

Description	Description
Milton Junction	Kerb side detectors need to be set-up.
Milton Junction	Sign MILO26 is next to the controller at head height and is a hazard. See photo 72.
CRC Junction	Push button unit PBU16 is loose and has been damaged, unclear when damage occurred. See photo 62.
CRC Junction	Pole 12 NAL cover plate has been surfaced over. See photo 63.
CRC Junction	Pole number missing from straight ahead signal pole on King Hedges Rd westbound carriageway. See photo 65.
CRC Junction	Pole number missing from westbound guided busway. See photo 66.
CRC Junction	Kerb side detectors need to be set-up.
CRC Junction	Controller needs updated configuration installed, to address bus priority fault.
Graham Road to Chieften Way (section 4)	Traffic sign post leaning over
Graham Road to Chieften Way (section 4)	Traffic lights to complete
Graham Road to Chieften Way (section 4)	Traffic signals to complete
Graham Road to Chieften Way (section 4)	Complete traffic signs and markings
Chieften Way to Chariot Way (Section 3)	Feeder pillar box units, hard standing area needed
Chieften Way to Chariot Way (Section 3)	Traffic signals heads to be placed on posts
Chieften Way to Chariot Way (Section 3)	Traffic signals works
Kings Hedges 3 (Chariot Way)	Missing grommets on pole 2, photo 113.
Kings Hedges 4 (Iceni Way)	KHR eastbound stop line is not located as per drawing. Contractor is relocating Pole 13 to correct distance for new stop line location. See photo 105.

Description	Description
Kings Hedges 4 (Iceni Way)	Pole 9 signal head has full green aspect; this should be an ahead green arrow.
Kings Hedges 4 (Iceni Way)	Detector loops EXY and EZ incorrectly wired.
Kings Hedges 4 (Iceni Way)	Poles 5, 13 & 14 are shown as having louvres fitted to the heads and have not been installed. At the SAT it was agreed louvres would not be effective and should be substituted with cutaway tunnel hoods on all aspects to prevent adjacent traffic lanes (including busway) seeing these signals.
Kings Hedges 4 (Iceni Way)	Signals intergreen timings changed in controller to compensate for KHR eastbound stop line location (see comment 1 above). Will need revised controller config to make permanent.
Kings Hedges 4 (Iceni Way)	Pole 4 needs cutaway tunnel hoods fitting to all aspects to prevent busway signals being seen by traffic on left turn slip lane.
Histon Junction	Junction geometry is considerably offset and traffic travelling south in poor visibility, or just after closing time on Saturday night, would tend to aim for the footway on the opposite side of the junction rather than the road.
Histon Junction	Signal feed in power supply cabinet needs labelling properly.
Histon Junction	32A cut out in power supply cabinet to be replaced with 40A cut out earlier in the year. Unable to check if changes were made.
Histon Junction	Controller serial number to be provided.
Histon Junction	Westbound stopline adjacent to pole 2 does not meet kerb. See photo 54.
Histon Junction	OMU to be tested at later date.
Histon Junction	Kerb side detectors need to be set-up.
Histon Junction	Controller needs updated configuration installed, to address bus priority fault.
Park Lane Junction	A phase stopline not connected due to chamber being removed.
Park Lane Junction	32A cut out in power supply cabinet to be replaced with 40A cut out earlier in the year. Unable to check if changes were made.
Park Lane Junction	Phase B primary head (pole 7) will be obstructed by foliage when trees in leaf. Trimming of trees on this approach is recommended. See photo 50-52.
Park Lane Junction	Toucan crossing (Park Lane) only 9.5 slabs wide when they should be 10. Resulting in pole 4 and push button being greater than 0.5m from the edge of the tactile paving.
Park Lane Junction	OMU to be tested at later date.
Park Lane Junction	Pole 4 to be replaced due to collision damage. CCC have requested for NAL socket to be installed when the pole is replaced. See photo 48.

