Total	**193**	**21**	**0**	**0**	**2**	**1**	**1**	**219**	**218**
18:00 - 18:15	58	8	0	0	0	3	0	66.6	69
18:15 - 18:30	72	7	0	0	2	0	0	83.0	81
18:30 - 18:45	68	5	0	1	0	0	1	75.7	75
18:45 - 19:00	66	3	0	1	0	0	0	71.3	70
Hourly Total	**264**	**23**	**0**	**2**	**2**	**3**	**1**	**297**	**295**
Session Total	**4560**	**407**	**38**	**48**	**14**	**52**	**28**	**5184**	**5147**

D to C

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	21	8	0	1	0	0	2	32.1	32
07:15 - 07:30	21	8	1	2	0	0	0	35.1	32
07:30 - 07:45	24	6	0	1	0	0	0	32.3	31
07:45 - 08:00	16	8	0	1	0	0	0	26.3	25
Hourly Total	**82**	**30**	**1**	**5**	**0**	**0**	**2**	**126**	**120**
08:00 - 08:15	18	5	2	2	1	0	1	33.0	29
08:15 - 08:30	12	6	0	2	0	0	0	22.6	20
08:30 - 08:45	18	1	0	0	0	0	0	19.0	19
08:45 - 09:00	32	7	3	0	0	1	0	43.7	43
Hourly Total	**80**	**19**	**5**	**4**	**1**	**1**	**1**	**118**	**111**
09:00 - 09:15	45	10	2	0	0	0	0	58.0	57
09:15 - 09:30	28	8	2	1	0	3	0	41.9	42
09:30 - 09:45	41	5	1	3	0	0	1	54.8	51
09:45 - 10:00	42	7	3	1	0	1	0	56.0	54
Hourly Total	**156**	**30**	**8**	**5**	**0**	**4**	**1**	**211**	**204**
10:00 - 10:15	36	11	1	0	0	0	0	48.5	48
10:15 - 10:30	36	4	0	4	0	0	2	50.0	46
10:30 - 10:45	36	6	0	0	0	0	0	42.0	42
10:45 - 11:00	37	5	2	1	0	0	0	47.3	45
Hourly Total	**145**	**26**	**3**	**5**	**0**	**0**	**2**	**188**	**181**
11:00 - 11:15	36	4	2	1	0	0	0	45.3	43
11:15 - 11:30	44	8	2	0	0	0	0	55.0	54
11:30 - 11:45	41	7	0	1	0	0	0	50.3	49
11:45 - 12:00	35	10	0	0	0	0	0	45.0	45
Hourly Total	**156**	**29**	**4**	**2**	**0**	**0**	**0**	**196**	**191**
12:00 - 12:15	26	3	2	1	0	0	0	34.3	32
12:15 - 12:30	41	6	1	0	0	0	0	48.5	48
12:30 - 12:45	35	4	1	0	0	0	0	40.5	40
12:45 - 13:00	43	6	0	0	0	0	1	49.4	50
Hourly Total	**145**	**19**	**4**	**1**	**0**	**0**	**1**	**173**	**170**
13:00 - 13:15	29	8	1	0	0	0	0	38.5	38
13:15 - 13:30	33	11	1	1	0	0	0	47.8	46
13:30 - 13:45	27	3	0	1	0	0	0	32.3	31
13:45 - 14:00	36	4	3	0	0	0	0	44.5	43
Hourly Total	**125**	**26**	**5**	**2**	**0**	**0**	**0**	**163**	**158**
14:00 - 14:15	29	4	0	1	0	0	0	35.3	34
14:15 - 14:30	38	4	6	1	0	0	0	53.3	49
14:30 - 14:45	37	11	2	3	0	0	0	57.9	53
14:45 - 15:00	26	4	1	2	1	1	0	38.3	35
Hourly Total	**130**	**23**	**9**	**7**	**1**	**1**	**0**	**185**	**171**
15:00 - 15:15	37	7	1	3	0	0	0	52.4	48
15:15 - 15:30	35	3	0	2	0	0	0	42.6	40
15:30 - 15:45	25	2	0	0	0	0	0	27.0	27
15:45 - 16:00	40	7	4	0	0	0	0	53.0	51
Hourly Total	**137**	**19**	**5**	**5**	**0**	**0**	**0**	**175**	**166**
16:00 - 16:15	51	6	0	0	1	0	0	59.0	58
16:15 - 16:30	50	6	0	0	0	0	0	56.0	56
16:30 - 16:45	54	8	0	0	2	0	0	66.0	64
16:45 - 17:00	67	4	0	0	0	1	0	71.2	72
Hourly Total	**222**	**24**	**0**	**0**	**3**	**1**	**0**	**252**	**250**
17:00 - 17:15	51	4	1	0	0	0	0	56.5	56
17:15 - 17:30	47	6	0	0	0	0	1	53.4	54
17:30 - 17:45	51	3	1	0	0	0	0	55.5	55
17:45 - 18:00	64	4	1	0	0	0	0	69.5	69
Hourly Total	**213**	**17**	**3**	**0**	**0**	**0**	**1**	**235**	**234**
18:00 - 18:15	48	3	0	2	0	0	0	55.6	53
18:15 - 18:30	54	3	0	0	0	0	0	57.0	57
18:30 - 18:45	49	2	0	0	0	0	0	51.0	51
18:45 - 19:00	34	0	0	0	2	0	0	38.0	36
Hourly Total	**185**	**8**	**0**	**2**	**2**	**0**	**0**	**202**	**197**
Session Total	**1776**	**270**	**47**	**38**	**7**	**7**	**8**	**2223**	**2153**

D to D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	0	0	0	0	0	0	0	0.0	0
07:15 - 07:30	0	0	0	0	0	0	0	0.0	0
07:30 - 07:45	0	0	0	0	0	0	0	0.0	0
07:45 - 08:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
08:00 - 08:15	0	0	0	0	0	0	0	0.0	0
08:15 - 08:30	0	0	0	0	0	0	0	0.0	0
08:30 - 08:45	0	0	0	0	0	0	0	0.0	0
08:45 - 09:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
09:00 - 09:15	0	0	0	0	0	0	0	0.0	0
09:15 - 09:30	0	0	0	0	0	0	0	0.0	0
09:30 - 09:45	0	0	0	0	0	0	0	0.0	0
09:45 - 10:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
10:00 - 10:15	0	0	0	0	0	0	0	0.0	0
10:15 - 10:30	0	0	0	0	0	0	0	0.0	0
10:30 - 10:45	0	0	0	0	0	0	0	0.0	0
10:45 - 11:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
11:00 - 11:15	0	0	0	0	0	0	0	0.0	0
11:15 - 11:30	0	0	0	0	0	0	0	0.0	0
11:30 - 11:45	0	0	0	0	0	0	0	0.0	0
11:45 - 12:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 - 12:15	0	0	0	0	0	0	0	0.0	0
12:15 - 12:30	0	0	0	0	0	0	0	0.0	0
12:30 - 12:45	0	0	0	0	0	0	0	0.0	0
12:45 - 13:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
13:00 - 13:15	0	0	0	0	0	0	0	0.0	0
13:15 - 13:30	0	0	0	0	0	0	0	0.0	0
13:30 - 13:45	0	0	0	0	0	0	0	0.0	0
13:45 - 14:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
14:00 - 14:15	0	0	0	0	0	0	0	0.0	0
14:15 - 14:30	0	0	0	0	0	0	0	0.0	0
14:30 - 14:45	0	0	0	0	0	0	0	0.0	0
14:45 - 15:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
15:00 - 15:15	0	0	0	0	0	0	0	0.0	0
15:15 - 15:30	0	0	0	0	0	0	0	0.0	0
15:30 - 15:45	0	0	0	0	0	0	0	0.0	0
15:45 - 16:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:00 - 16:15	0	0	0	0	0	0	0	0.0	0
16:15 - 16:30	0	0	0	0	0	0	0	0.0	0
16:30 - 16:45	0	0	0	0	0	0	0	0.0	0
16:45 - 17:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
17:00 - 17:15	0	0	0	0	0	0	0	0.0	0
17:15 - 17:30	0	0	0	0	0	0	0	0.0	0
17:30 - 17:45	0	0	0	0	0	0	0	0.0	0
17:45 - 18:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
18:00 - 18:15	0	0	0	0	0	0	0	0.0	0
18:15 - 18:30	0	0	0	0	0	0	0	0.0	0
18:30 - 18:45	0	0	0	0	0	0	0	0.0	0
18:45 - 19:00	0	0	0	0	0	0	0	0.0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

From D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	266	29	1	1	0	4	4	301.2	305
07:15 - 07:30	254	23	3	4	1	1	1	293.3	287
07:30 - 07:45	244	16	2	1	1	2	1	268.1	267
07:45 - 08:00	223	20	2	2	0	1	3	252.0	251
Hourly Total	**987**	**88**	**8**	**8**	**2**	**8**	**9**	**1115**	**1110**
08:00 - 08:15	206	20	3	4	1	10	4	245.3	248
08:15 - 08:30	189	19	2	6	0	2	1	225.6	219
08:30 - 08:45	208	13	0	3	1	7	2	232.1	234
08:45 - 09:00	224	23	5	1	0	3	0	257.4	256
Hourly Total	**827**	**75**	**10**	**14**	**2**	**22**	**7**	**960**	**957**
09:00 - 09:15	211	25	5	2	0	2	1	248.9	246
09:15 - 09:30	223	16	4	3	0	4	1	253.1	251
09:30 - 09:45	188	21	4	4	1	0	1	226.6	219
09:45 - 10:00	164	16	3	1	0	3	0	187.4	187
Hourly Total	**786**	**78**	**16**	**10**	**1**	**9**	**3**	**916**	**903**
10:00 - 10:15	152	23	4	3	0	1	0	188.1	183
10:15 - 10:30	141	9	1	5	1	0	2	165.8	159
10:30 - 10:45	146	19	0	3	0	0	1	172.3	169
10:45 - 11:00	111	13	3	1	0	0	1	131.2	129
Hourly Total	**550**	**64**	**8**	**12**	**1**	**1**	**4**	**657**	**640**
11:00 - 11:15	112	10	3	2	0	0	1	131.5	128
11:15 - 11:30	112	19	3	0	0	1	1	136.1	136
11:30 - 11:45	109	13	2	3	1	0	3	135.1	131
11:45 - 12:00	109	24	0	1	0	0	0	135.3	134
Hourly Total	**442**	**66**	**8**	**6**	**1**	**1**	**5**	**538**	**529**
12:00 - 12:15	89	9	5	1	0	0	1	108.2	105
12:15 - 12:30	104	16	3	0	0	0	0	124.5	123
12:30 - 12:45	98	12	2	2	0	0	0	117.6	114
12:45 - 13:00	109	13	1	0	0	0	1	123.9	124
Hourly Total	**400**	**50**	**11**	**3**	**0**	**0**	**2**	**474**	**466**
13:00 - 13:15	101	12	1	1	0	1	0	117.0	116
13:15 - 13:30	111	23	2	2	0	0	0	141.6	138
13:30 - 13:45	97	11	1	2	0	1	0	114.3	112
13:45 - 14:00	102	20	3	3	0	0	0	133.4	128
Hourly Total	**411**	**66**	**7**	**8**	**0**	**2**	**0**	**506**	**494**
14:00 - 14:15	90	8	0	3	0	0	1	105.3	102
14:15 - 14:30	111	18	6	2	0	1	0	142.8	138
14:30 - 14:45	97	17	2	4	1	0	0	128.2	121
14:45 - 15:00	75	8	2	2	1	3	0	93.2	91
Hourly Total	**373**	**51**	**10**	**11**	**2**	**4**	**1**	**470**	**452**
15:00 - 15:15	118	18	1	4	0	2	0	147.1	143
15:15 - 15:30	90	8	0	3	0	1	0	105.1	102
15:30 - 15:45	89	7	0	1	1	0	0	100.3	98
15:45 - 16:00	118	14	4	0	0	0	0	138.0	136
Hourly Total	**415**	**47**	**5**	**8**	**1**	**3**	**0**	**491**	**479**
16:00 - 16:15	106	13	0	1	3	1	0	127.5	124
16:15 - 16:30	118	15	1	1	0	2	2	138.0	139
16:30 - 16:45	112	12	0	0	2	0	1	128.4	127
16:45 - 17:00	118	7	0	0	0	2	2	126.2	129
Hourly Total	**454**	**47**	**1**	**2**	**5**	**5**	**5**	**520**	**519**
17:00 - 17:15	103	9	2	0	1	0	0	117.0	115
17:15 - 17:30	111	10	0	0	0	0	2	121.8	123
17:30 - 17:45	96	11	1	0	0	1	0	108.7	109
17:45 - 18:00	122	9	1	0	1	0	0	134.5	133
Hourly Total	**432**	**39**	**4**	**0**	**2**	**1**	**2**	**482**	**480**
18:00 - 18:15	113	11	0	2	0	3	0	129.2	129
18:15 - 18:30	131	11	0	0	2	0	0	146.0	144
18:30 - 18:45	124	7	0	1	0	0	1	133.7	133
18:45 - 19:00	103	5	0	1	2	1	0	114.5	112
Hourly Total	**471**	**34**	**0**	**4**	**4**	**4**	**1**	**523**	**518**
Session Total	**6548**	**705**	**88**	**86**	**21**	**60**	**39**	**7652**	**7547**

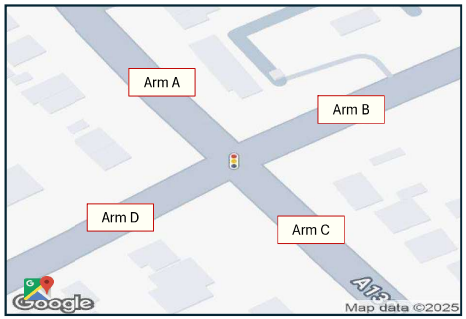
To D

TIME	CAR	LGV	OGV1	OGV2	BUS	P/CYCLE	M/CYCLE	PCU	TOTAL
07:00 - 07:15	45	6	1	1	1	0	0	56.8	54
07:15 - 07:30	79	7	1	0	1	0	1	89.9	89
07:30 - 07:45	94	12	0	0	1	0	0	108.0	107
07:45 - 08:00	123	8	4	0	0	1	0	137.2	136
Hourly Total	**341**	**33**	**6**	**1**	**3**	**1**	**1**	**392**	**386**
08:00 - 08:15	112	10	2	3	3	0	0	137.9	130
08:15 - 08:30	105	7	2	2	1	0	0	121.6	117
08:30 - 08:45	99	7	3	2	0	0	0	115.1	111
08:45 - 09:00	88	7	3	1	1	2	0	104.2	102
Hourly Total	**404**	**31**	**10**	**8**	**5**	**2**	**0**	**479**	**460**
09:00 - 09:15	74	13	1	4	0	0	1	98.1	93
09:15 - 09:30	84	10	4	4	0	0	0	109.2	102
09:30 - 09:45	76	12	2	7	0	0	1	107.5	98
09:45 - 10:00	72	17	0	3	2	0	2	100.7	96
Hourly Total	**306**	**52**	**7**	**18**	**2**	**0**	**4**	**416**	**389**
10:00 - 10:15	82	10	1	1	1	0	0	97.8	95
10:15 - 10:30	89	14	3	3	0	0	0	114.4	109
10:30 - 10:45	88	13	2	2	0	0	0	108.6	105
10:45 - 11:00	83	15	3	2	0	0	1	107.5	104
Hourly Total	**342**	**52**	**9**	**8**	**1**	**0**	**1**	**428**	**413**
11:00 - 11:15	89	24	5	1	0	0	0	122.8	119
11:15 - 11:30	101	9	6	6	0	0	1	133.2	123
11:30 - 11:45	113	18	1	1	0	0	1	135.2	134
11:45 - 12:00	90	16	7	2	0	0	2	121.9	117
Hourly Total	**393**	**67**	**19**	**10**	**0**	**0**	**4**	**513**	**493**
12:00 - 12:15	101	19	4	1	0	0	1	128.7	126
12:15 - 12:30	97	12	2	0	1	0	1	114.4	113
12:30 - 12:45	116	17	2	2	0	0	0	140.6	137
12:45 - 13:00	117	16	2	1	0	0	1	138.7	137
Hourly Total	**431**	**64**	**10**	**4**	**1**	**0**	**3**	**522**	**513**
13:00 - 13:15	116	10	2	0	0	0	0	129.0	128
13:15 - 13:30	105	19	2	1	0	0	0	129.3	127
13:30 - 13:45	122	20	5	2	1	0	0	156.1	150
13:45 - 14:00	126	19	1	1	0	0	1	149.2	148
Hourly Total	**469**	**68**	**10**	**4**	**1**	**0**	**1**	**564**	**553**
14:00 - 14:15	128	28	1	3	0	1	1	165.0	162
14:15 - 14:30	97	27	5	0	0	1	2	132.5	132
14:30 - 14:45	147	19	2	2	0	0	1	174.0	171
14:45 - 15:00	159	16	2	0	0	0	0	178.0	177
Hourly Total	**531**	**90**	**10**	**5**	**0**	**2**	**4**	**650**	**642**
15:00 - 15:15	176	23	5	2	0	1	2	212.1	209
15:15 - 15:30	194	24	0	1	0	0	2	221.1	221
15:30 - 15:45	186	23	2	2	1	1	3	220.0	218
15:45 - 16:00	241	28	3	2	0	0	2	278.9	276
Hourly Total	**797**	**98**	**10**	**7**	**1**	**2**	**9**	**932**	**924**
16:00 - 16:15	261	31	1	2	0	1	3	299.5	299
16:15 - 16:30	262	23	0	1	0	0	4	288.9	290
16:30 - 16:45	225	19	0	0	2	1	3	249.4	250
16:45 - 17:00	245	15	1	0	2	0	2	266.3	265
Hourly Total	**993**	**88**	**2**	**3**	**4**	**2**	**12**	**1104**	**1104**
17:00 - 17:15	224	37	1	1	0	1	2	265.8	266
17:15 - 17:30	253	16	0	0	0	0	2	269.8	271
17:30 - 17:45	206	6	0	1	0	2	3	215.9	218
17:45 - 18:00	206	12	1	0	0	1	2	220.5	222
Hourly Total	**889**	**71**	**2**	**2**	**0**	**4**	**9**	**972**	**977**
18:00 - 18:15	203	8	0	0	0	0	0	211.0	211
18:15 - 18:30	211	12	1	0	0	0	0	224.5	224
18:30 - 18:45	135	4	0	0	2	0	1	143.4	142
18:45 - 19:00	143	8	0	1	0	0	3	154.5	155
Hourly Total	**692**	**32**	**1**	**1**	**2**	**0**	**4**	**733**	**732**
Session Total	**6588**	**746**	**96**	**71**	**20**	**13**	**52**	**7705**	**7586**

Almond Close, Great Shelford, Cambridgeshire - Manual Traffic and Queue Length Survey: Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: **A - (North West) A1301 Shelford Road / B - (North East) Addenbrooke's Road / C - (South East) A1301 Shelford Road / D - (South West) Addenbrooke's Road**



Matrix Totals:	Counts	
Show single Session:	No	
	07:00 to 19:00	
Custom Start / End:	07:15	08:15
Show Peak Times:	No	

Arm Destination

Arm Origin	A	B	C	D	Total	% Total
A	0	88	115	0	203	100.00%
B	54	0	56	314	424	100.00%
C	239	193	0	148	580	100.00%
D	19	917	117	0	1053	100.00%
Total	312	1198	288	462		
% Total	100.00%	100.00%	100.00%	100.00%		

Classifications	Include
CAR	Yes
LGV	Yes
OGV1	Yes
OGV2	Yes
BUS	Yes
P/CYCLE	Yes
M/CYCLE	Yes

streetwise

Almond Close, Great Shelford, Cambridgeshire: Queue Length Survey - Tuesday, 29 April 2025

Produced by Streetwise Services Ltd.