Description	Description
Park Lane Junction	Kerb side detectors need to be configured.
Park Lane Junction	Controller needs updated configuration installed, to address bus priority fault.
Park Lane Junction	MOVA bus priority fine tuning was scheduled on 27 Oct.
Oakington Junction	IDS pole boxes have been used instead of NAL sockets and are poor in comparison.
Oakington Junction	Poles 2 and 11 are missing 300mm D brackets which should have been installed to move the secondary head away from the kerbside detector. See photo 40 and 42.
Oakington Junction	Pole 1 polecap is cracked. See photo 36.
Oakington Junction	Poles 3 and 15 are damaged or have slashes in plastic and need replacing. See Photo 37 and 39.
Oakington Junction	OMU needs to be tested.
Oakington Junction	Kerb side detectors could not be configured as Livewire was not available.
Oakington Junction	Controller needs updated configuration installed, to address bus priority fault.
Longstanton P&R junction	Speed discrimination loops are not working (failing safe in controller).
Longstanton P&R junction	Head on pole 4 to be re hung in a side mounted fashion in order to achieve the required minimum clearance from the kerb. See photo 96.
Longstanton P&R junction	Heads on pole 5 require the pole be rotated and the heads realigned in order to achieve the minimum clearance from the C phase right turn RAG secondary head to the kerb. This should be accomplished without compromising the clearance from the kerb of the B phase RAG primary head. If necessary the heads should be rehung / alternate bracketry utilised. See Photo 97 and 98.
Longstanton P&R junction	32A cut out in power supply cabinet to be replaced with 25A cut out earlier in the year. Unable to check if changes were made.
Longstanton Junction	Speed discrimination loops are not working (failing safe in controller).
Longstanton Junction	Pole grommets to be installed in poles 9 and 10. See photos 89 and 90.
Longstanton Junction	The Toucan and Equestrian demand units on poles 4 (bottom & top unit) and 11 (bottom unit) are damaged. See photo 86, 87 and 88.

Description	Description
Longstanton Junction	32 amp cut out in controller to be replaced with 25 amp cut out
Longstanton Junction	Configuration to be replaced due to known issue with Busway register and priority detector allocation
Longstanton Junction	The crossing detector on Pole 3 is configured to extend Phase E; this should extend to Phase G (equestrians), configuration change required.
Longstanton Junction	Kerb side detectors need to be configured.
Longstanton Junction	The solar cell should be relocated from Pole 1 to Pole 6 to avoid the street lighting affecting brightness of secondary signal head.
Swavesey Junction	Pole 8 kerb side detector is obscured by secondary signal head. 300mm D brackets are required to give space allowance .See photo 101.
Swavesey Junction	Pole 16 kerb side detector is obscured by secondary signal head. 300mm D brackets are required to give space allowance. See photo 103.
Swavesey Junction	Pole 13 needs renumbering.
Swavesey Junction	32A cut out in power supply cabinet to be replaced with 25A cut out earlier in the year. Unable to check if changes were made.
Swavesey Junction	Hinge damage to equestrian PDUs at pole 5 and 7 need to be touched up. See photo 102.
Swavesey Junction	Farm push buttons are not correct type as they do not indicate right of way to user. See photo 104.
Swavesey Junction	OMU to be tested at later date.
Swavesey Junction	Kerb side detectors need to be set-up.
A1096 Traffic Lights	Toucan crossing is 3.6m wide not 4.0m as per drawing.
A1096 Traffic Lights	CSL9 loop cable (Station Road busway stop line) has been slot cut through the kerb and footway to reach 50mm duct in verge area. Short length of loop cable is buried under top soil before entering duct so is unprotected. New 50mm duct to be provided through footway and under kerb for future use if loop recut. Unprotected loop cable in verge needs additional split duct to protect it.
A1096 Traffic Lights	All MOVA loops on A1096 approaches (8 no.) and DSL10 busway stop line loop have been slot cut through kerb to reach 50mm duct (although not clear if duct provided in some instances). The 50mm ducts (where these exist) have not been passed through the loop chamber wall. In all cases a <u>new</u> 50mm duct should be provided from the chamber under the kerb adjacent to the existing loop cable for future use.
A1096 Traffic Lights	Power supply to signal controller does not appear to be an independent circuit to the street lighting. If the street lighting is isolated this should <u>not</u> also isolate the traffic signals. An independent metered supply for the signals should be provided.

Description	Description
A1096 Traffic Lights	OMU (remote monitoring equipment) to be configured and tested.
A1096 Traffic Lights	It is strongly recommended that a duplicate primary signal and pole be provided on the offside of the A1096 northbound stop line and located at 2.5m from the stop line, to ensure drivers have sufficient visibility to safely stop at a red signal.
A1096 Traffic Lights	It was observed at the SAT that the MVD detectors on both busway approaches may detect vehicles other than buses. The controller should be reconfigured so that the MVDs do not demand but only extend their respective phases to avoid unnecessary stopping of A1096 traffic.