Junction: A - (North West) A1301 Shelford Road / B - (North East) Addenbrooke's Road / C - (South East) A1301 Shelford Road / D - (South West) Addenbrooke's Road

	A • (North West) A1301 Shelford Road	B • (North East) Addenbrooke's Road			C • (South East) A1301 Shelford Road		D • (South West) Addenbrooke's Road	
	Lane 1	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 1	Lane 2
Survey Period	MAX	MAX	MAX	MAX	MAX	MAX	MAX	MAX
07:00 - 07:05	3	5	2	1	0	5	23	5
07:05 - 07:10	3	4	1	4	1	12	19	8
07:10 - 07:15	6	4	2	4	1	16	17	5
07:15 - 07:20	12	8	7	3	3	22	18	8
07:20 - 07:25	9	9	5	2	5	31	21	11
07:25 - 07:30	4	9	3	2	2	24	21	13
07:30 - 07:35	8	8	5	3	1	55	21	8
07:35 - 07:40	6	7	5	5	2	42	26	7
07:40 - 07:45	8	13	7	4	3	44	21	10
07:45 - 07:50	8	12	10	3	2	43	19	13
07:50 - 07:55	10	11	5	2	9	43	17	11
07:55 - 08:00	9	9	7	3	7	40	26	13
08:00 - 08:05	15	13	8	3	2	42	22	10
08:05 - 08:10	11	9	6	3	2	38	21	12
08:10 - 08:15	7	8	8	2	4	43	21	11
08:15 - 08:20	13	8	5	3	2	36	27	10
08:20 - 08:25	14	14	9	3	4	19	23	8
08:25 - 08:30	29	10	4	2	0	16	26	9
08:30 - 08:35	29	14	6	4	2	10	24	14
08:35 - 08:40	45	11	8	6	5	37	21	12
08:40 - 08:45	38	10	6	4	4	41	25	9
08:45 - 08:50	39	7	7	5	3	39	21	10
08:50 - 08:55	40	11	3	2	0	38	25	9
08:55 - 09:00	35	8	2	5	4	40	19	13
09:00 - 09:05	42	10	9	1	0	48	19	11
09:05 - 09:10	28	5	3	3	4	46	17	11
09:10 - 09:15	10	8	3	2	4	42	18	12
09:15 - 09:20	4	9	3	5	4	44	15	9
09:20 - 09:25	10	5	3	2	5	10	15	7
09:25 - 09:30	4	7	3	2	3	11	20	7
09:30 - 09:35	5	9	1	2	4	9	14	6
09:35 - 09:40	8	12	2	4	5	9	20	8
09:40 - 09:45	5	5	1	1	2	13	22	9
09:45 - 09:50	3	10	2	1	3	15	11	7
09:50 - 09:55	8	6	1	1	4	5	11	5
09:55 - 10:00	3	4	2	1	1	10	9	6
10:00 - 10:05	3	5	1	1	2	11	23	3
10:05 - 10:10	3	8	1	2	3	6	14	5
10:10 - 10:15	4	8	2	2	5	5	14	5
10:15 - 10:20	8	5	2	1	1	5	21	8
10:20 - 10:25	6	5	2	2	3	6	11	4
10:25 - 10:30	9	9	2	2	5	7	13	7
10:30 - 10:35	6	6	2	1	1	10	8	7
10:35 - 10:40	4	5	2	1	5	5	9	5
10:40 - 10:45	7	6	2	1	3	5	9	7
10:45 - 10:50	4	7	1	1	2	3	10	7
10:50 - 10:55	2	6	2	1	2	6	7	3
10:55 - 11:00	3	6	2	3	3	4	10	5
11:00 - 11:05	9	8	2	1	5	5	6	4
11:05 - 11:10	5	7	3	2	4	6	9	4
11:10 - 11:15	5	6	1	3	2	3	8	5
11:15 - 11:20	2	8	2	2	2	6	7	6
11:20 - 11:25	5	5	1	2	7	6	5	5
11:25 - 11:30	7	9	2	1	2	4	15	6
11:30 - 11:35	4	9	3	2	3	4	7	4
11:35 - 11:40	6	9	3	4	0	1	8	5
11:40 - 11:45	7	6	2	2	2	3	6	5
11:45 - 11:50	10	10	2	1	3	6	13	3
11:50 - 11:55	5	10	7	1	2	3	5	6
11:55 - 12:00	4	8	2	2	4	3	7	3
12:00 - 12:05	7	8	3	5	8	4	6	3
12:05 - 12:10	7	6	3	2	1	8	9	3
12:10 - 12:15	10	9	1	4	2	5	4	7
12:15 - 12:20	11	18	5	6	4	10	8	7
12:20 - 12:25	8	10	2	0	1	5	19	7
12:25 - 12:30	8	7	3	4	2	4	10	9
12:30 - 12:35	7	5	1	3	3	6	4	6
12:35 - 12:40	5	9	4	4	1	3	7	3
12:40 - 12:45	5	10	2	4	3	8	7	7
12:45 - 12:50	14	11	4	2	1	5	9	8
12:50 - 12:55	8	12	4	2	2	4	7	7
12:55 - 13:00	4	7	1	2	4	4	5	6
13:00 - 13:05	3	13	3	2	1	2	7	6
13:05 - 13:10	3	7	3	1	3	4	6	8
13:10 - 13:15	8	6	1	2	3	7	14	8
13:15 - 13:20	4	6	2	2	2	5	11	9
13:20 - 13:25	3	7	2	2	2	5	12	6
13:25 - 13:30	7	9	5	3	2	4	4	8
13:30 - 13:35	3	10	2	3	2	3	6	4
13:35 - 13:40	6	8	5	2	5	3	9	5
13:40 - 13:45	8	8	5	2	6	6	6	5
13:45 - 13:50	4	9	3	2	3	5	5	5
13:50 - 13:55	4	11	4	1	6	5	15	9
13:55 - 14:00	4	20	4	2	2	3	13	5
14:00 - 14:05	8	8	2	0	2	5	7	3
14:05 - 14:10	3	8	2	3	2	5	5	5
14:10 - 14:15	7	11	6	3	3	5	5	7
14:15 - 14:20	4	8	2	3	3	7	9	7
14:20 - 14:25	3	6	4	2	1	4	5	5
14:25 - 14:30	12	7	5	7	2	7	8	8
14:30 - 14:35	5	7	5	8	3	5	6	7
14:35 - 14:40	9	8	4	2	2	8	6	9
14:40 - 14:45	10	12	3	2	3	13	8	8
14:45 - 14:50	7	8	2	2	2	5	6	3
14:50 - 14:55	7	15	6	2	3	8	5	7
14:55 - 15:00	9	15	3	2	3	3	10	5
15:00 - 15:05	12	12	8	1	6	13	28	16
15:05 - 15:10	21	16	6	2	7	9	19	16
15:10 - 15:15	32	15	11	3	8	9	9	4
15:15 - 15:20	21	10	7	2	5	7	8	9
15:20 - 15:25	23	9	2	2	4	8	11	6
15:25 - 15:30	16	10	5	1	7	5	23	7
15:30 - 15:35	8	10	4	2	7	34	16	11
15:35 - 15:40	9	18	9	4	14	28	8	5
15:40 - 15:45	18	13	10	4	10	11	16	10
15:45 - 15:50	27	19	20	1	10	12	18	11
15:50 - 15:55	21	18	14	3	8	6	13	8
15:55 - 16:00	11	18	9	3	8	9	8	13
16:00 - 16:05	17	19	14	2	8	10	13	9
16:05 - 16:10	8	22	12	4	10	14	9	13
16:10 - 16:15	12	21	15	4	14	17	12	13
16:15 - 16:20	9	20	10	4	3	9	11	15
16:20 - 16:25	14	19	17	3	10	12	11	10
16:25 - 16:30	16	23	21	8	6	8	22	13
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16:40 - 16:45	19	16	8	5	4	17	9	14
16:45 - 16:50	21	19	12	4	3	12	8	12
16:50 - 16:55	14	16	14	7	10	17	11	11
16:55 - 17:00	14	17	6	4	7	8	12	11
17:00 - 17:05	7	16	10	5	6	6	8	9
17:05 - 17:10	12	18	10	2	6	18	10	9
17:10 - 17:15	14	19	13	3	4	11	9	9
17:15 - 17:20	14	16	13	8	7	14	7	11
17:20 - 17:25	15	18	12	5	8	11	12	7
17:25 - 17:30	11	16	8	5	3	7	14	12
17:30 - 17:35	5	15	8	7	3	8	6	8
17:35 - 17:40	15	11	6	2	7	11	11	14
17:40 - 17:45	16	17	5	4	8	6	12	12
17:45 - 17:50	17	18	3	4	5	10	10	13
17:50 - 17:55	24	13	9	7	5	10	4	8
17:55 - 18:00	20	15	5	3	4	7	14	12
18:00 - 18:05	5	9	6	3	9	7	4	8
18:05 - 18:10	7	12	8	3	4	7	14	8
18:10 - 18:15	6	10	6	4	3	5	7	10
18:15 - 18:20	9	17	9	3	7	11	14	8
18:20 - 18:25	11	17	8	2	2	5	10	10
18:25 - 18:30	7	18	7	3	3	5	5	11
18:30 - 18:35	5	8	5	2	4	5	13	7
18:35 - 18:40	9	9	5	3	2	10	11	16
18:40 - 18:45	5	8	2	2	2	5	7	5
18:45 - 18:50	2	8	5	0	3	2	12	6
18:50 - 18:55	3	7	2	2	2	4	6	2
18:55 - 19:00	5	10	2	0	2	6	5	3

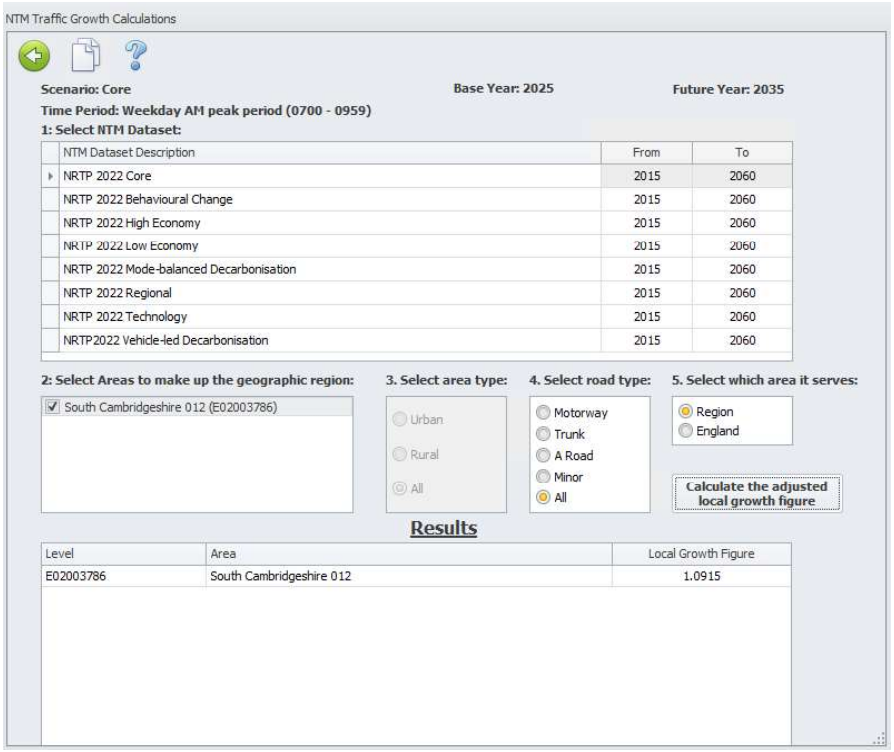
Appendix J

TEMPro Output

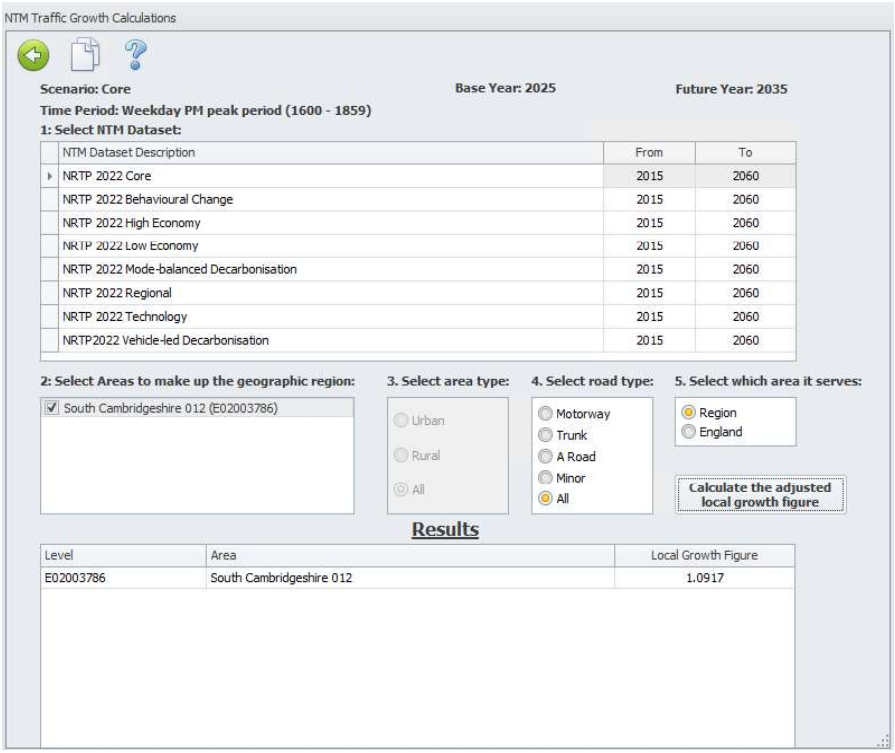
Woods Hardwick

Architecture | Engineering | Planning | Surveying

TEMPro Output – AM Growth Rate



TEMPro Output – PM Growth Rate



Appendix K

Gravity Model

Woods Hardwick

Architecture | Engineering | Planning | Surveying

Units	120

	Trip Rate		Trip Generation (120 units)		
	Arrivals	Departures	Arrivals	Departures	Two way trips
AM	0.150	0.330	18	40	58
PM	0.295	0.143	35	17	52

Place	Population	% Within Zone	AM Departures	AM Arrivals	PM Departures	PM Arrivals
Cambridge (N)	150	11.6%	4.6	2.1	2.0	4.0
Cambridge (S)	150	11.6%	4.6	2.1	2.0	4.0
Cambridge (W)	150	11.6%	4.6	2.1	2.0	4.0
Huntingdonshire	43	3.3%	1.3	0.6	0.6	1.2
North Hertfordshire	22	1.7%	0.7	0.3	0.3	0.6
South Cambridgeshire (N)	141	10.8%	4.3	1.9	1.8	3.8
South Cambridgeshire (W)	141	10.8%	4.3	1.9	1.8	3.8
Total	1299	100%	40	18	17	35

Junctions

Junction 1 - Site Access / Cambridge Road
Junction 2 - A1301 (N) / Addenbrooke's Road (E) / A1301 (S) / Addenbrooke's Road (W)
Junction 3 - Hauxton Road (S) / Addenbrooke's Road / Hauxton (N)
Junction 4 - A1301 / Graham's Road / A1301
Junction 5 - A1307 Babraham Road / Graham's Road / A1037 Babraham Road

Departure Matrix	Arrival Matrix
J1BC-J2AB-J3BC	J3CB-J2BA-J1CB
J1BC-J2AC	J2CA-J1CB
J1BC-J2AB-J3BC	J3CB-J2BA-J1CB
J1BC-J2AB-J3BC	J3CB-J2BA-J1CB
J1BC-J2AB-J3BC	J3CB-J2BA-J1CB
J1BC-J2AB-J3BC	J3CB-J2BA-J1CB
J1BC-J2AB-J3BC	J3CB-J2BA-J1CB

Site Access
J1 - Development OD Matrices

Hourly
08:00-09:00

From \ To	Arm A	Arm B	Arm C
Arm A		6.96	
Arm B	15.47		24.53
Arm C		11.04	

Hourly
17:00-18:00

From \ To	Arm A	Arm B	Arm C
Arm A		13.53	
Arm B	6.57		10.43
Arm C		21.47	

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	1.74	0.00
Arm B	3.87	0.00	6.13
Arm C	0.00	2.76	0.00

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	3.38	0.00
Arm B	1.64	0.00	2.61
Arm C	0.00	5.37	0.00

A1301 (N) / Addenbrooke's Road (E) / A1301 (S) / Addenbrooke's Road (W)
J2 - Development OD Matrices

Hourly
08:00-09:00

From \ To	Arm A	Arm B	Arm C	Arm D
Arm A		19.91	4.63	
Arm B	8.96			
Arm C	2.08			
Arm D				

Hourly
17:00-18:00

From \ To	Arm A	Arm B	Arm C	Arm D
Arm A		8.46	1.97	
Arm B	17.42			
Arm C	4.05			
Arm D				

15 min segments

From \ To	Arm A	Arm B	Arm C	Arm D
Arm A	0.00	4.98	1.16	0.00
Arm B	2.24	0.00	0.00	0.00
Arm C	0.52	0.00	0.00	0.00

15 min segments

From \ To	Arm A	Arm B	Arm C	Arm D
Arm A	0.00	2.12	0.49	0.00
Arm B	4.35	0.00	0.00	0.00
Arm C	1.01	0.00	0.00	0.00

Hauxton Road (S) / Addenbrooke's Road / Hauxton (N)
J3 - Development OD Matrices

Hourly
08:00-09:00

From \ To	Arm A	Arm B	Arm C
Arm A			
Arm B			19.91
Arm C		8.96	

Hourly
17:00-18:00

From \ To	Arm A	Arm B	Arm C
Arm A			
Arm B			8.46
Arm C		17.42	

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	0.00	0.00
Arm B	0.00	0.00	4.98
Arm C	0.00	2.24	0.00

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	0.00	0.00
Arm B	0.00	0.00	2.12
Arm C	0.00	4.35	0.00

A1301 / Graham's Road / A1301
J4 - Development OD Matrices

Hourly
08:00-09:00

From \ To	Arm A	Arm B	Arm C
Arm A		8.95	6.51
Arm B	4.03		
Arm C	2.93		

Hourly
17:00-18:00

From \ To	Arm A	Arm B	Arm C
Arm A		3.81	2.77
Arm B	7.83		
Arm C	5.70		

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	2.24	1.63
Arm B	1.01	0.00	0.00
Arm C	0.73	0.00	0.00

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	0.95	0.69
Arm B	1.96	0.00	0.00
Arm C	1.42	0.00	0.00

A1307 Babraham Road / Graham's Road / A1037 Babraham Road
J5 - Development OD Matrices

Hourly
08:00-09:00

From \ To	Arm A	Arm B	Arm C
Arm A		1.95	
Arm B	4.33		4.63
Arm C		2.08	

Hourly
17:00-18:00

From \ To	Arm A	Arm B	Arm C
Arm A		3.79	
Arm B	1.84		1.97
Arm C		4.05	

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	0.49	0.00
Arm B	1.08	0.00	1.16
Arm C	0.00	0.52	0.00

15 min segments

From \ To	Arm A	Arm B	Arm C
Arm A	0.00	0.95	0.00
Arm B	0.46	0.00	0.49
Arm C	0.00	1.01	0.00

Appendix L

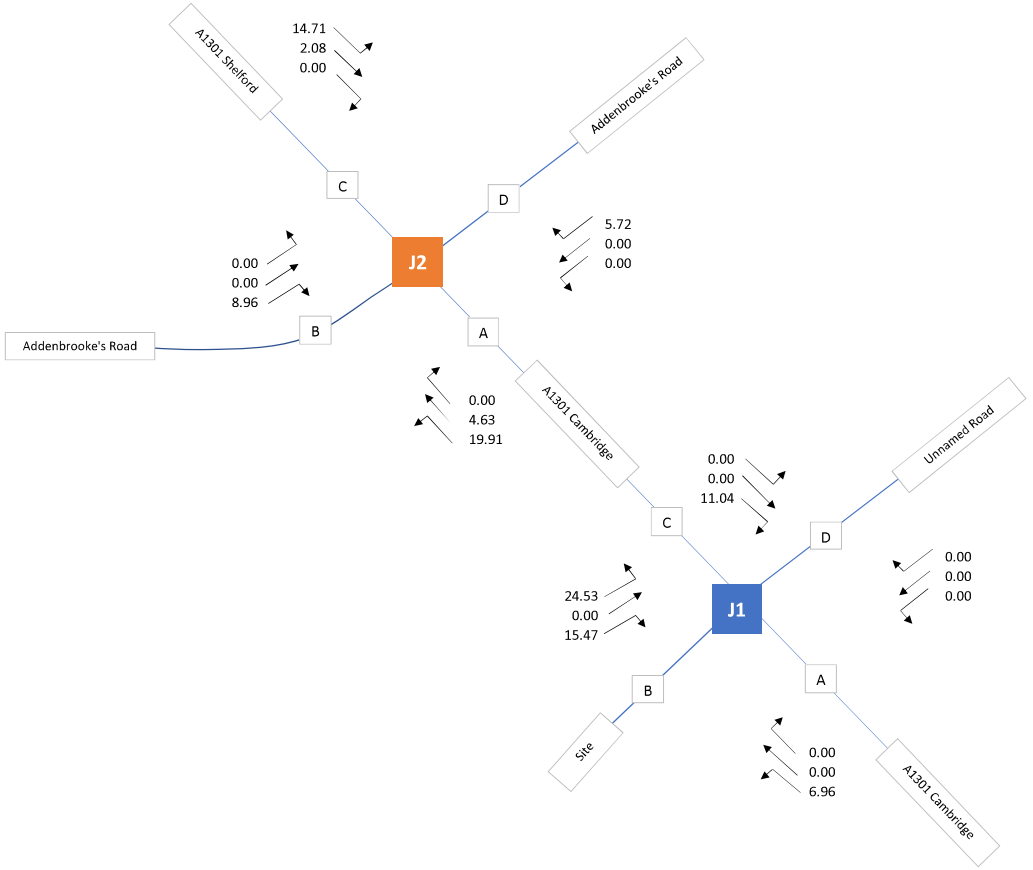
Development Network Diagrams

Woods Hardwick

Architecture | Engineering | Planning | Surveying

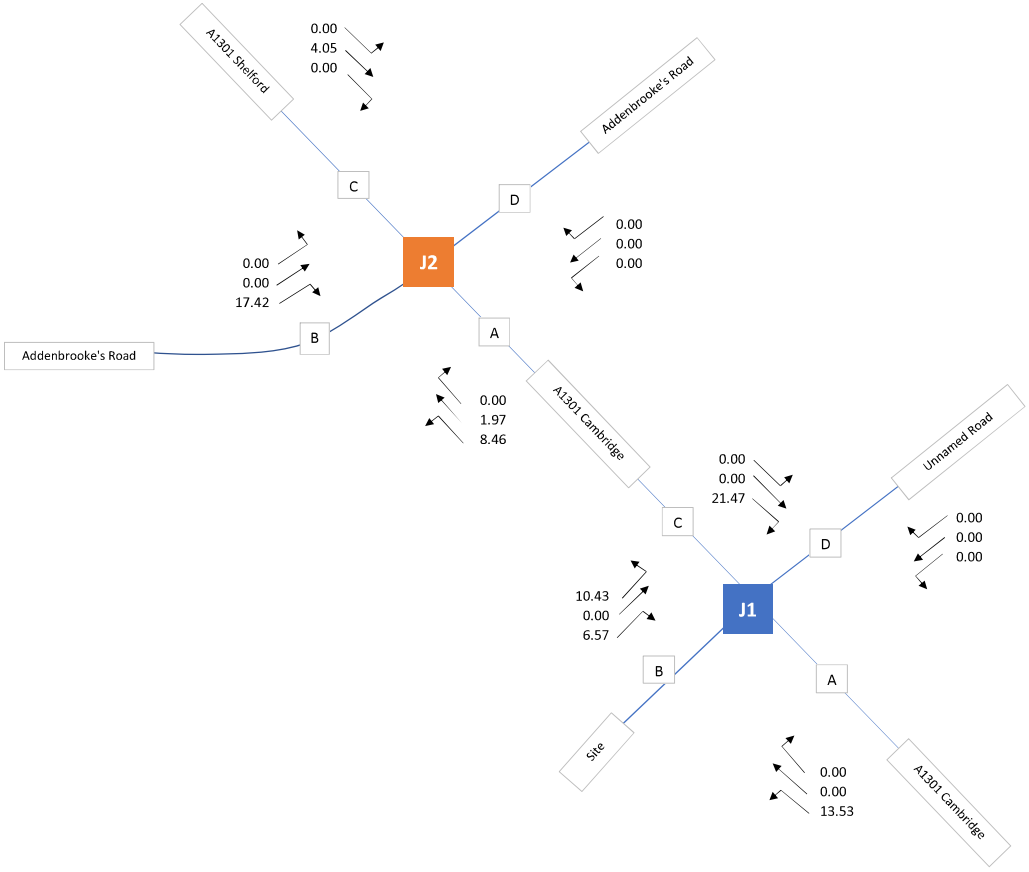
Cambridge Road, Great Shelford
Development Network Diagram - AM

Woods Hardwick
Architecture | Engineering | Planning | Surveying



Cambridge Road, Great Shelford
Development Network Diagram - PM

Woods Hardwick
Architecture | **Engineering** | Planning | Surveying



Appendix M

Junctions 10 Output

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.1.1.1905

For sales and distribution information, program advice and maintenance, contact TRL Software:
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com

Filename: Junction 1 - Site Access.j10
Path: F:\Engineer\Birmingham Jobs\18926\09-Transportation\03-Traffic Models\02-Junctions
Report generation date: 20/05/2025 15:46:26

»Do Nothing 2025, AM
»Do Nothing 2025, PM
»Do Nothing 2035, AM
»Do Nothing 2035, PM
»Do Something 2035, AM
»Do Something 2035, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
	Do Nothing 2025							
Stream B-ACD	0.3	13.34	0.20	B	0.9	17.04	0.47	C
Stream A-BCD	0.0	5.09	0.01	A	0.0	4.27	0.03	A
Stream D-AB	0.0	9.89	0.01	A	0.0	6.25	0.03	A
Stream D-BC	0.0	10.22	0.01	B	0.0	11.12	0.04	B
Stream C-B	0.2	7.74	0.19	A	0.1	7.38	0.10	A
	Do Nothing 2035							
Stream B-ACD	0.3	14.58	0.23	B	1.2	20.20	0.54	C
Stream A-BCD	0.0	4.99	0.01	A	0.0	4.14	0.03	A
Stream D-AB	0.0	10.68	0.01	B	0.0	6.49	0.03	A
Stream D-BC	0.0	11.04	0.01	B	0.1	12.22	0.05	B
Stream C-B	0.3	8.11	0.22	A	0.1	7.68	0.11	A
	Do Something 2035							
Stream B-ACD	0.3	15.10	0.24	C	1.2	20.82	0.55	C
Stream A-BCD	0.1	5.20	0.05	A	0.2	4.52	0.11	A
Stream D-AB	0.1	6.80	0.05	A	0.1	6.50	0.05	A
Stream D-BC	0.1	11.65	0.05	B	0.1	13.13	0.07	B
Stream C-B	0.3	8.19	0.22	A	0.1	7.82	0.11	A

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

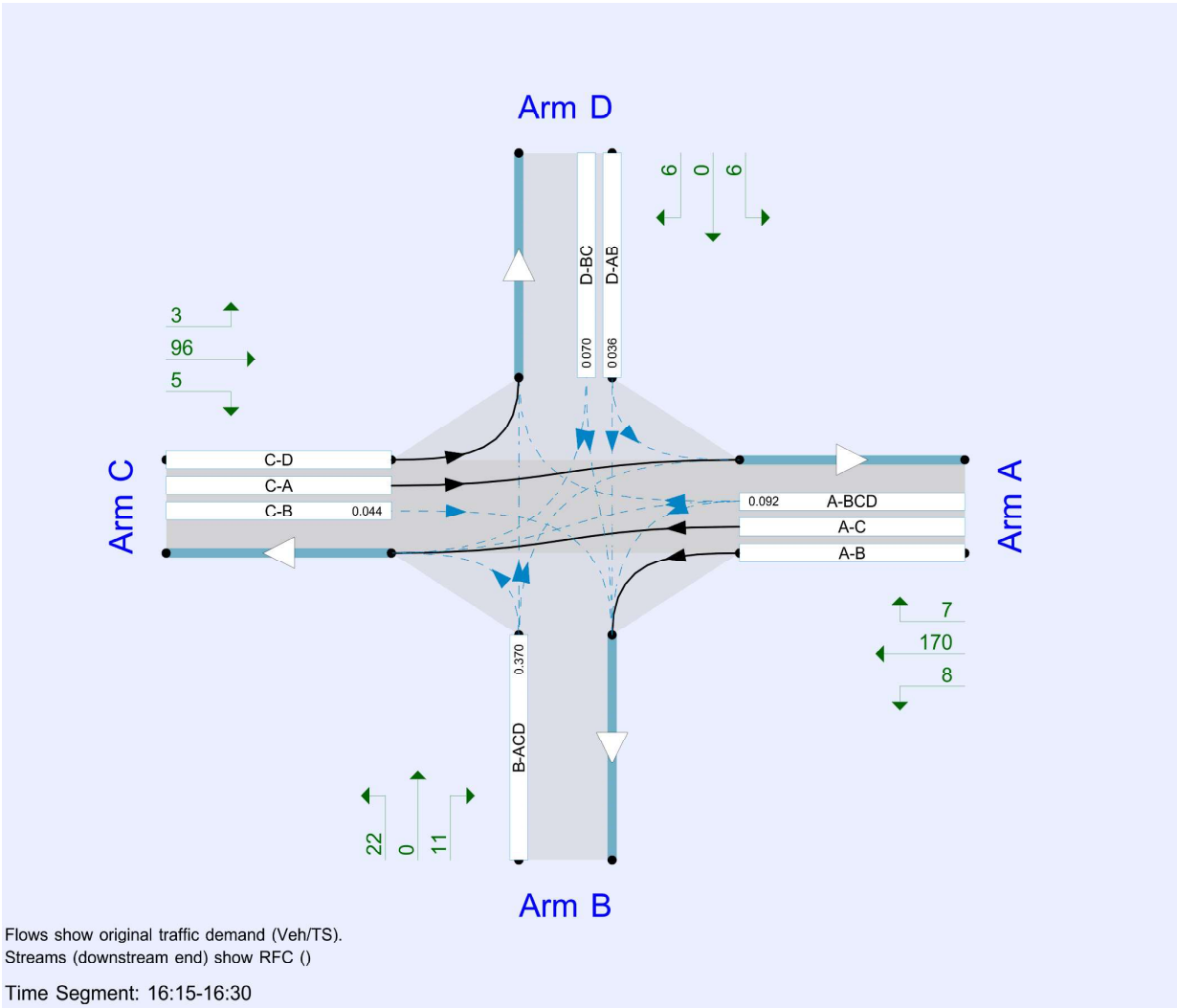
File summary

File Description

Title	
Location	
Site number	
Date	21/09/2022
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	WH\i.planning
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	Veh	Veh	perTimeSegment	s	-Min	perMin



Flows show original traffic demand (Veh/TS).
Streams (downstream end) show RFC ()

Time Segment: 16:15-16:30

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						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 period length (min)	Time segment length (min)	Run automatically
D1	Do Nothing 2025	AM	DIRECT	09:00	10:00	60	15	✓
D2	Do Nothing 2025	PM	DIRECT	16:00	17:00	60	15	✓
D3	Do Nothing 2035	AM	DIRECT	09:00	10:00	60	15	✓
D4	Do Nothing 2035	PM	DIRECT	16:00	17:00	60	15	✓
D5	Do Something 2035	AM	DIRECT	09:00	10:00	60	15	✓
D6	Do Something 2035	PM	DIRECT	16:00	17:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Do Nothing 2025, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.31	A

Arms

Arms

Arm	Name	Description	Arm type
A	A1301 Cambridge Road (S)		Major
B	Site Access		Minor
C	A1301 Cambridge Road (N)		Major
D	Unnamed Access Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	6.19				0.0	✓	0.00
C	6.19		✓	2.61	160.0		-

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)	Lane Width (Left) (m)	Lane Width (Right) (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.19			22	31
D	Two lanes		3.69	3.34	107	206

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	143.491	-	-	-	-	-	-	0.221	0.315	0.221	-	-	-
B-A	127.364	0.092	0.233	0.233	-	-	-	0.146	0.332	-	0.233	0.233	0.116
B-C	163.923	0.100	0.252	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	127.364	0.092	0.233	0.233	-	-	-	0.146	0.332	0.146	-	-	-
B-D, offside lane	127.364	0.092	0.233	0.233	-	-	-	0.146	0.332	0.146	-	-	-
C-B	174.128	0.268	0.268	0.382	-	-	-	-	-	-	-	-	-
D-A	201.496	-	-	-	-	-	-	0.310	-	0.123	-	-	-
D-B, nearside lane	165.206	0.190	0.190	0.431	-	-	-	0.302	0.302	0.119	-	-	-
D-B, offside lane	159.669	0.183	0.183	0.417	-	-	-	0.292	0.292	0.115	-	-	-
D-C	159.669	-	0.183	0.417	0.146	0.292	0.292	0.292	0.292	0.115	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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 period length (min)	Time segment length (min)	Run automatically
D1	Do Nothing 2025	AM	DIRECT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Am	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

09:00 - 09:15

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	11.00	106.00	0.00
	B	2.00	0.00	3.00	0.00
	C	142.00	16.00	0.00	0.00
	D	0.00	1.00	0.00	0.00

09:15 - 09:30

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	12.00	77.00	1.00
	B	3.00	0.00	2.00	0.00
	C	112.00	17.00	0.00	1.00
	D	0.00	0.00	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	9.00	96.00	1.00
	B	12.00	0.00	7.00	0.00
	C	93.00	28.00	0.00	1.00
	D	1.00	0.00	1.00	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	26.00	76.00	0.00
	B	9.00	0.00	11.00	0.00
	C	95.00	18.00	0.00	3.00
	D	0.00	0.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

09:00 - 09:15

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	6	6	0	0
	D	0	0	0	0

Heavy Vehicle %

09:15 - 09:30

		To			
		A	B	C	D
From	A	0	0	4	0
	B	67	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Heavy Vehicle %

09:30 - 09:45

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

Heavy Vehicle %

09:45 - 10:00

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.20	13.34	0.3	B	12.25	48.99
A-BCD	0.01	5.09	0.0	A	1.06	4.24
A-B					14.44	57.76
A-C					88.25	353.01
D-AB	0.01	9.89	0.0	A	0.38	1.50
D-BC	0.01	10.22	0.0	B	0.38	1.50
C-D					1.25	5.00
C-A					110.50	442.00
C-B	0.19	7.74	0.2	A	19.75	79.00

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.00	5.00	100.48	0.050	4.95	0.0	0.1	9.416	A
A-BCD	0.00	0.00	103.82	0.000	0.00	0.0	0.0	0.000	A
A-B	11.00	11.00			11.00				
A-C	106.00	106.00			106.00				
D-AB	0.50	0.50	91.52	0.005	0.49	0.0	0.0	9.887	A
D-BC	0.50	0.50	88.58	0.006	0.49	0.0	0.0	10.217	B
C-D	0.00	0.00			0.00				
C-A	142.00	142.00			142.00				
C-B	16.00	16.00	133.15	0.120	15.86	0.0	0.1	7.665	A

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.00	5.00	68.93	0.073	4.99	0.1	0.1	11.969	B
A-BCD	1.99	1.99	178.68	0.011	1.98	0.0	0.0	5.093	A
A-B	11.87	11.87			11.87				
A-C	76.14	76.14			76.14				
D-AB	0.00	0.00	107.61	0.000	0.01	0.0	0.0	0.000	A
D-BC	0.00	0.00	104.01	0.000	0.01	0.0	0.0	0.000	A
C-D	1.00	1.00			1.00				
C-A	112.00	112.00			112.00				
C-B	17.00	17.00	149.04	0.114	17.00	0.1	0.1	7.048	A

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	19.00	19.00	93.08	0.204	18.79	0.1	0.3	13.341	B
A-BCD	2.24	2.24	189.97	0.012	2.24	0.0	0.0	4.763	A
A-B	8.89	8.89			8.89				
A-C	94.86	94.86			94.86				
D-AB	1.00	1.00	170.59	0.006	0.99	0.0	0.0	5.306	A
D-BC	1.00	1.00	99.82	0.010	0.99	0.0	0.0	9.105	A
C-D	1.00	1.00			1.00				
C-A	93.00	93.00			93.00				
C-B	28.00	28.00	144.03	0.194	27.90	0.1	0.2	7.742	A

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20.00	20.00	109.48	0.183	20.05	0.3	0.2	10.069	B
A-BCD	0.00	0.00	112.13	0.000	0.01	0.0	0.0	0.000	A
A-B	26.00	26.00			26.00				
A-C	76.00	76.00			76.00				
D-AB	0.00	0.00	171.08	0.000	0.01	0.0	0.0	0.000	A
D-BC	0.00	0.00	106.45	0.000	0.01	0.0	0.0	0.000	A
C-D	3.00	3.00			3.00				
C-A	95.00	95.00			95.00				
C-B	18.00	18.00	145.75	0.124	18.10	0.2	0.1	7.057	A

Do Nothing 2025, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.22	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	Do Nothing 2025	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:00 - 16:15

		To			
		A	B	C	D
From	A	0.00	14.00	127.00	2.00
	B	13.00	0.00	33.00	0.00
	C	127.00	13.00	0.00	1.00
	D	4.00	1.00	2.00	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	7.00	156.00	1.00
	B	10.00	0.00	20.00	0.00
	C	88.00	5.00	0.00	0.00
	D	3.00	0.00	4.00	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	10.00	140.00	1.00
	B	11.00	0.00	15.00	0.00
	C	118.00	11.00	0.00	0.00
	D	1.00	0.00	1.00	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	11.00	154.00	1.00
	B	15.00	0.00	15.00	0.00
	C	104.00	6.00	0.00	1.00
	D	2.00	0.00	1.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

16:00 - 16:15

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	15	0	3	0
	C	1	0	0	0
	D	0	0	0	0

16:15 - 16:30

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	10	0	5	0
	C	0	0	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.47	17.04	0.9	C	33.00	131.98
A-BCD	0.03	4.27	0.0	A	3.78	15.10
A-B					10.31	41.25
A-C					141.91	567.64
D-AB	0.03	6.25	0.0	A	2.63	10.51
D-BC	0.04	11.12	0.0	B	2.12	8.49
C-D					0.50	2.00
C-A					109.25	437.00
C-B	0.10	7.38	0.1	A	8.75	35.00

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	46.00	46.00	97.14	0.474	45.13	0.0	0.9	17.039	C
A-BCD	5.74	5.74	216.44	0.027	5.70	0.0	0.0	4.271	A
A-B	13.63	13.63			13.63				
A-C	123.63	123.63			123.63				
D-AB	4.51	4.51	148.48	0.030	4.48	0.0	0.0	6.248	A
D-BC	2.49	2.49	83.35	0.030	2.46	0.0	0.0	11.123	B
C-D	1.00	1.00			1.00				
C-A	127.00	127.00			127.00				
C-B	13.00	13.00	134.82	0.096	12.89	0.0	0.1	7.375	A

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	30.00	30.00	94.38	0.318	30.39	0.9	0.5	14.134	B
A-BCD	3.12	3.12	240.82	0.013	3.14	0.0	0.0	3.812	A
A-B	6.91	6.91			6.91				
A-C	153.97	153.97			153.97				
D-AB	3.00	3.00	172.26	0.017	3.01	0.0	0.0	5.317	A
D-BC	4.00	4.00	95.33	0.042	3.99	0.0	0.0	9.851	A
C-D	0.00	0.00			0.00				
C-A	88.00	88.00			88.00				
C-B	5.00	5.00	129.83	0.039	5.07	0.1	0.0	7.216	A

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	26.00	26.00	95.46	0.272	26.08	0.5	0.4	13.613	B
A-BCD	3.01	3.01	224.91	0.013	3.01	0.0	0.0	4.047	A
A-B	9.87	9.87			9.87				
A-C	138.12	138.12			138.12				
D-AB	1.00	1.00	163.22	0.006	1.01	0.0	0.0	5.550	A
D-BC	1.00	1.00	88.29	0.011	1.03	0.0	0.0	10.317	B
C-D	0.00	0.00			0.00				
C-A	118.00	118.00			118.00				
C-B	11.00	11.00	133.05	0.083	10.95	0.0	0.1	7.365	A

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	30.00	30.00	90.92	0.330	29.92	0.4	0.5	14.733	B
A-BCD	3.23	3.23	239.31	0.014	3.23	0.0	0.0	3.819	A
A-B	10.85	10.85			10.85				
A-C	151.92	151.92			151.92				
D-AB	2.00	2.00	167.76	0.012	1.99	0.0	0.0	5.428	A
D-BC	1.00	1.00	91.05	0.011	1.00	0.0	0.0	9.993	A
C-D	1.00	1.00			1.00				
C-A	104.00	104.00			104.00				
C-B	6.00	6.00	129.30	0.046	6.04	0.1	0.0	7.302	A

Do Nothing 2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.40	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.40	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	Do Nothing 2035	AM	DIRECT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

09:00 - 09:15

		To			
		A	B	C	D
From	A	0.00	12.01	115.70	0.00
	B	2.18	0.00	3.27	0.00
	C	154.99	17.46	0.00	0.00
	D	0.00	1.09	0.00	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A	B	C	D
From	A	0.00	13.10	84.05	1.09
	B	3.27	0.00	2.18	0.00
	C	122.25	18.56	0.00	1.09
	D	0.00	0.00	0.00	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	9.82	104.78	1.09
	B	13.10	0.00	7.64	0.00
	C	101.51	30.56	0.00	1.09
	D	1.09	0.00	1.09	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	28.38	82.95	0.00
	B	9.82	0.00	12.01	0.00
	C	103.69	19.65	0.00	3.27
	D	0.00	0.00	0.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

09:00 - 09:15

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	6	6	0	0
	D	0	0	0	0

09:15 - 09:30

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	0
	B	67	0	0	0
	C	2	0	0	0
	D	0	0	0	0

09:30 - 09:45

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

09:45 - 10:00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.23	14.58	0.3	B	13.37	53.47
A-BCD	0.01	4.99	0.0	A	1.25	4.99
A-B					15.75	63.01
A-C					96.24	384.98
D-AB	0.01	10.68	0.0	B	0.41	1.64
D-BC	0.01	11.04	0.0	B	0.41	1.64
C-D					1.36	5.46
C-A					120.61	482.44
C-B	0.22	8.11	0.3	A	21.56	86.23

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.46	5.46	95.71	0.057	5.40	0.0	0.1	9.959	A
A-BCD	0.00	0.00	100.34	0.000	0.00	0.0	0.0	0.000	A
A-B	12.01	12.01			12.01				
A-C	115.70	115.70			115.70				
D-AB	0.55	0.55	84.78	0.006	0.54	0.0	0.0	10.684	B
D-BC	0.55	0.55	82.07	0.007	0.54	0.0	0.0	11.038	B
C-D	0.00	0.00			0.00				
C-A	154.99	154.99			154.99				
C-B	17.46	17.46	130.34	0.134	17.31	0.0	0.2	7.953	A

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.46	5.46	66.22	0.083	5.44	0.1	0.1	12.572	B
A-BCD	2.33	2.33	182.52	0.013	2.32	0.0	0.0	4.994	A
A-B	12.93	12.93			12.93				
A-C	82.97	82.97			82.97				
D-AB	0.00	0.00	102.34	0.000	0.01	0.0	0.0	0.000	A
D-BC	0.00	0.00	98.91	0.000	0.01	0.0	0.0	0.000	A
C-D	1.09	1.09			1.09				
C-A	122.25	122.25			122.25				
C-B	18.56	18.56	146.75	0.126	18.56	0.2	0.2	7.262	A

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20.74	20.74	88.66	0.234	20.48	0.1	0.3	14.581	B
A-BCD	2.66	2.66	194.98	0.014	2.66	0.0	0.0	4.645	A
A-B	9.69	9.69			9.69				
A-C	103.35	103.35			103.35				
D-AB	1.09	1.09	167.74	0.007	1.08	0.0	0.0	5.400	A
D-BC	1.09	1.09	94.34	0.012	1.08	0.0	0.0	9.649	A
C-D	1.09	1.09			1.09				
C-A	101.51	101.51			101.51				
C-B	30.56	30.56	141.27	0.216	30.44	0.2	0.3	8.111	A

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21.83	21.83	105.99	0.206	21.90	0.3	0.3	10.713	B
A-BCD	0.00	0.00	109.45	0.000	0.02	0.0	0.0	0.000	A
A-B	28.38	28.38			28.38				
A-C	82.95	82.95			82.95				
D-AB	0.00	0.00	168.29	0.000	0.01	0.0	0.0	0.000	A
D-BC	0.00	0.00	101.57	0.000	0.01	0.0	0.0	0.000	A
C-D	3.27	3.27			3.27				
C-A	103.69	103.69			103.69				
C-B	19.65	19.65	143.15	0.137	19.76	0.3	0.2	7.302	A

Do Nothing 2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.58	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.58	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	Do Nothing 2035	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:00 - 16:15

		To			
		A	B	C	D
From	A	0.00	15.28	138.65	2.18
	B	14.19	0.00	36.03	0.00
	C	138.65	14.19	0.00	1.09
	D	4.37	1.09	2.18	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	7.64	170.31	1.09
	B	10.92	0.00	21.83	0.00
	C	96.07	5.46	0.00	0.00
	D	3.28	0.00	4.37	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	10.92	152.84	1.09
	B	12.01	0.00	16.38	0.00
	C	128.82	12.01	0.00	0.00
	D	1.09	0.00	1.09	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	12.01	168.12	1.09
	B	16.38	0.00	16.38	0.00
	C	113.54	6.55	0.00	1.09
	D	2.18	0.00	1.09	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

16:00 - 16:15

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	15	0	3	0
	C	1	0	0	0
	D	0	0	0	0

16:15 - 16:30

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	10	0	5	0
	C	0	0	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.54	20.20	1.2	C	36.02	144.08
A-BCD	0.03	4.14	0.0	A	4.60	18.40
A-B					11.22	44.90
A-C					154.48	617.93
D-AB	0.03	6.49	0.0	A	2.87	11.48
D-BC	0.05	12.22	0.1	B	2.32	9.26
C-D					0.55	2.18
C-A					119.27	477.07
C-B	0.11	7.68	0.1	A	9.55	38.21

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50.22	50.22	92.62	0.542	49.09	0.0	1.1	20.200	C
A-BCD	6.97	6.97	224.17	0.031	6.93	0.0	0.0	4.143	A
A-B	14.81	14.81			14.81				
A-C	134.34	134.34			134.34				
D-AB	4.93	4.93	143.58	0.034	4.89	0.0	0.0	6.487	A
D-BC	2.71	2.71	76.31	0.036	2.68	0.0	0.0	12.218	B
C-D	1.09	1.09			1.09				
C-A	138.65	138.65			138.65				
C-B	14.19	14.19	131.21	0.108	14.07	0.0	0.1	7.675	A

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	32.75	32.75	89.96	0.364	33.29	1.1	0.6	16.005	C
A-BCD	3.80	3.80	250.52	0.015	3.82	0.0	0.0	3.671	A
A-B	7.53	7.53			7.53				
A-C	167.71	167.71			167.71				
D-AB	3.28	3.28	169.47	0.019	3.29	0.0	0.0	5.417	A
D-BC	4.37	4.37	89.38	0.049	4.35	0.0	0.1	10.583	B
C-D	0.00	0.00			0.00				
C-A	96.07	96.07			96.07				
C-B	5.46	5.46	125.77	0.043	5.53	0.1	0.0	7.491	A

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	28.38	28.38	90.41	0.314	28.48	0.6	0.5	15.301	C
A-BCD	3.67	3.67	233.40	0.016	3.67	0.0	0.0	3.909	A
A-B	10.75	10.75			10.75				
A-C	150.43	150.43			150.43				
D-AB	1.09	1.09	159.68	0.007	1.10	0.0	0.0	5.677	A
D-BC	1.09	1.09	81.73	0.013	1.13	0.1	0.0	11.171	B
C-D	0.00	0.00			0.00				
C-A	128.82	128.82			128.82				
C-B	12.01	12.01	129.28	0.093	11.95	0.0	0.1	7.667	A

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	32.75	32.75	85.81	0.382	32.64	0.5	0.6	16.888	C
A-BCD	3.96	3.96	249.05	0.016	3.96	0.0	0.0	3.682	A
A-B	11.82	11.82			11.82				
A-C	165.45	165.45			165.45				
D-AB	2.18	2.18	164.64	0.013	2.18	0.0	0.0	5.539	A
D-BC	1.09	1.09	84.75	0.013	1.09	0.0	0.0	10.760	B
C-D	1.09	1.09			1.09				
C-A	113.54	113.54			113.54				
C-B	6.55	6.55	125.19	0.052	6.60	0.1	0.1	7.590	A

Do Something 2035, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		1.78	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.78	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	Do Something 2035	AM	DIRECT	09:00	10:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

09:00 - 09:15

		To			
		A	B	C	D
From	A	0.00	12.01	115.70	2.76
	B	2.18	0.00	3.27	0.00
	C	154.99	17.46	0.00	1.74
	D	6.13	1.09	3.87	0.00

Demand (Veh/TS)

09:15 - 09:30

		To			
		A	B	C	D
From	A	0.00	13.10	84.05	3.85
	B	3.27	0.00	2.18	0.00
	C	122.25	18.56	0.00	2.83
	D	6.13	0.00	3.87	0.00

09:30 - 09:45

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	9.82	104.78	3.85
	B	13.10	0.00	7.64	0.00
	C	101.51	30.56	0.00	2.83
	D	7.23	0.00	4.96	0.00

09:45 - 10:00

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	28.38	82.95	2.76
	B	9.82	0.00	12.01	0.00
	C	103.69	19.65	0.00	5.01
	D	6.13	0.00	3.87	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

09:00 - 09:15

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	6	6	0	0
	D	0	0	0	0

09:15 - 09:30

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	4	0
	B	67	0	0	0
	C	2	0	0	0
	D	0	0	0	0

09:30 - 09:45

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	6	0
	B	0	0	0	0
	C	5	0	0	0
	D	0	0	0	0

09:45 - 10:00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	5	0
	B	0	0	0	0
	C	2	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.24	15.10	0.3	C	13.37	53.47
A-BCD	0.05	5.20	0.1	A	7.96	31.86
A-B					15.21	60.82
A-C					92.83	371.33
D-AB	0.05	6.80	0.1	A	6.55	26.20
D-BC	0.05	11.65	0.1	B	4.27	17.08
C-D					3.10	12.42
C-A					120.61	482.44
C-B	0.22	8.19	0.3	A	21.56	86.23

Main Results for each time segment

09:00 - 09:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.46	5.46	93.66	0.058	5.40	0.0	0.1	10.189	B
A-BCD	7.71	7.71	198.92	0.039	7.66	0.0	0.1	4.704	A
A-B	11.54	11.54			11.54				
A-C	111.21	111.21			111.21				
D-AB	6.71	6.71	139.03	0.048	6.65	0.0	0.1	6.798	A
D-BC	4.39	4.39	81.54	0.054	4.33	0.0	0.1	11.648	B
C-D	1.74	1.74			1.74				
C-A	154.99	154.99			154.99				
C-B	17.46	17.46	129.34	0.135	17.31	0.0	0.2	8.024	A

09:15 - 09:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5.46	5.46	64.53	0.085	5.44	0.1	0.1	12.928	B
A-BCD	8.27	8.27	182.23	0.045	8.26	0.1	0.1	5.199	A
A-B	12.50	12.50			12.50				
A-C	80.22	80.22			80.22				
D-AB	6.13	6.13	160.92	0.038	6.14	0.1	0.0	5.816	A
D-BC	3.87	3.87	98.50	0.039	3.88	0.1	0.0	9.514	A
C-D	2.83	2.83			2.83				
C-A	122.25	122.25			122.25				
C-B	18.56	18.56	145.68	0.127	18.56	0.2	0.2	7.321	A

09:30 - 09:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	20.74	20.74	86.33	0.240	20.47	0.1	0.3	15.101	C
A-BCD	9.41	9.41	194.72	0.048	9.40	0.1	0.1	4.821	A
A-B	9.35	9.35			9.35				
A-C	99.70	99.70			99.70				
D-AB	7.23	7.23	165.76	0.044	7.22	0.0	0.0	5.676	A
D-BC	4.96	4.96	92.98	0.053	4.94	0.0	0.1	10.222	B
C-D	2.83	2.83			2.83				
C-A	101.51	101.51			101.51				
C-B	30.56	30.56	140.20	0.218	30.44	0.2	0.3	8.190	A

09:45 - 10:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	21.83	21.83	104.05	0.210	21.90	0.3	0.3	10.966	B
A-BCD	6.47	6.47	195.08	0.033	6.49	0.1	0.0	4.806	A
A-B	27.43	27.43			27.43				
A-C	80.19	80.19			80.19				
D-AB	6.13	6.13	166.44	0.037	6.14	0.0	0.0	5.616	A
D-BC	3.87	3.87	100.21	0.039	3.88	0.1	0.0	9.344	A
C-D	5.01	5.01			5.01				
C-A	103.69	103.69			103.69				
C-B	19.65	19.65	142.08	0.138	19.76	0.3	0.2	7.363	A

Do Something 2035, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	Crossroads	Two-way	Two-way	Two-way	Two-way		2.92	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.92	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	Do Something 2035	PM	DIRECT	16:00	17:00	60	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A		DIRECT	✓	100.000
B		DIRECT	✓	100.000
C		DIRECT	✓	100.000
D		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

16:00 - 16:15

		To			
		A	B	C	D
From	A	0.00	15.28	138.65	7.70
	B	14.19	0.00	36.03	0.00
	C	138.65	14.19	0.00	4.57
	D	7.13	1.09	3.92	0.00

Demand (Veh/TS)

16:15 - 16:30

		To			
		A	B	C	D
From	A	0.00	7.64	170.31	6.61
	B	10.92	0.00	21.83	0.00
	C	96.07	5.46	0.00	3.48
	D	6.04	0.00	6.11	0.00

16:30 - 16:45

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	10.92	152.84	6.61
	B	12.01	0.00	16.38	0.00
	C	128.82	12.01	0.00	3.48
	D	3.85	0.00	2.83	0.00

16:45 - 17:00

Demand (Veh/TS)

		To			
		A	B	C	D
From	A	0.00	12.01	168.12	6.61
	B	16.38	0.00	16.38	0.00
	C	113.54	6.55	0.00	4.57
	D	4.94	0.00	2.83	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

16:00 - 16:15

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	2	0
	B	15	0	3	0
	C	1	0	0	0
	D	0	0	0	0

16:15 - 16:30

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	10	0	5	0
	C	0	0	0	0
	D	0	0	0	0

16:30 - 16:45

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

16:45 - 17:00

Heavy Vehicle %

		To			
		A	B	C	D
From	A	0	0	1	0
	B	0	0	0	0
	C	3	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
B-ACD	0.55	20.82	1.2	C	36.02	144.08
A-BCD	0.11	4.52	0.2	A	23.60	94.41
A-B					10.31	41.23
A-C					141.92	567.66
D-AB	0.05	6.50	0.1	A	5.63	22.53
D-BC	0.07	13.13	0.1	B	4.05	16.21
C-D					4.03	16.10
C-A					119.27	477.07
C-B	0.11	7.82	0.1	A	9.55	38.21

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	50.22	50.22	91.21	0.551	49.05	0.0	1.2	20.824	C
A-BCD	24.71	24.71	223.67	0.110	24.46	0.0	0.2	4.517	A
A-B	13.60	13.60			13.60				
A-C	123.33	123.33			123.33				
D-AB	7.70	7.70	145.94	0.053	7.65	0.0	0.1	6.503	A
D-BC	4.44	4.44	72.85	0.061	4.38	0.0	0.1	13.131	B
C-D	4.57	4.57			4.57				
C-A	138.65	138.65			138.65				
C-B	14.19	14.19	129.10	0.110	14.07	0.0	0.1	7.816	A

16:15 - 16:30

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	32.75	32.75	88.59	0.370	33.31	1.2	0.6	16.419	C
A-BCD	23.12	23.12	250.16	0.092	23.18	0.2	0.2	3.991	A
A-B	6.93	6.93			6.93				
A-C	154.50	154.50			154.50				
D-AB	6.04	6.04	168.17	0.036	6.05	0.1	0.0	5.553	A
D-BC	6.11	6.11	86.62	0.071	6.10	0.1	0.1	11.175	B
C-D	3.48	3.48			3.48				
C-A	96.07	96.07			96.07				
C-B	5.46	5.46	123.60	0.044	5.53	0.1	0.0	7.629	A

16:30 - 16:45

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	28.38	28.38	88.66	0.320	28.48	0.6	0.5	15.753	C
A-BCD	22.41	22.41	233.01	0.096	22.40	0.2	0.2	4.266	A
A-B	9.86	9.86			9.86				
A-C	138.10	138.10			138.10				
D-AB	3.85	3.85	158.34	0.024	3.86	0.0	0.0	5.828	A
D-BC	2.83	2.83	78.98	0.036	2.87	0.1	0.0	11.832	B
C-D	3.48	3.48			3.48				
C-A	128.82	128.82			128.82				
C-B	12.01	12.01	127.12	0.094	11.95	0.0	0.1	7.810	A

16:45 - 17:00

Stream	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	32.75	32.75	83.98	0.390	32.64	0.5	0.6	17.483	C
A-BCD	24.17	24.17	248.68	0.097	24.17	0.2	0.2	4.023	A
A-B	10.84	10.84			10.84				
A-C	151.73	151.73			151.73				
D-AB	4.94	4.94	163.31	0.030	4.94	0.0	0.0	5.682	A
D-BC	2.83	2.83	82.00	0.035	2.83	0.0	0.0	11.368	B
C-D	4.57	4.57			4.57				
C-A	113.54	113.54			113.54				
C-B	6.55	6.55	123.03	0.053	6.60	0.1	0.1	7.732	A

Appendix N

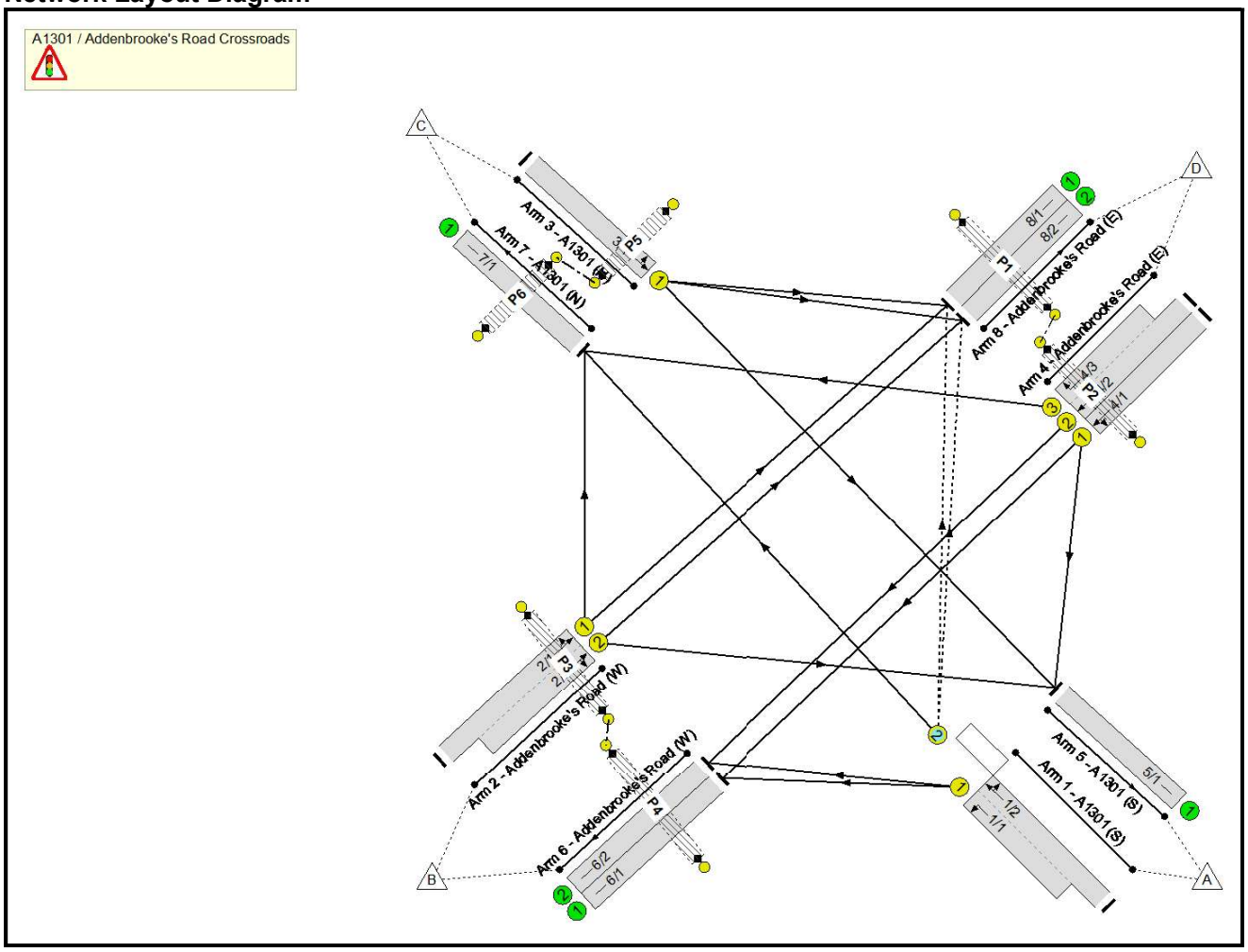
LinSig Output

Full Input Data And Results

User and Project Details

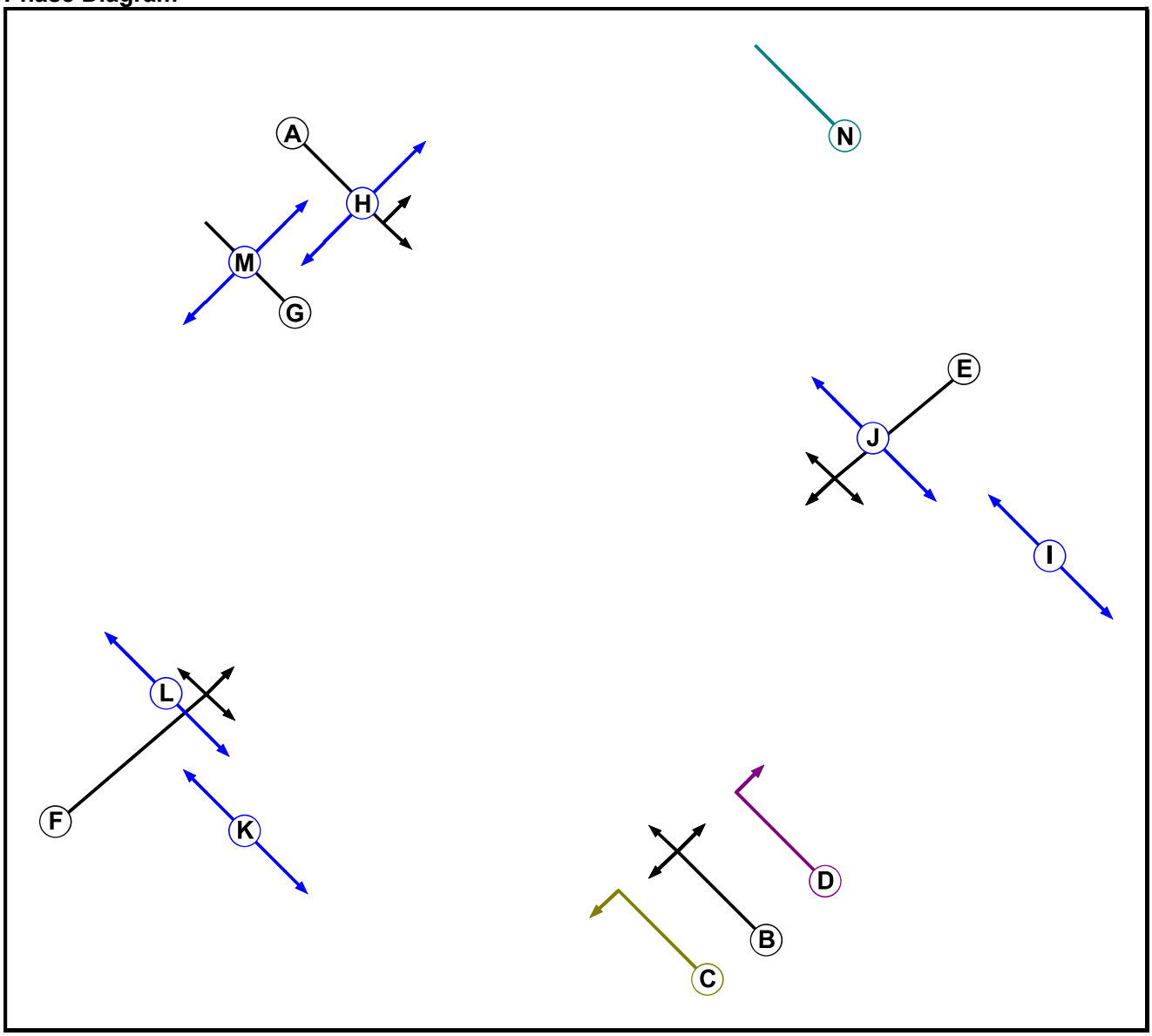
Project:	**Great Shelford (18926)**
Title:	
Location:	A1301 / Addenbrooke's Road
Additional detail:	
File name:	A1301_Addenbrooke's Crossroads - 2025.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Filter	1	B	4	0
D	Ind. Arrow	1	B	4	4
E	Traffic	1		7	7
F	Traffic	1		7	7
G	Traffic	1		7	7
H	Pedestrian	1		7	7
I	Pedestrian	1		7	7
J	Pedestrian	1		7	7
K	Pedestrian	1		7	7
L	Pedestrian	1		7	7
M	Pedestrian	1		7	7
N	Dummy	1		7	7

Full Input Data And Results

Phase Intergreens Matrix

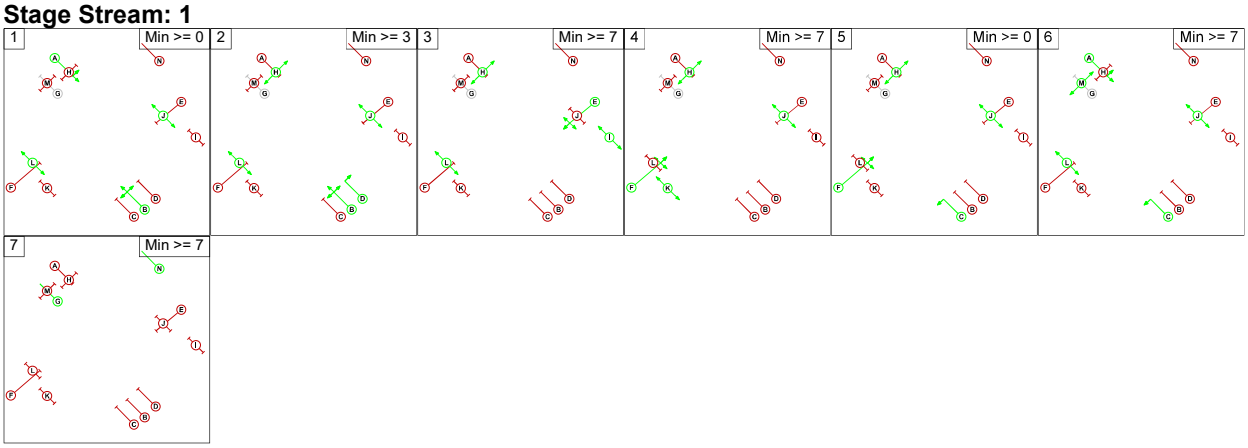
		Starting Phase													
		A	B	C	D	E	F	G	H	I	J	K	L	M	N
Terminating Phase	A		-	-	6	7	6	-	7	10	-	-	-	-	3
	B	-		-	-	6	7	-	-	12	-	10	-	10	3
	C	-	-		-	6	-	-	-	-	-	10	-	-	3
	D	8	-	-		6	7	-	-	12	-	-	-	-	3
	E	6	7	6	8		7	-	-	-	7	12	-	12	3
	F	6	6	-	6	7		-	-	12	-	-	7	9	3
	G	-	-	-	-	-	-		-	-	-	-	-	-	-
	H	6	-	-	-	-	-	-		-	-	-	-	-	3
	I	5	5	-	5	-	5	-	-		-	-	-	-	3
	J	-	-	-	-	10	-	-	-	-		-	-	-	3
	K	-	5	5	-	5	-	-	-	-	-		-	-	3
	L	-	-	-	-	-	7	-	-	-	-	-		-	3
	M	-	6	-	-	6	6	-	-	-	-	-	-		3
	N	2	2	2	2	2	2	-	2	2	2	2	2	2	

Phases in Stage

Stream	Stage No.	Phases in Stage
1	1	A B J L
1	2	B D H J L
1	3	E H I L
1	4	F H J K
1	5	C F H J
1	6	A C J L M
1	7	G N

Stage Diagram

Stage Stream: 1



Full Input Data And Results

Phase Delays

Stage Stream: 1

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	5	C	Gaining absolute	6	6
1	6	C	Gaining absolute	6	6
2	5	C	Gaining absolute	6	6
2	6	C	Gaining absolute	6	6

Prohibited Stage Change

Stage Stream: 1

		To Stage						
		1	2	3	4	5	6	7
From Stage	1		7	12	10	7	10	3
	2	8		12	10	7	10	3
	3	7	8		12	7	12	3
	4	7	7	12		5	9	3
	5	7	7	X	X		9	X
	6	6	7	X	X	7		X
	7	2	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A1301 / Addenbrooke's Road Crossroads											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (A1301 (S))	8/1 (Right)	1439	0	3/1	1.09	All	3.70	3.70	0.50	4	3.70
	8/2 (Right)	1439	0	3/1	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: A1301 / Addenbrooke's Road Crossroads

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A1301 (S))	U	B C	2	3	16.5	Geom	-	2.67	0.00	Y	Arm 6 Left	10.65
1/2 (A1301 (S))	O	B D	2	3	173.9	Geom	-	3.16	0.00	Y	Arm 7 Ahead	Inf
											Arm 8 Right	11.03
2/1 (Addenbrooke's Road (W))	U	F	2	3	139.1	Geom	-	2.65	0.00	Y	Arm 7 Left	11.19
											Arm 8 Ahead	Inf
2/2 (Addenbrooke's Road (W))	U	F	2	3	11.8	Geom	-	2.76	0.00	Y	Arm 5 Right	21.26
											Arm 8 Ahead	Inf
3/1 (A1301 (N))	U	A	2	3	87.0	Geom	-	2.86	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.65
4/1 (Addenbrooke's Road (E))	U	E	2	3	27.1	Geom	-	2.99	0.00	Y	Arm 5 Left	15.14
											Arm 6 Ahead	Inf
4/2 (Addenbrooke's Road (E))	U	E	2	3	27.0	Geom	-	2.68	0.00	Y	Arm 6 Ahead	Inf
4/3 (Addenbrooke's Road (E))	U	E	2	3	10.0	Geom	-	2.87	0.00	Y	Arm 7 Right	18.00
5/1 (A1301 (S))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Addenbrooke's Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2 (Addenbrooke's Road (W))	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A1301 (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Addenbrooke's Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (Addenbrooke's Road (E))	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Background 2025 AM'	07:15	08:15	01:00	
2: 'Background 2025 PM'	16:00	17:00	01:00	
3: 'Development AM'	07:15	08:15	01:00	
4: 'Development PM'	16:00	17:00	01:00	
5: 'Committed AM'	07:15	08:15	01:00	
6: 'Committed PM'	16:00	17:00	01:00	
7: 'Do Nothing 2035 AM'	07:15	08:15	01:00	(F1*1.0915)+F5
8: 'Do Nothing 2035 PM'	16:00	17:00	01:00	(F2*1.0917)+F6
9: 'Do Something 2035 AM'	07:15	08:15	01:00	F7+F3
10: 'Do Something 2035 PM'	16:00	17:00	01:00	F8+F4

Scenario 1: 'Do Nothing 2025 AM' (FG1: 'Background 2025 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	153	221	165	539
	B	127	0	18	914	1059
	C	113	0	0	90	203
	D	58	320	54	0	432
	Tot.	298	473	293	1169	2233

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: Do Nothing 2025 AM
Junction: A1301 / Addenbrooke's Road Crossroads	
1/1 (short)	153
1/2 (with short)	539(In) 386(Out)
2/1 (with short)	1059(In) 531(Out)
2/2 (short)	528
3/1	203
4/1	185
4/2 (with short)	247(In) 193(Out)
4/3 (short)	54
5/1	298
6/1	204
6/2	269
7/1	293
8/1	641
8/2	528

Full Input Data And Results

Lane Saturation Flows

Junction: A1301 / Addenbrooke's Road Crossroads								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1301 (S))	2.67	0.00	Y	Arm 6 Left	10.65	100.0 %	1650	1650
1/2 (A1301 (S))	3.16	0.00	Y	Arm 7 Ahead	Inf	57.3 %	1825	1825
				Arm 8 Right	11.03	42.7 %		
2/1 (Addenbrooke's Road (W))	2.65	0.00	Y	Arm 7 Left	11.19	3.4 %	1872	1872
				Arm 8 Ahead	Inf	96.6 %		
2/2 (Addenbrooke's Road (W))	2.76	0.00	Y	Arm 5 Right	21.26	24.1 %	1859	1859
				Arm 8 Ahead	Inf	75.9 %		
3/1 (A1301 (N))	2.86	0.00	Y	Arm 5 Ahead	Inf	55.7 %	1806	1806
				Arm 8 Left	12.65	44.3 %		
4/1 (Addenbrooke's Road (E))	2.99	0.00	Y	Arm 5 Left	15.14	31.4 %	1857	1857
				Arm 6 Ahead	Inf	68.6 %		
4/2 (Addenbrooke's Road (E))	2.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1883	1883
4/3 (Addenbrooke's Road (E))	2.87	0.00	Y	Arm 7 Right	18.00	100.0 %	1756	1756
5/1 (A1301 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Addenbrooke's Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Addenbrooke's Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A1301 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Addenbrooke's Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Addenbrooke's Road (E) Lane 2)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: 'Do Nothing 2025 PM' (FG2: 'Background 2025 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	230	195	60	485
	B	252	0	28	240	520
	C	196	1	0	59	256
	D	162	873	178	0	1213
	Tot.	610	1104	401	359	2474

Traffic Lane Flows

Lane	Scenario 2: Do Nothing 2025 PM
Junction: A1301 / Addenbrooke's Road Crossroads	
1/1 (short)	230
1/2 (with short)	485(In) 255(Out)
2/1 (with short)	520(In) 262(Out)
2/2 (short)	258
3/1	255
4/1	545
4/2 (with short)	668(In) 490(Out)
4/3 (short)	178
5/1	610
6/1	498
6/2	605
7/1	401
8/1	294
8/2	65

Full Input Data And Results

Lane Saturation Flows

Junction: A1301 / Addenbrooke's Road Crossroads								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1301 (S))	2.67	0.00	Y	Arm 6 Left	10.65	100.0 %	1650	1650
1/2 (A1301 (S))	3.16	0.00	Y	Arm 7 Ahead	Inf	76.5 %	1871	1871
				Arm 8 Right	11.03	23.5 %		
2/1 (Addenbrooke's Road (W))	2.65	0.00	Y	Arm 7 Left	11.19	10.7 %	1854	1854
				Arm 8 Ahead	Inf	89.3 %		
2/2 (Addenbrooke's Road (W))	2.76	0.00	Y	Arm 5 Right	21.26	97.7 %	1769	1769
				Arm 8 Ahead	Inf	2.3 %		
3/1 (A1301 (N))	2.86	0.00	Y	Arm 5 Ahead	Inf	76.9 %	1850	1850
				Arm 8 Left	12.65	23.1 %		
4/1 (Addenbrooke's Road (E))	2.99	0.00	Y	Arm 5 Left	15.14	29.7 %	1860	1860
				Arm 6 Ahead	Inf	70.3 %		
4/2 (Addenbrooke's Road (E))	2.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1883	1883
4/3 (Addenbrooke's Road (E))	2.87	0.00	Y	Arm 7 Right	18.00	100.0 %	1756	1756
5/1 (A1301 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Addenbrooke's Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Addenbrooke's Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A1301 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Addenbrooke's Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Addenbrooke's Road (E) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'Do Nothing 2035 AM' (FG7: 'Do Nothing 2035 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	167	241	180	588
	B	139	0	20	998	1157
	C	123	0	0	98	221
	D	63	349	59	0	471
	Tot.	325	516	320	1276	2437

Traffic Lane Flows

Lane	Scenario 3: Do Nothing 2035 AM
Junction: A1301 / Addenbrooke's Road Crossroads	
1/1 (short)	167
1/2 (with short)	588(In) 421(Out)
2/1 (with short)	1157(In) 581(Out)
2/2 (short)	576
3/1	221
4/1	203
4/2 (with short)	268(In) 209(Out)
4/3 (short)	59
5/1	325
6/1	224
6/2	292
7/1	320
8/1	700
8/2	576

Full Input Data And Results

Lane Saturation Flows

Junction: A1301 / Addenbrooke's Road Crossroads								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1301 (S))	2.67	0.00	Y	Arm 6 Left	10.65	100.0 %	1650	1650
1/2 (A1301 (S))	3.16	0.00	Y	Arm 7 Ahead	Inf	57.2 %	1825	1825
				Arm 8 Right	11.03	42.8 %		
2/1 (Addenbrooke's Road (W))	2.65	0.00	Y	Arm 7 Left	11.19	3.4 %	1872	1872
				Arm 8 Ahead	Inf	96.6 %		
2/2 (Addenbrooke's Road (W))	2.76	0.00	Y	Arm 5 Right	21.26	24.1 %	1859	1859
				Arm 8 Ahead	Inf	75.9 %		
3/1 (A1301 (N))	2.86	0.00	Y	Arm 5 Ahead	Inf	55.7 %	1806	1806
				Arm 8 Left	12.65	44.3 %		
4/1 (Addenbrooke's Road (E))	2.99	0.00	Y	Arm 5 Left	15.14	31.0 %	1857	1857
				Arm 6 Ahead	Inf	69.0 %		
4/2 (Addenbrooke's Road (E))	2.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1883	1883
4/3 (Addenbrooke's Road (E))	2.87	0.00	Y	Arm 7 Right	18.00	100.0 %	1756	1756
5/1 (A1301 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Addenbrooke's Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Addenbrooke's Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A1301 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Addenbrooke's Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Addenbrooke's Road (E) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'Do Nothing 2035 PM' (FG8: 'Do Nothing 2035 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	251	213	66	530
	B	275	0	31	262	568
	C	214	1	0	64	279
	D	177	953	194	0	1324
	Tot.	666	1205	438	392	2701

Traffic Lane Flows

Lane	Scenario 4: Do Nothing 2035 PM
Junction: A1301 / Addenbrooke's Road Crossroads	
1/1 (short)	251
1/2 (with short)	530(In) 279(Out)
2/1 (with short)	568(In) 284(Out)
2/2 (short)	284
3/1	278
4/1	602
4/2 (with short)	722(In) 528(Out)
4/3 (short)	194
5/1	666
6/1	551
6/2	653
7/1	438
8/1	318
8/2	74

Full Input Data And Results

Lane Saturation Flows

Junction: A1301 / Addenbrooke's Road Crossroads								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1301 (S))	2.67	0.00	Y	Arm 6 Left	10.65	100.0 %	1650	1650
1/2 (A1301 (S))	3.16	0.00	Y	Arm 7 Ahead	Inf	76.3 %	1871	1871
				Arm 8 Right	11.03	23.7 %		
2/1 (Addenbrooke's Road (W))	2.65	0.00	Y	Arm 7 Left	11.19	10.9 %	1853	1853
				Arm 8 Ahead	Inf	89.1 %		
2/2 (Addenbrooke's Road (W))	2.76	0.00	Y	Arm 5 Right	21.26	96.8 %	1770	1770
				Arm 8 Ahead	Inf	3.2 %		
3/1 (A1301 (N))	2.86	0.00	Y	Arm 5 Ahead	Inf	77.0 %	1851	1851
				Arm 8 Left	12.65	23.0 %		
4/1 (Addenbrooke's Road (E))	2.99	0.00	Y	Arm 5 Left	15.14	29.4 %	1860	1860
				Arm 6 Ahead	Inf	70.6 %		
4/2 (Addenbrooke's Road (E))	2.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1883	1883
4/3 (Addenbrooke's Road (E))	2.87	0.00	Y	Arm 7 Right	18.00	100.0 %	1756	1756
5/1 (A1301 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Addenbrooke's Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Addenbrooke's Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A1301 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Addenbrooke's Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Addenbrooke's Road (E) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 5: 'Do Something 2035 AM' (FG9: 'Do Something 2035 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	188	246	180	614
	B	148	0	20	998	1166
	C	125	0	0	98	223
	D	63	349	59	0	471
	Tot.	336	537	325	1276	2474

Traffic Lane Flows

Lane	Scenario 5: Do Something 2035 AM
Junction: A1301 / Addenbrooke's Road Crossroads	
1/1 (short)	188
1/2 (with short)	614(In) 426(Out)
2/1 (with short)	1166(In) 585(Out)
2/2 (short)	581
3/1	223
4/1	203
4/2 (with short)	268(In) 209(Out)
4/3 (short)	59
5/1	336
6/1	234
6/2	303
7/1	325
8/1	704
8/2	572

Full Input Data And Results

Lane Saturation Flows

Junction: A1301 / Addenbrooke's Road Crossroads								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1301 (S))	2.67	0.00	Y	Arm 6 Left	10.65	100.0 %	1650	1650
1/2 (A1301 (S))	3.16	0.00	Y	Arm 7 Ahead	Inf	57.7 %	1826	1826
				Arm 8 Right	11.03	42.3 %		
2/1 (Addenbrooke's Road (W))	2.65	0.00	Y	Arm 7 Left	11.19	3.4 %	1872	1872
				Arm 8 Ahead	Inf	96.6 %		
2/2 (Addenbrooke's Road (W))	2.76	0.00	Y	Arm 5 Right	21.26	25.5 %	1858	1858
				Arm 8 Ahead	Inf	74.5 %		
3/1 (A1301 (N))	2.86	0.00	Y	Arm 5 Ahead	Inf	56.1 %	1807	1807
				Arm 8 Left	12.65	43.9 %		
4/1 (Addenbrooke's Road (E))	2.99	0.00	Y	Arm 5 Left	15.14	31.0 %	1857	1857
				Arm 6 Ahead	Inf	69.0 %		
4/2 (Addenbrooke's Road (E))	2.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1883	1883
4/3 (Addenbrooke's Road (E))	2.87	0.00	Y	Arm 7 Right	18.00	100.0 %	1756	1756
5/1 (A1301 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Addenbrooke's Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Addenbrooke's Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A1301 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Addenbrooke's Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Addenbrooke's Road (E) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'Do Something 2035 PM' (FG10: 'Do Something 2035 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	260	215	66	541
	B	294	0	31	262	587
	C	218	1	0	64	283
	D	177	953	194	0	1324
	Tot.	689	1214	440	392	2735

Traffic Lane Flows

Lane	Scenario 6: Do Something 2035 PM
Junction: A1301 / Addenbrooke's Road Crossroads	
1/1 (short)	260
1/2 (with short)	541(In) 281(Out)
2/1 (with short)	587(In) 287(Out)
2/2 (short)	300
3/1	282
4/1	603
4/2 (with short)	721(In) 527(Out)
4/3 (short)	194
5/1	689
6/1	556
6/2	657
7/1	440
8/1	321
8/2	71

Full Input Data And Results

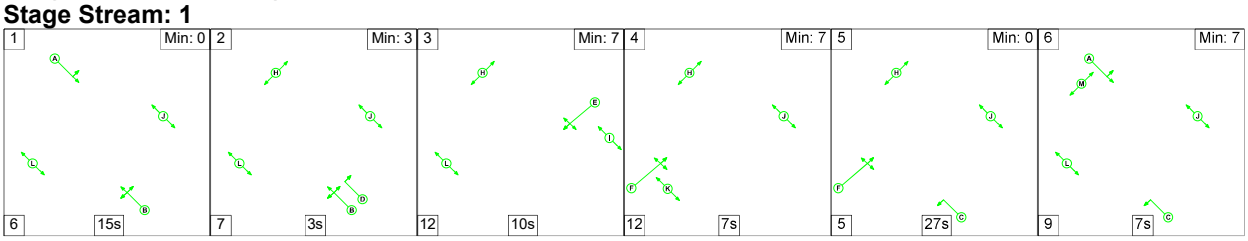
Lane Saturation Flows

Junction: A1301 / Addenbrooke's Road Crossroads								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A1301 (S))	2.67	0.00	Y	Arm 6 Left	10.65	100.0 %	1650	1650
1/2 (A1301 (S))	3.16	0.00	Y	Arm 7 Ahead	Inf	76.5 %	1871	1871
				Arm 8 Right	11.03	23.5 %		
2/1 (Addenbrooke's Road (W))	2.65	0.00	Y	Arm 7 Left	11.19	10.8 %	1853	1853
				Arm 8 Ahead	Inf	89.2 %		
2/2 (Addenbrooke's Road (W))	2.76	0.00	Y	Arm 5 Right	21.26	98.0 %	1769	1769
				Arm 8 Ahead	Inf	2.0 %		
3/1 (A1301 (N))	2.86	0.00	Y	Arm 5 Ahead	Inf	77.3 %	1851	1851
				Arm 8 Left	12.65	22.7 %		
4/1 (Addenbrooke's Road (E))	2.99	0.00	Y	Arm 5 Left	15.14	29.4 %	1860	1860
				Arm 6 Ahead	Inf	70.6 %		
4/2 (Addenbrooke's Road (E))	2.68	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1883	1883
4/3 (Addenbrooke's Road (E))	2.87	0.00	Y	Arm 7 Right	18.00	100.0 %	1756	1756
5/1 (A1301 (S) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Addenbrooke's Road (W) Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (Addenbrooke's Road (W) Lane 2)	Infinite Saturation Flow						Inf	Inf
7/1 (A1301 (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Addenbrooke's Road (E) Lane 1)	Infinite Saturation Flow						Inf	Inf
8/2 (Addenbrooke's Road (E) Lane 2)	Infinite Saturation Flow						Inf	Inf

Scenario 1: 'Do Nothing 2025 AM' (FG1: 'Background 2025 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1



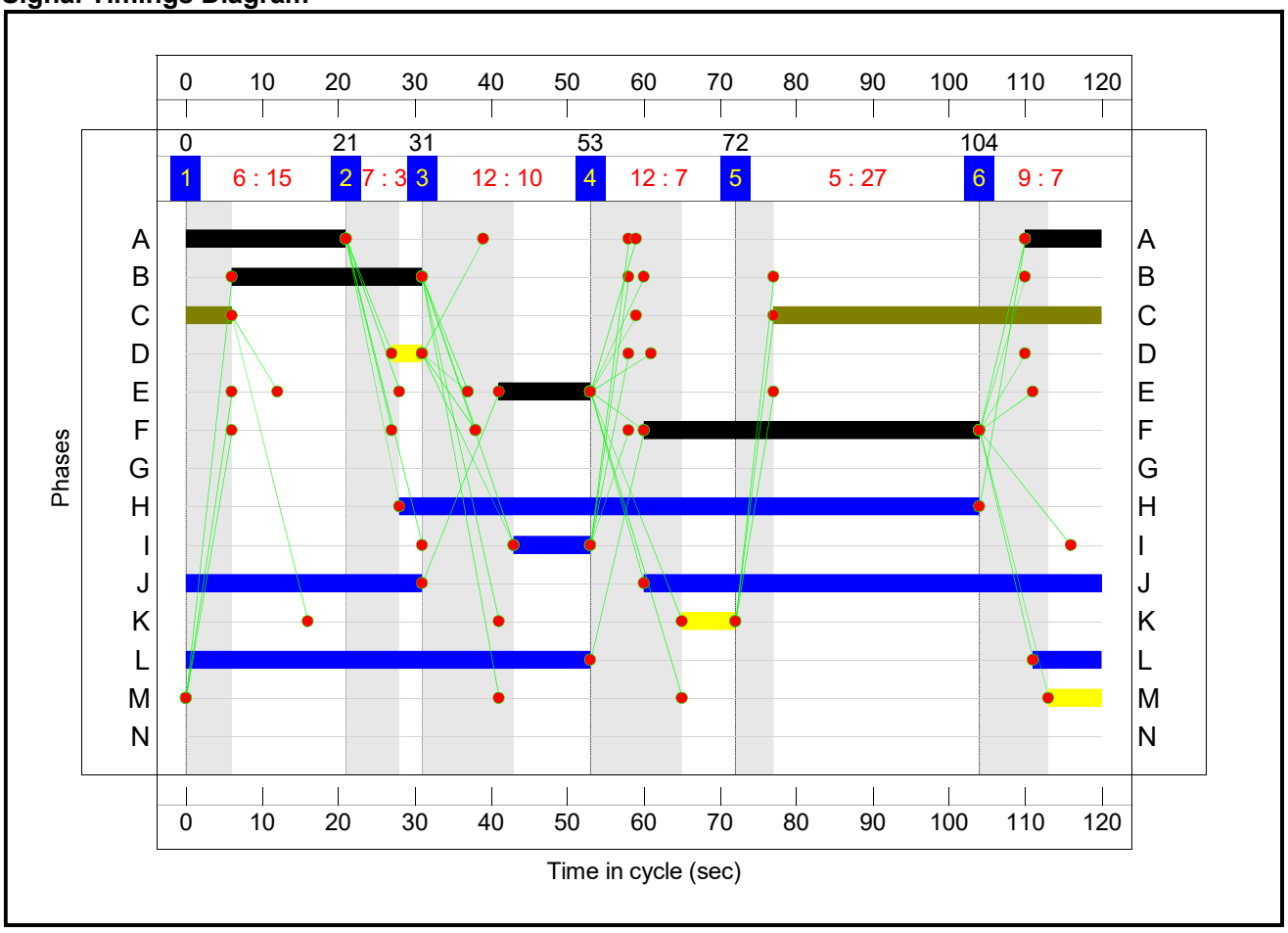
Full Input Data And Results

Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5	6
Duration	15	3	10	7	27	7
Change Point	0	21	31	53	72	104

Signal Timings Diagram

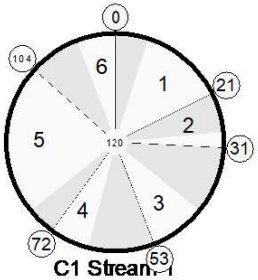


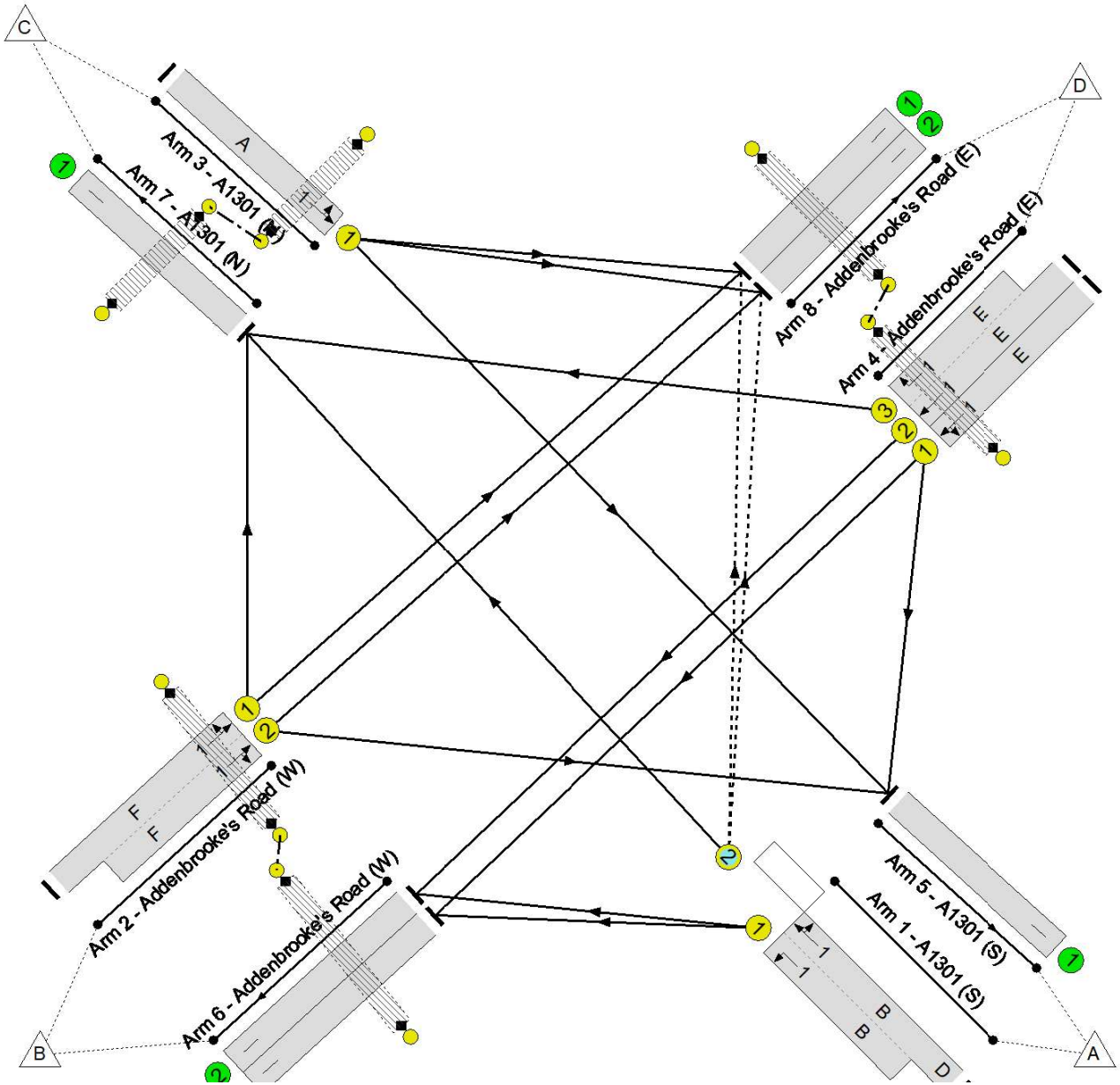
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

A1301 / Addenbrooke's Road Crossroads
PRC: -10.2 %
Total Traffic Delay: 56.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped





Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.2%**
A1301 / Addenbrooke's Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**99.2%**
1/2+1/1	A1301 (S) Left Ahead Right	O+U	1	N/A	B	D C	1	25:74	4:49	539	1825:1650	395+157	97.6 : 97.6%
2/1+2/2	Addenbrooke's Road (W) Right Left Ahead	U	1	N/A	F		1	44	-	1059	1872:1859	535+532	99.2 : 99.2%
3/1	A1301 (N) Ahead Left	U	1	N/A	A		1	31	-	203	1806	482	42.2%
4/1	Addenbrooke's Road (E) Left Ahead	U	1	N/A	E		1	12	-	185	1857	201	92.0%
4/2+4/3	Addenbrooke's Road (E) Ahead Right	U	1	N/A	E		1	12	-	247	1883:1756	204+57	94.6 : 94.6%
5/1	A1301 (S)	U	N/A	N/A	-		-	-	-	298	Inf	Inf	0.0%
6/1	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	204	Inf	Inf	0.0%
6/2	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	269	Inf	Inf	0.0%
7/1	A1301 (N)	U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
8/1	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	641	Inf	Inf	0.0%
8/2	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	I		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	J		1	91	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	L		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	H		1	76	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	M		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**91**	**52**	**22**	**23.7**	**32.3**	**0.0**	**56.0**	**-**	**-**	**-**	**-**
A1301 / Addenbrooke's Road Crossroads	**-**	**-**	**91**	**52**	**22**	**23.7**	**32.3**	**0.0**	**56.0**	**-**	**-**	**-**	**-**
1/2+1/1	539	539	91	52	22	5.4	8.8	0.0	14.2	94.7	12.8	8.8	21.5
2/1+2/2	1059	1059	-	-	-	9.9	14.2	-	24.1	82.0	23.0	14.2	37.2
3/1	203	203	-	-	-	2.1	0.4	-	2.4	42.8	5.6	0.4	5.9
4/1	185	185	-	-	-	2.7	3.9	-	6.6	128.3	6.1	3.9	9.9
4/2+4/3	247	247	-	-	-	3.6	5.1	-	8.7	126.5	6.4	5.1	11.5
5/1	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

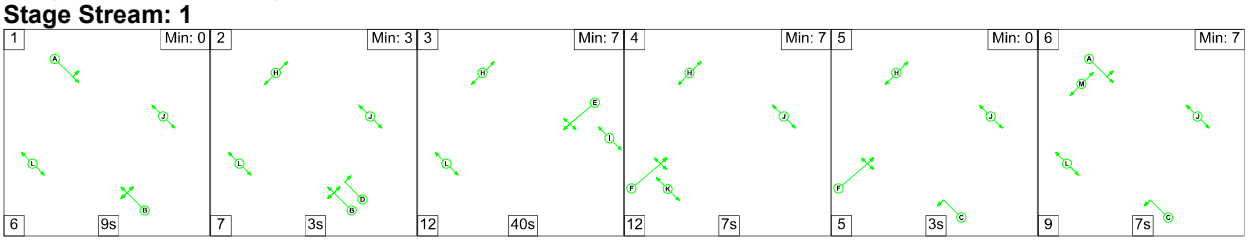
C1 Stream: 1 PRC for Signalled Lanes (%): -10.2 Total Delay for Signalled Lanes (pcuHr): 56.00 Cycle Time (s): 120
PRC Over All Lanes (%): -10.2 Total Delay Over All Lanes(pcuHr): 56.00

Full Input Data And Results

Scenario 2: 'Do Nothing 2025 PM' (FG2: 'Background 2025 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

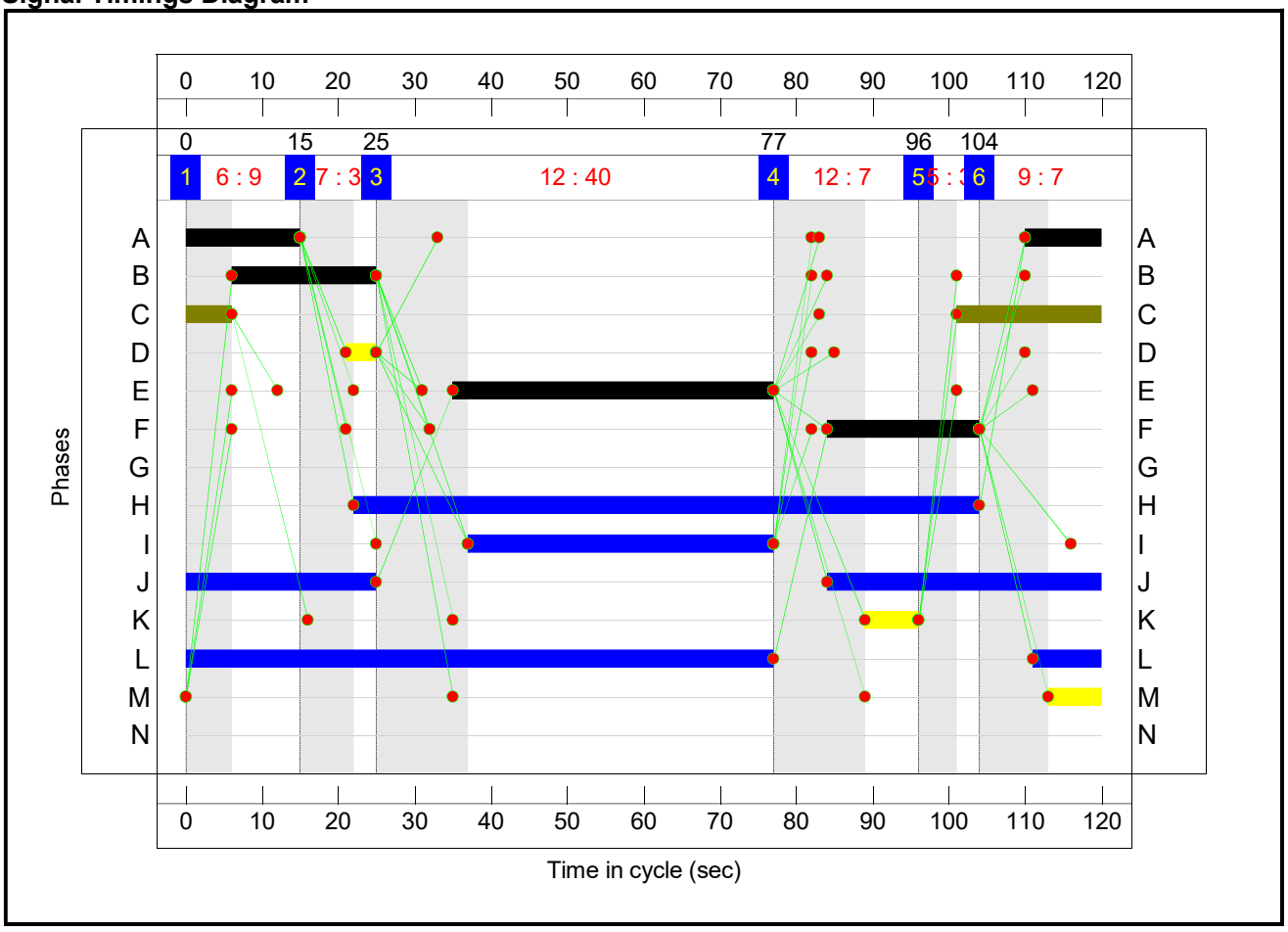


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5	6
Duration	9	3	40	7	3	7
Change Point	0	15	25	77	96	104

Signal Timings Diagram

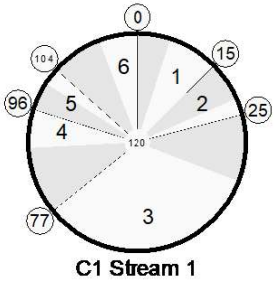


Full Input Data And Results

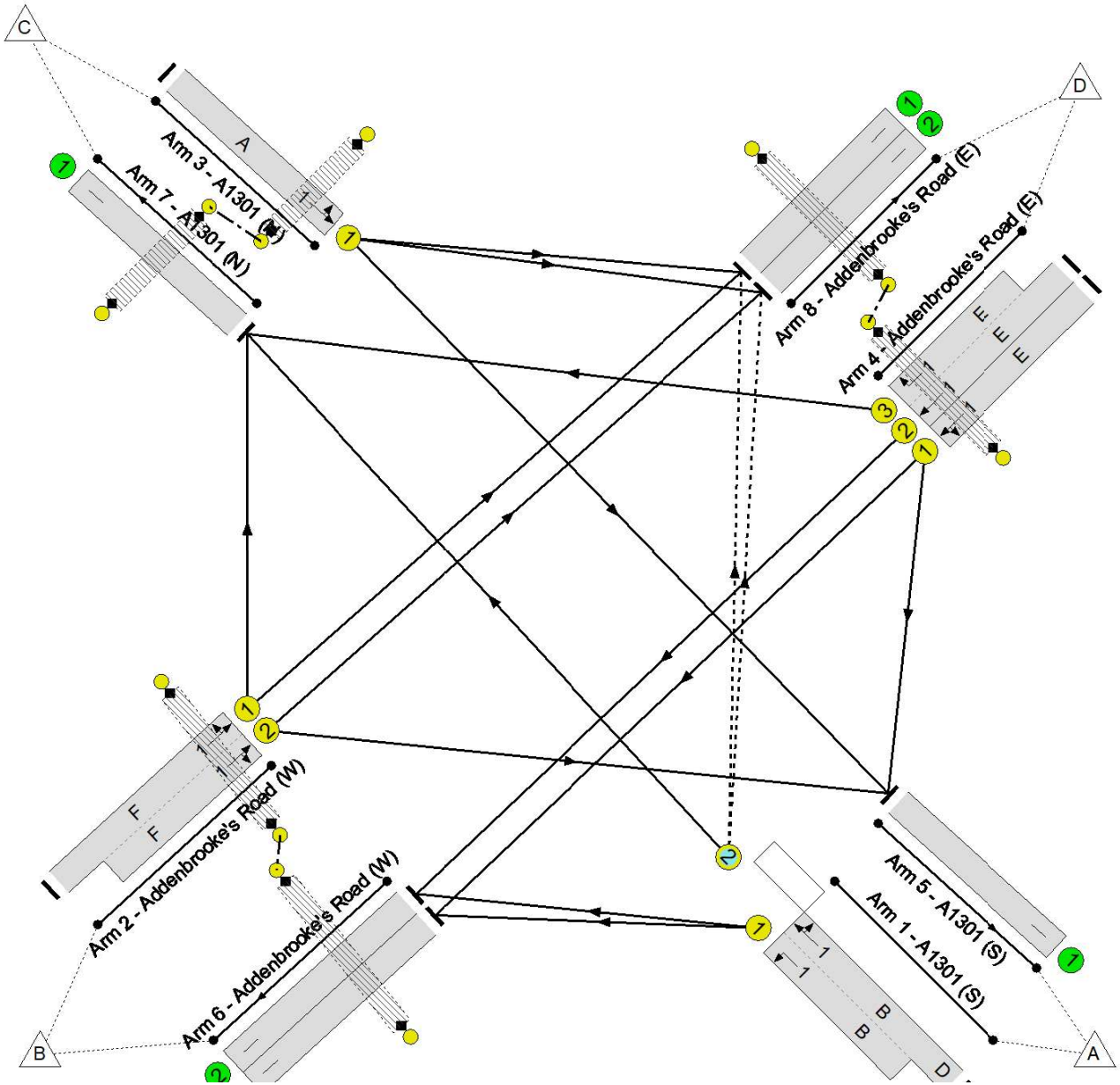
Network Layout Diagram

Full Input Data And Results

A1301 / Addenbrooke's Road Crossroads
PRC: 4.9 %
Total Traffic Delay: 36.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



C1 Stream 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
A1301 / Addenbrooke's Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**85.8%**
1/2+1/1	A1301 (S) Left Ahead Right	O+U	1	N/A	B	D C	1	19:44	4:25	485	1871:1650	312+281	81.8 : 81.8%
2/1+2/2	Addenbrooke's Road (W) Right Left Ahead	U	1	N/A	F		1	20	-	520	1854:1769	324+310	80.8 : 83.3%
3/1	A1301 (N) Ahead Left	U	1	N/A	A		1	25	-	255	1850	401	63.6%
4/1	Addenbrooke's Road (E) Left Ahead	U	1	N/A	E		1	42	-	545	1860	667	81.8%
4/2+4/3	Addenbrooke's Road (E) Ahead Right	U	1	N/A	E		1	42	-	668	1883:1756	571+207	85.8 : 85.8%
5/1	A1301 (S)	U	N/A	N/A	-		-	-	-	610	Inf	Inf	0.0%
6/1	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	498	Inf	Inf	0.0%
6/2	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	605	Inf	Inf	0.0%
7/1	A1301 (N)	U	N/A	N/A	-		-	-	-	401	Inf	Inf	0.0%
8/1	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	294	Inf	Inf	0.0%
8/2	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	65	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	I		1	40	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	J		1	61	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	L		1	86	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	H		1	82	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	M		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**29**	**2**	**26.5**	**10.3**	**0.0**	**36.7**	**-**	**-**	**-**	**-**
A1301 / Addenbrooke's Road Crossroads	**-**	**-**	**29**	**29**	**2**	**26.5**	**10.3**	**0.0**	**36.7**	**-**	**-**	**-**	**-**
1/2+1/1	485	485	29	29	2	5.2	2.2	0.0	7.3	54.3	8.1	2.2	10.3
2/1+2/2	520	520	-	-	-	6.9	2.2	-	9.1	62.9	8.4	2.2	10.6
3/1	255	255	-	-	-	3.0	0.9	-	3.9	54.9	7.7	0.9	8.6
4/1	545	545	-	-	-	5.3	2.2	-	7.5	49.2	16.4	2.2	18.5
4/2+4/3	668	668	-	-	-	6.1	2.9	-	9.0	48.4	16.4	2.9	19.3
5/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	498	498	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	401	401	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

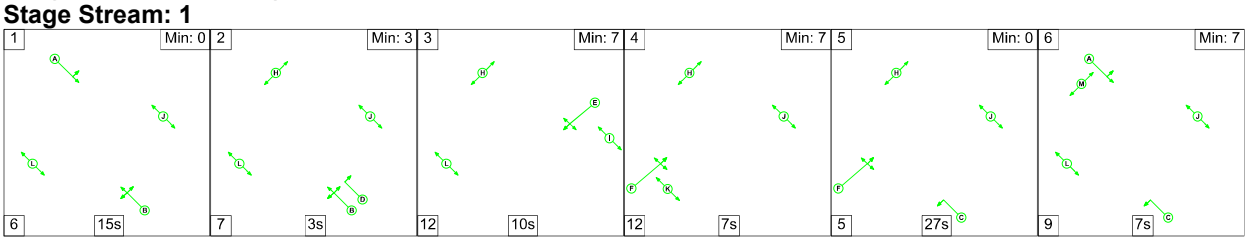
C1 Stream: 1 PRC for Signalled Lanes (%): 4.9 Total Delay for Signalled Lanes (pcuHr): 36.73 Cycle Time (s): 120
PRC Over All Lanes (%): 4.9 Total Delay Over All Lanes(pcuHr): 36.73

Full Input Data And Results

Scenario 3: 'Do Nothing 2035 AM' (FG7: 'Do Nothing 2035 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

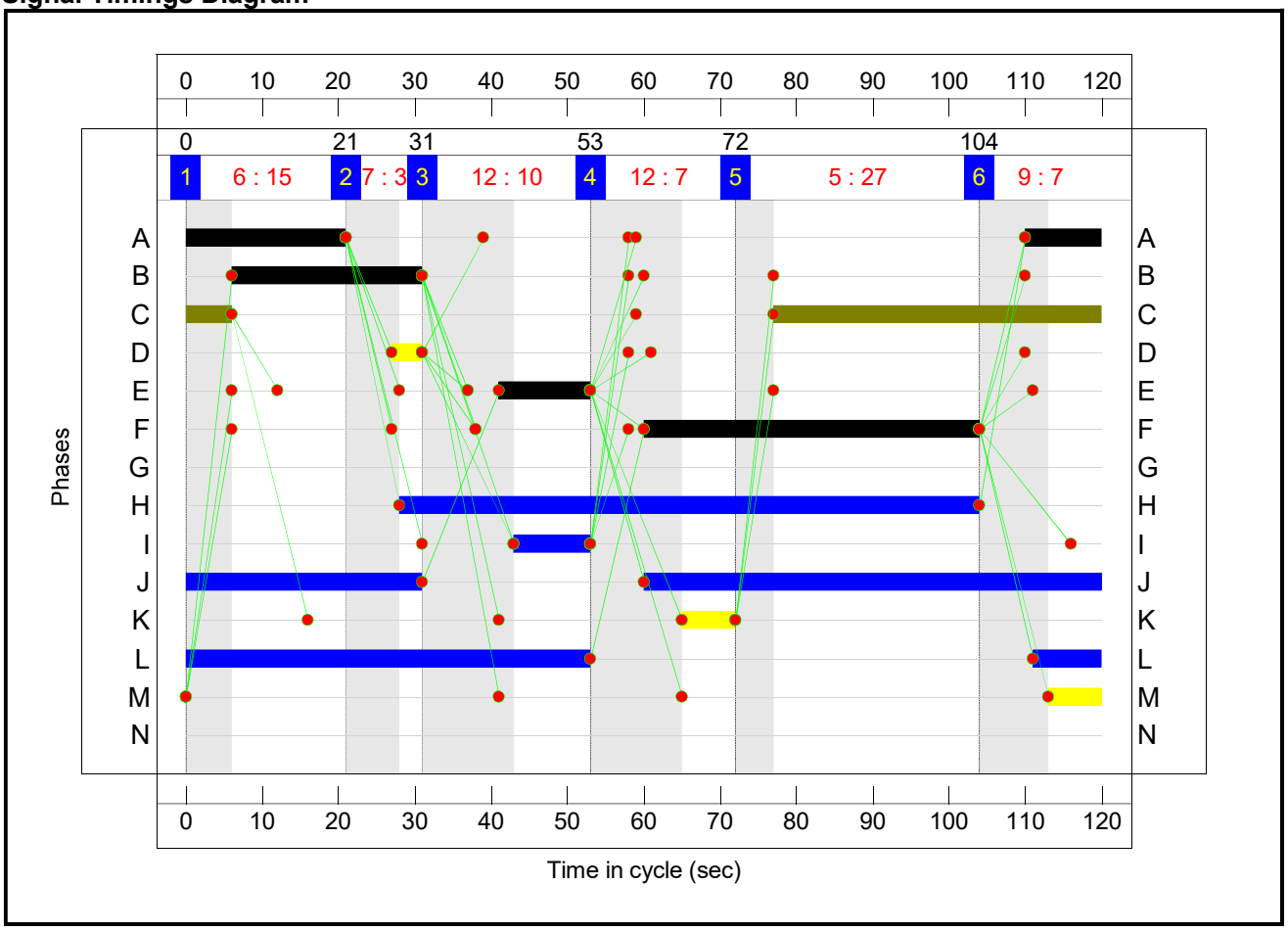


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5	6
Duration	15	3	10	7	27	7
Change Point	0	21	31	53	72	104

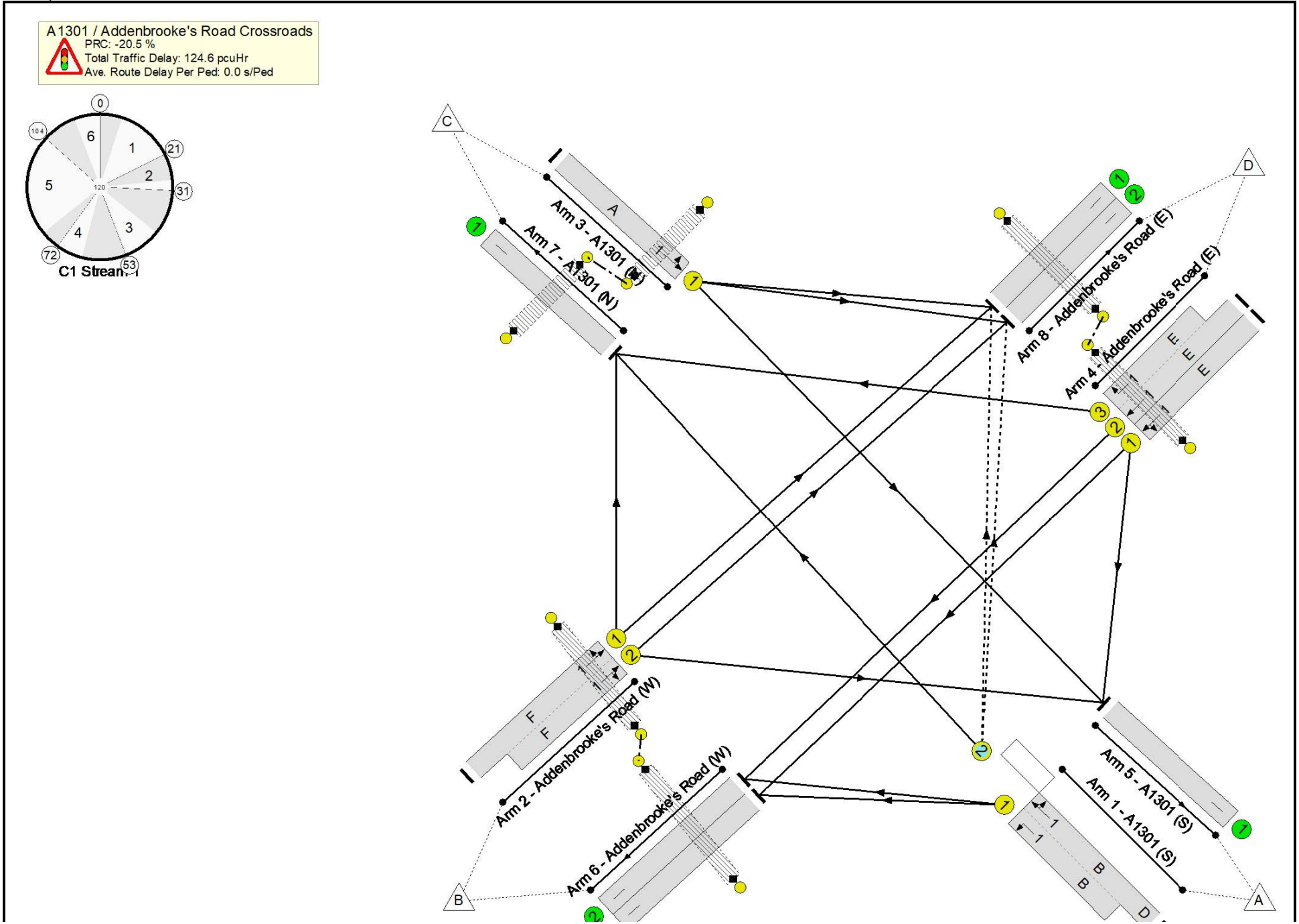
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.4%**
A1301 / Addenbrooke's Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**108.4%**
1/2+1/1	A1301 (S) Left Ahead Right	O+U	1	N/A	B	D C	1	25:74	4:49	588	1825:1650	395+157	106.5 : 106.5%
2/1+2/2	Addenbrooke's Road (W) Right Left Ahead	U	1	N/A	F		1	44	-	1157	1872:1859	536+531	108.4 : 108.4%
3/1	A1301 (N) Ahead Left	U	1	N/A	A		1	31	-	221	1806	482	45.9%
4/1	Addenbrooke's Road (E) Left Ahead	U	1	N/A	E		1	12	-	203	1857	201	100.9%
4/2+4/3	Addenbrooke's Road (E) Ahead Right	U	1	N/A	E		1	12	-	268	1883:1756	204+58	102.5 : 102.5%
5/1	A1301 (S)	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
6/1	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	224	Inf	Inf	0.0%
6/2	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	292	Inf	Inf	0.0%
7/1	A1301 (N)	U	N/A	N/A	-		-	-	-	320	Inf	Inf	0.0%
8/1	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
8/2	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	576	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	I		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	J		1	91	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	L		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	H		1	76	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	M		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**91**	**52**	**26**	**31.9**	**92.7**	**0.0**	**124.6**	**-**	**-**	**-**	**-**
A1301 / Addenbrooke's Road Crossroads	**-**	**-**	**91**	**52**	**26**	**31.9**	**92.7**	**0.0**	**124.6**	**-**	**-**	**-**	**-**
1/2+1/1	588	562	91	52	26	7.5	24.0	0.0	31.5	192.8	14.9	24.0	38.9
2/1+2/2	1157	1067	-	-	-	14.9	50.7	-	65.6	204.1	33.1	50.7	83.8
3/1	221	221	-	-	-	2.3	0.4	-	2.7	43.7	6.1	0.4	6.6
4/1	203	201	-	-	-	3.1	7.6	-	10.7	189.9	6.8	7.6	14.4
4/2+4/3	268	263	-	-	-	4.2	9.9	-	14.1	189.8	7.1	9.9	17.1
5/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	651	651	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

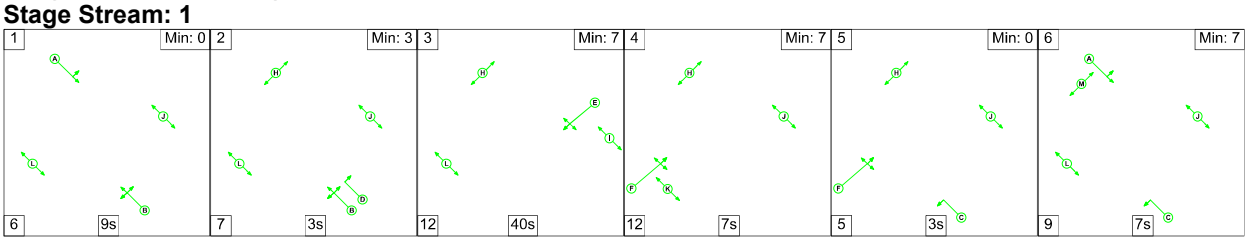
C1 Stream: 1 PRC for Signalled Lanes (%): -20.5 Total Delay for Signalled Lanes (pcuHr): 124.59 Cycle Time (s): 120
PRC Over All Lanes (%): -20.5 Total Delay Over All Lanes(pcuHr): 124.59

Full Input Data And Results

Scenario 4: 'Do Nothing 2035 PM' (FG8: 'Do Nothing 2035 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

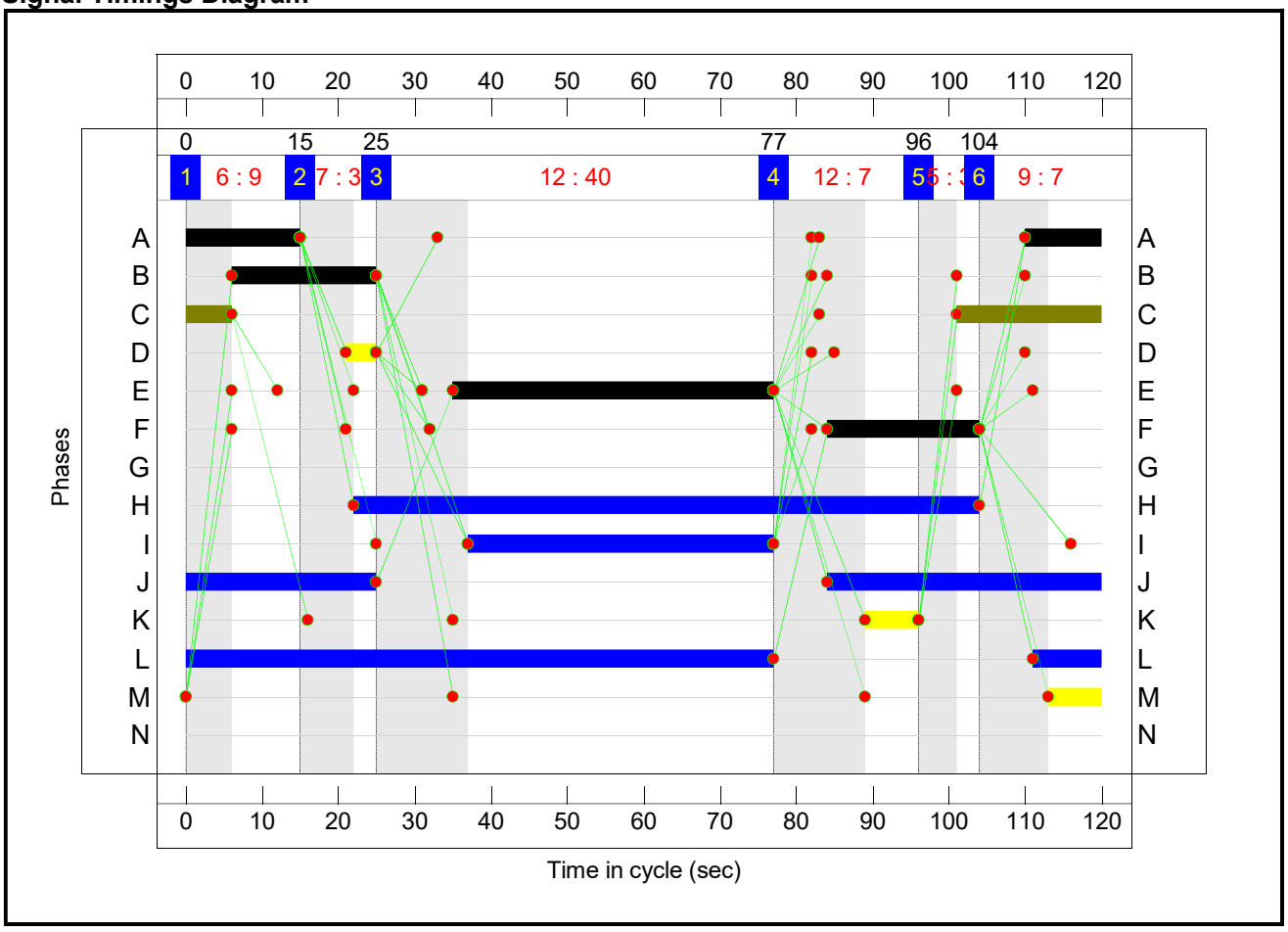


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5	6
Duration	9	3	40	7	3	7
Change Point	0	15	25	77	96	104

Signal Timings Diagram

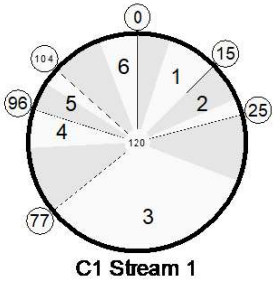


Full Input Data And Results

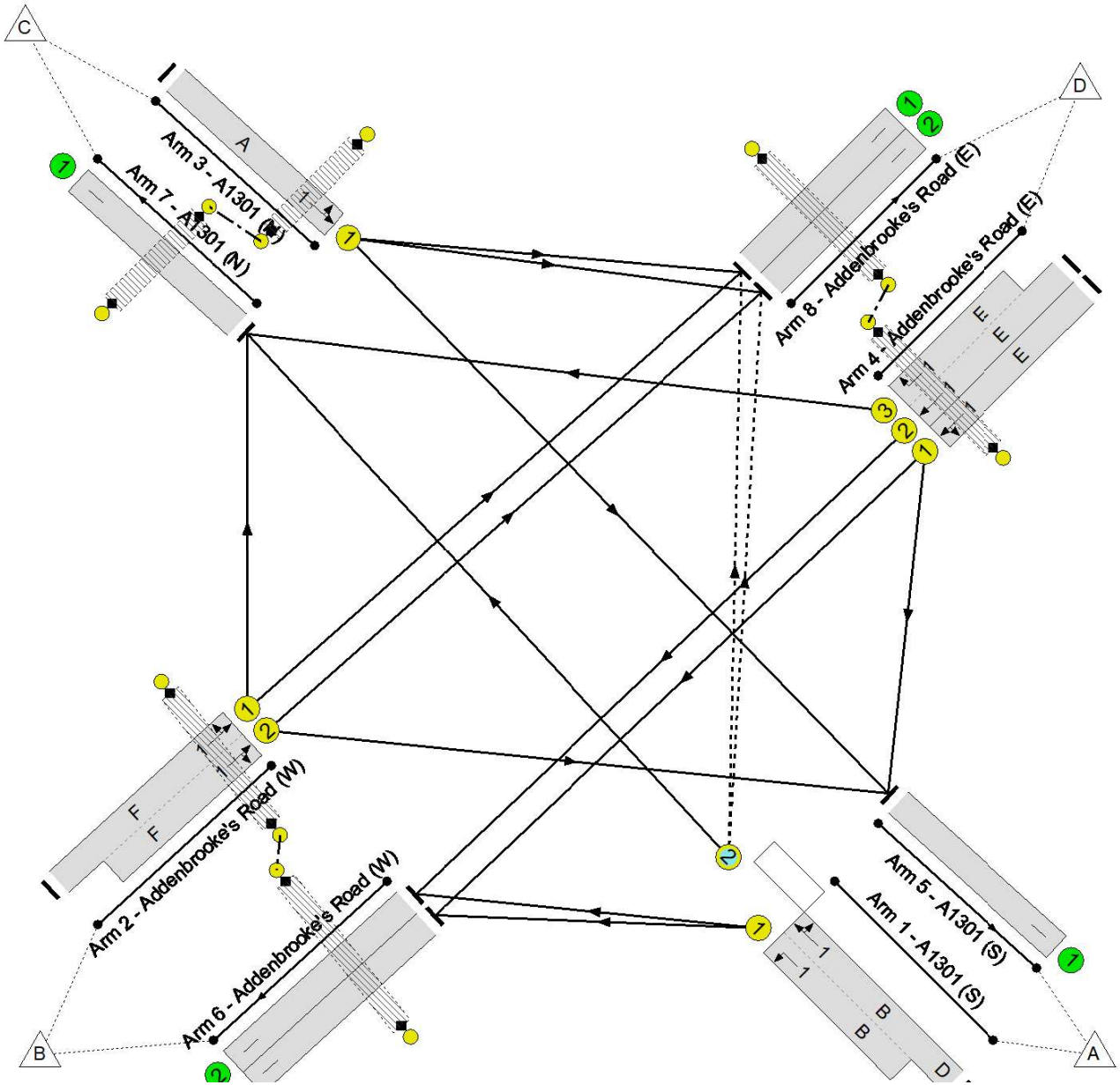
Network Layout Diagram

Full Input Data And Results

A1301 / Addenbrooke's Road Crossroads
PRC: -2.9 %
Total Traffic Delay: 47.9 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



C1 Stream 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.6%**
A1301 / Addenbrooke's Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.6%**
1/2+1/1	A1301 (S) Left Ahead Right	O+U	1	N/A	B	D C	1	19:44	4:25	530	1871:1650	312+281	89.5 : 89.5%
2/1+2/2	Addenbrooke's Road (W) Right Left Ahead	U	1	N/A	F		1	20	-	568	1853:1770	324+310	87.6 : 91.7%
3/1	A1301 (N) Ahead Left	U	1	N/A	A		1	25	-	278	1851	401	69.3%
4/1	Addenbrooke's Road (E) Left Ahead	U	1	N/A	E		1	42	-	602	1860	667	90.3%
4/2+4/3	Addenbrooke's Road (E) Ahead Right	U	1	N/A	E		1	42	-	722	1883:1756	570+209	92.6 : 92.6%
5/1	A1301 (S)	U	N/A	N/A	-		-	-	-	666	Inf	Inf	0.0%
6/1	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
6/2	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
7/1	A1301 (N)	U	N/A	N/A	-		-	-	-	438	Inf	Inf	0.0%
8/1	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
8/2	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	74	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	I		1	40	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	J		1	61	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	L		1	86	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	H		1	82	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	M		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**30**	**30**	**7**	**29.7**	**18.2**	**0.0**	**47.9**	**-**	**-**	**-**	**-**
A1301 / Addenbrooke's Road Crossroads	**-**	**-**	**30**	**30**	**7**	**29.7**	**18.2**	**0.0**	**47.9**	**-**	**-**	**-**	**-**
1/2+1/1	530	530	30	30	7	5.7	3.8	0.0	9.5	64.6	9.1	3.8	12.9
2/1+2/2	568	568	-	-	-	7.6	3.9	-	11.5	72.9	9.2	3.9	13.1
3/1	278	278	-	-	-	3.3	1.1	-	4.5	57.7	8.5	1.1	9.6
4/1	602	602	-	-	-	6.1	4.1	-	10.2	61.3	18.9	4.1	23.0
4/2+4/3	722	722	-	-	-	6.9	5.3	-	12.2	60.7	19.0	5.3	24.3
5/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	74	74	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

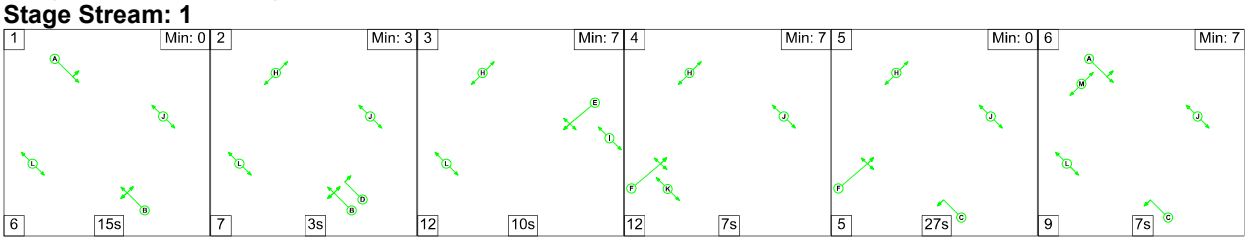
C1 Stream: 1 PRC for Signalled Lanes (%): -2.9 Total Delay for Signalled Lanes (pcuHr): 47.87 Cycle Time (s): 120
PRC Over All Lanes (%): -2.9 Total Delay Over All Lanes(pcuHr): 47.87

Full Input Data And Results

Scenario 5: 'Do Something 2035 AM' (FG9: 'Do Something 2035 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

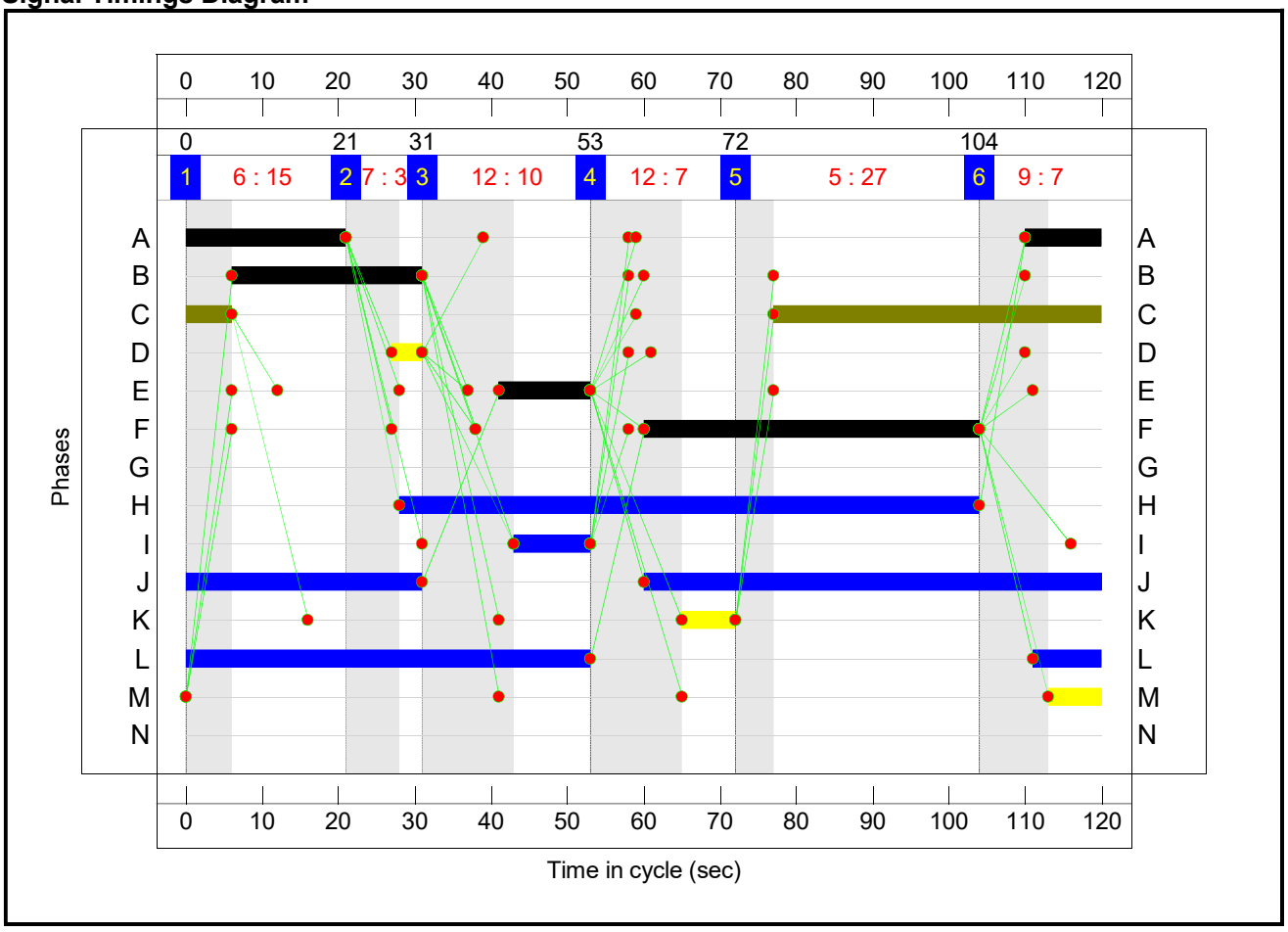


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5	6
Duration	15	3	10	7	27	7
Change Point	0	21	31	53	72	104

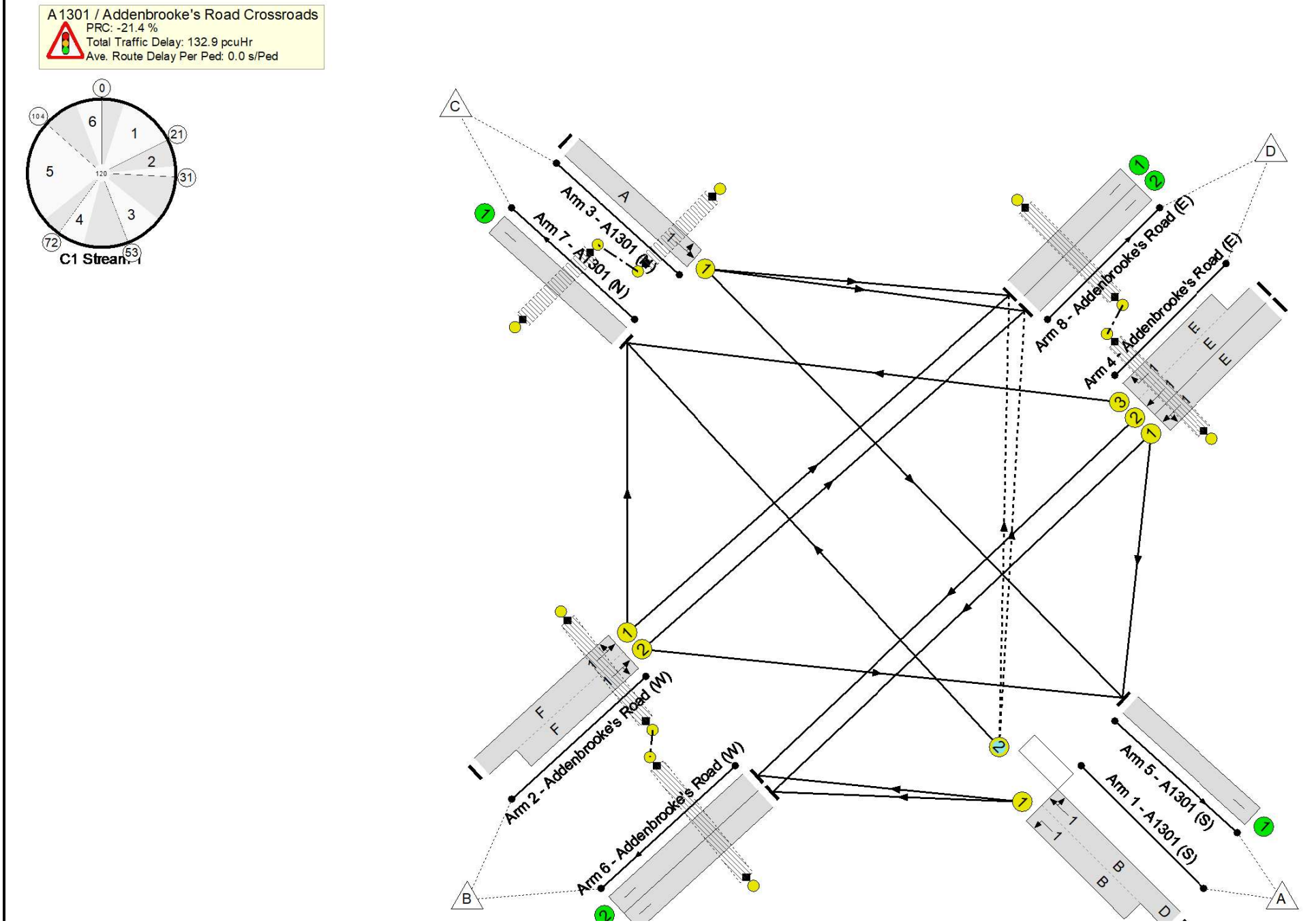
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.2%**
A1301 / Addenbrooke's Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**109.2%**
1/2+1/1	A1301 (S) Left Ahead Right	O+U	1	N/A	B	D C	1	25:74	4:49	614	1826:1650	396+175	107.7 : 107.7%
2/1+2/2	Addenbrooke's Road (W) Right Left Ahead	U	1	N/A	F		1	44	-	1166	1872:1858	535+532	109.2 : 109.2%
3/1	A1301 (N) Ahead Left	U	1	N/A	A		1	31	-	223	1807	482	46.3%
4/1	Addenbrooke's Road (E) Left Ahead	U	1	N/A	E		1	12	-	203	1857	201	100.9%
4/2+4/3	Addenbrooke's Road (E) Ahead Right	U	1	N/A	E		1	12	-	268	1883:1756	204+58	102.5 : 102.5%
5/1	A1301 (S)	U	N/A	N/A	-		-	-	-	336	Inf	Inf	0.0%
6/1	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	234	Inf	Inf	0.0%
6/2	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	303	Inf	Inf	0.0%
7/1	A1301 (N)	U	N/A	N/A	-		-	-	-	325	Inf	Inf	0.0%
8/1	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	704	Inf	Inf	0.0%
8/2	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	572	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	I		1	10	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	J		1	91	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	L		1	62	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	H		1	76	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	M		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**90**	**51**	**26**	**32.8**	**100.1**	**0.0**	**132.9**	**-**	**-**	**-**	**-**
A1301 / Addenbrooke's Road Crossroads	**-**	**-**	**90**	**51**	**26**	**32.8**	**100.1**	**0.0**	**132.9**	**-**	**-**	**-**	**-**
1/2+1/1	614	584	90	51	26	7.9	27.5	0.0	35.4	207.5	15.2	27.5	42.7
2/1+2/2	1166	1067	-	-	-	15.3	54.7	-	70.0	216.2	33.7	54.7	88.4
3/1	223	223	-	-	-	2.3	0.4	-	2.7	43.7	6.2	0.4	6.6
4/1	203	201	-	-	-	3.1	7.6	-	10.7	189.9	6.8	7.6	14.4
4/2+4/3	268	263	-	-	-	4.2	9.9	-	14.1	189.8	7.1	9.9	17.1
5/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	233	233	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

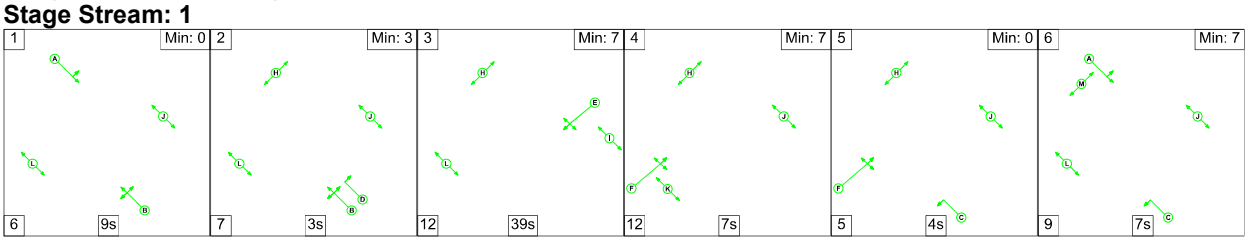
C1 Stream: 1 PRC for Signalled Lanes (%): -21.4 Total Delay for Signalled Lanes (pcuHr): 132.94 Cycle Time (s): 120
PRC Over All Lanes (%): -21.4 Total Delay Over All Lanes(pcuHr): 132.94

Full Input Data And Results

Scenario 6: 'Do Something 2035 PM' (FG10: 'Do Something 2035 PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Stream: 1

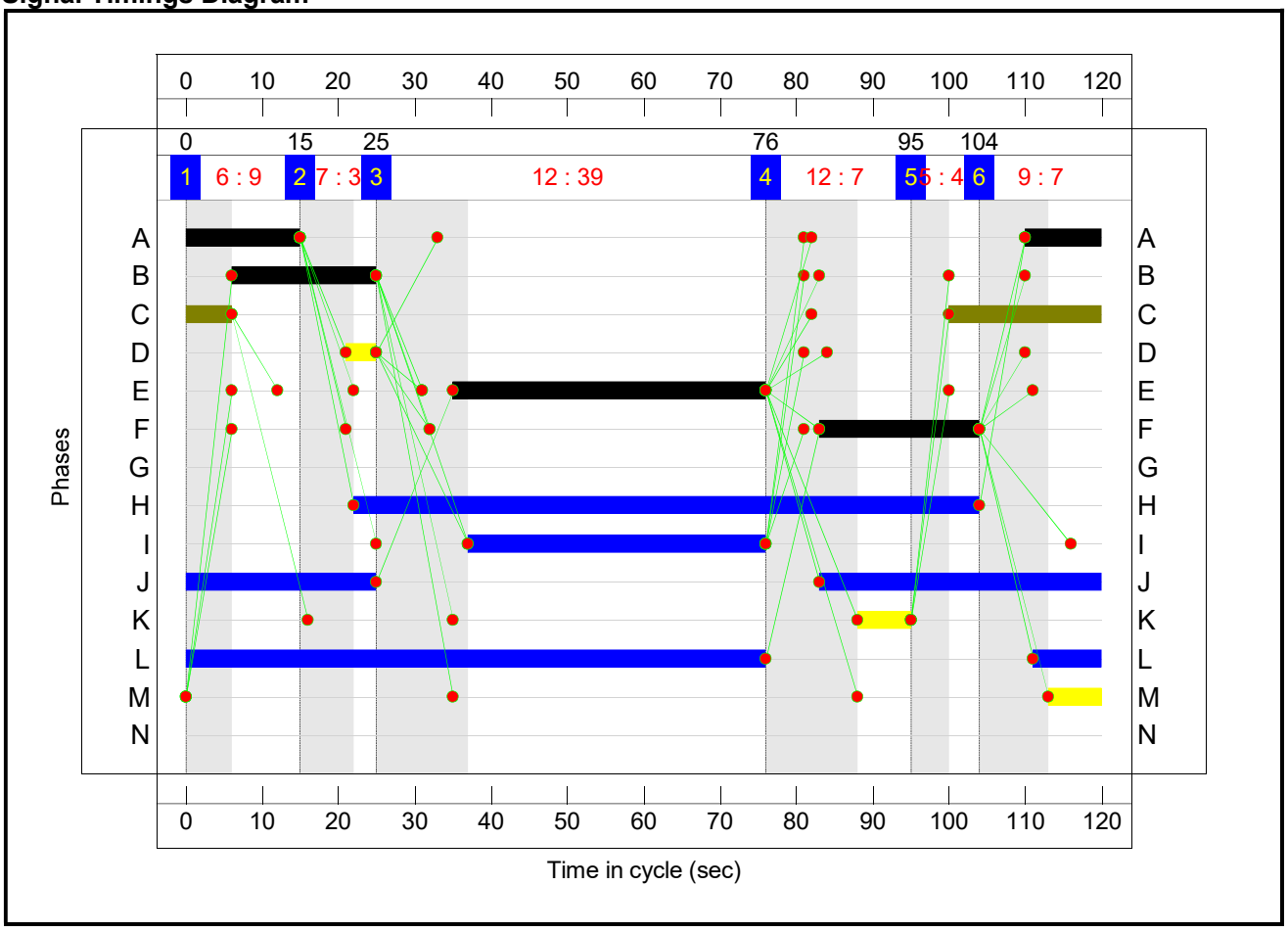


Stage Timings

Stage Stream: 1

Stage	1	2	3	4	5	6
Duration	9	3	39	7	4	7
Change Point	0	15	25	76	95	104

Signal Timings Diagram

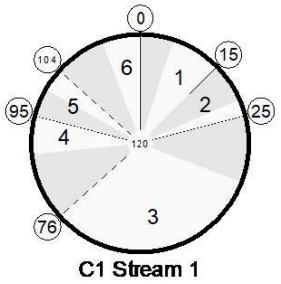


Full Input Data And Results

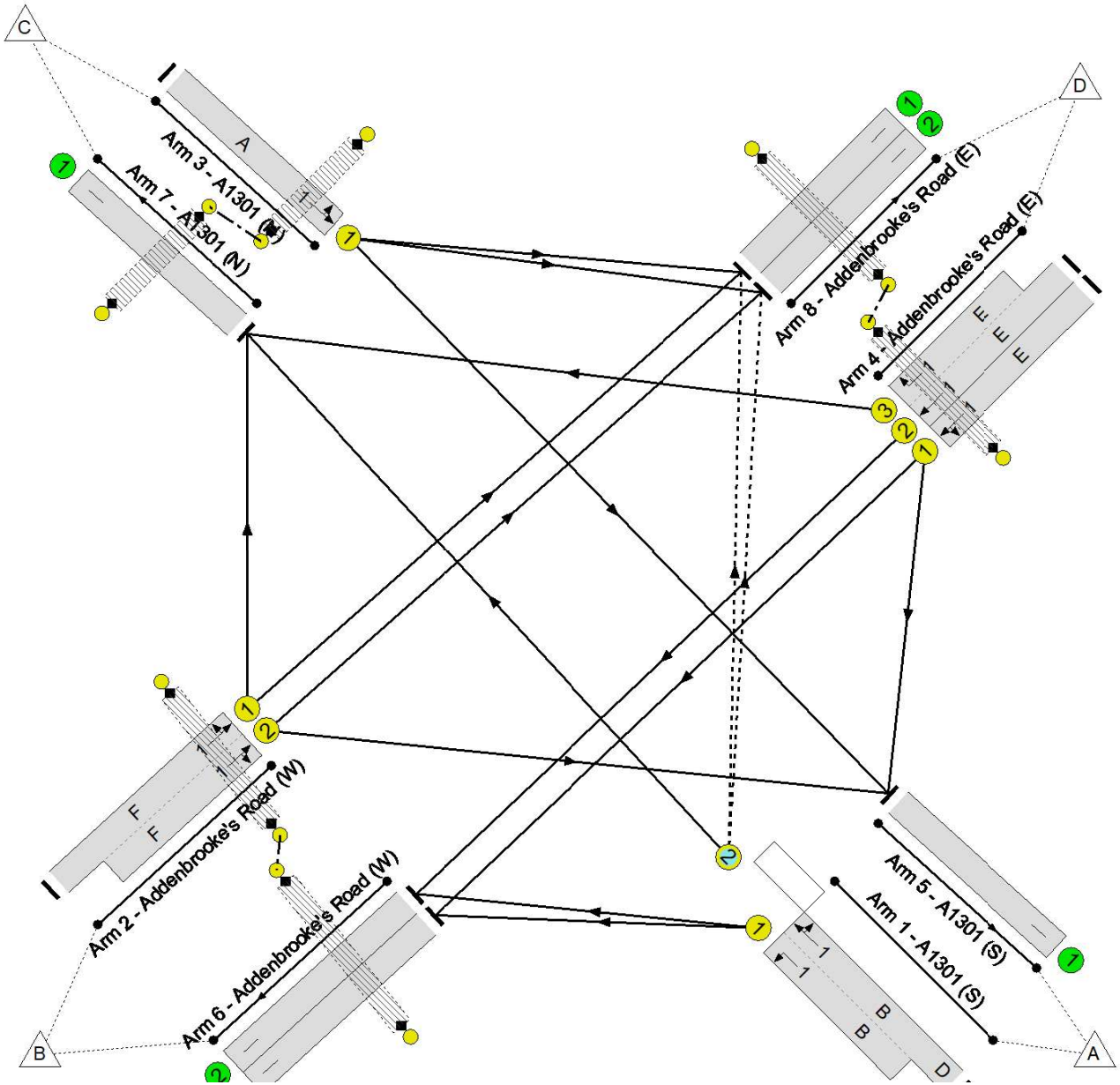
Network Layout Diagram

Full Input Data And Results

A1301 / Addenbrooke's Road Crossroads
PRC: -4.8 %
Total Traffic Delay: 52.1 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



C1 Stream 1



Full Input Data And Results

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
A1301 / Addenbrooke's Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**94.3%**
1/2+1/1	A1301 (S) Left Ahead Right	O+U	1	N/A	B	D C	1	19:45	4:26	541	1871:1650	312+289	90.1 : 90.1%
2/1+2/2	Addenbrooke's Road (W) Right Left Ahead	U	1	N/A	F		1	21	-	587	1853:1769	310+324	92.5 : 92.5%
3/1	A1301 (N) Ahead Left	U	1	N/A	A		1	25	-	282	1851	401	70.3%
4/1	Addenbrooke's Road (E) Left Ahead	U	1	N/A	E		1	41	-	603	1860	651	92.6%
4/2+4/3	Addenbrooke's Road (E) Ahead Right	U	1	N/A	E		1	41	-	721	1883:1756	559+206	94.3 : 94.3%
5/1	A1301 (S)	U	N/A	N/A	-		-	-	-	689	Inf	Inf	0.0%
6/1	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	556	Inf	Inf	0.0%
6/2	Addenbrooke's Road (W)	U	N/A	N/A	-		-	-	-	657	Inf	Inf	0.0%
7/1	A1301 (N)	U	N/A	N/A	-		-	-	-	440	Inf	Inf	0.0%
8/1	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	321	Inf	Inf	0.0%
8/2	Addenbrooke's Road (E)	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	1	-	I		1	39	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	1	-	J		1	62	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	1	-	L		1	85	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	1	-	K		1	7	-	0	-	0	0.0%
Ped Link: P5	Unnamed Ped Link	-	1	-	H		1	82	-	0	-	0	0.0%
Ped Link: P6	Unnamed Ped Link	-	1	-	M		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**29**	**29**	**7**	**30.3**	**21.8**	**0.0**	**52.1**	**-**	**-**	**-**	**-**
A1301 / Addenbrooke's Road Crossroads	**-**	**-**	**29**	**29**	**7**	**30.3**	**21.8**	**0.0**	**52.1**	**-**	**-**	**-**	**-**
1/2+1/1	541	541	29	29	7	5.8	4.0	0.0	9.8	65.2	9.1	4.0	13.1
2/1+2/2	587	587	-	-	-	7.8	5.1	-	12.9	79.0	9.8	5.1	14.9
3/1	282	282	-	-	-	3.4	1.2	-	4.6	58.3	8.6	1.2	9.8
4/1	603	603	-	-	-	6.3	5.2	-	11.5	68.4	19.3	5.2	24.4
4/2+4/3	721	721	-	-	-	7.1	6.4	-	13.5	67.2	19.4	6.4	25.8
5/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/2	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P5	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P6	0	0	-	-	-	-	-	-	-	-	-	-	-

C1 Stream: 1 PRC for Signalled Lanes (%): -4.8 Total Delay for Signalled Lanes (pcuHr): 52.15 Cycle Time (s): 120
PRC Over All Lanes (%): -4.8 Total Delay Over All Lanes(pcuHr): 52.15

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