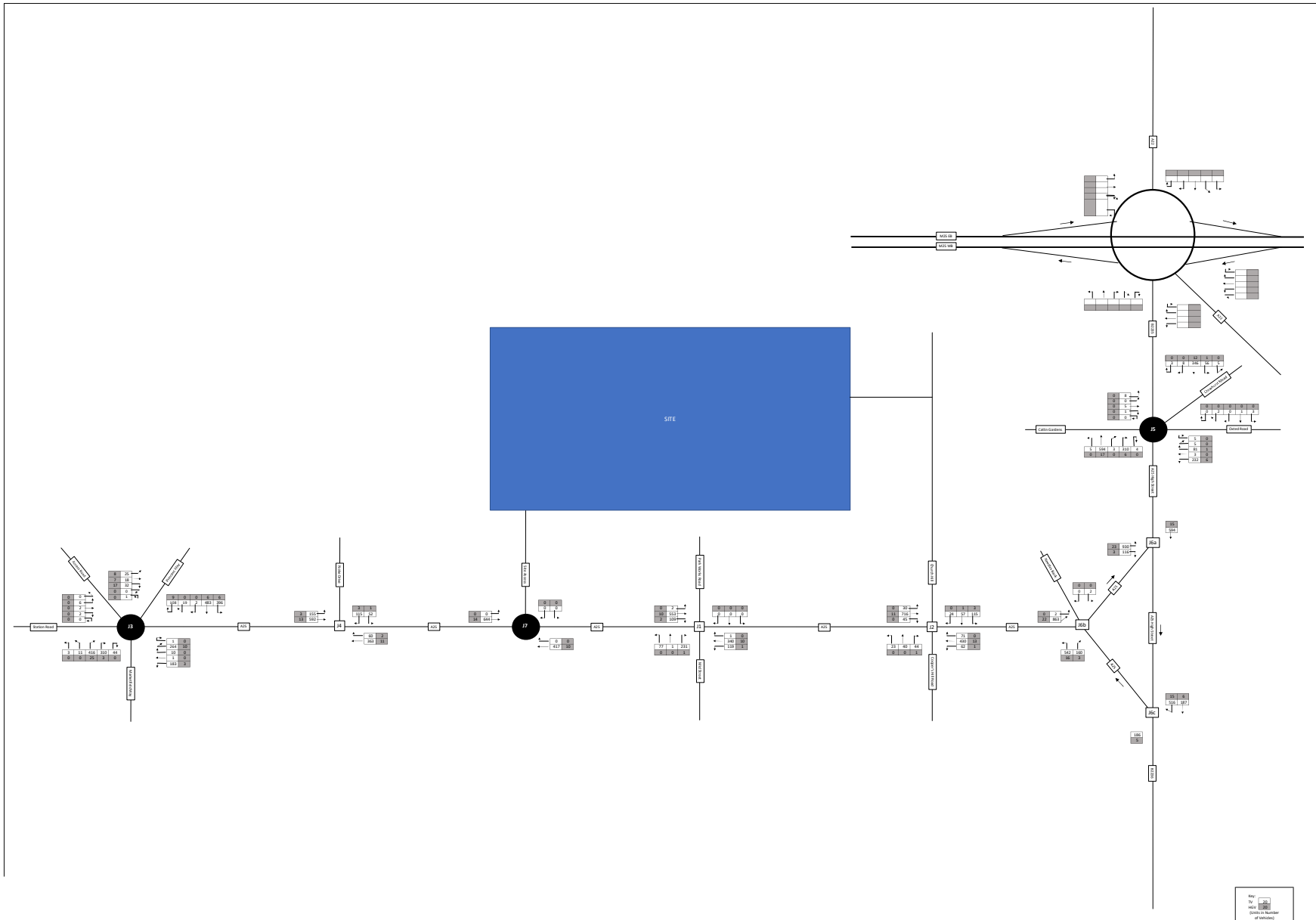
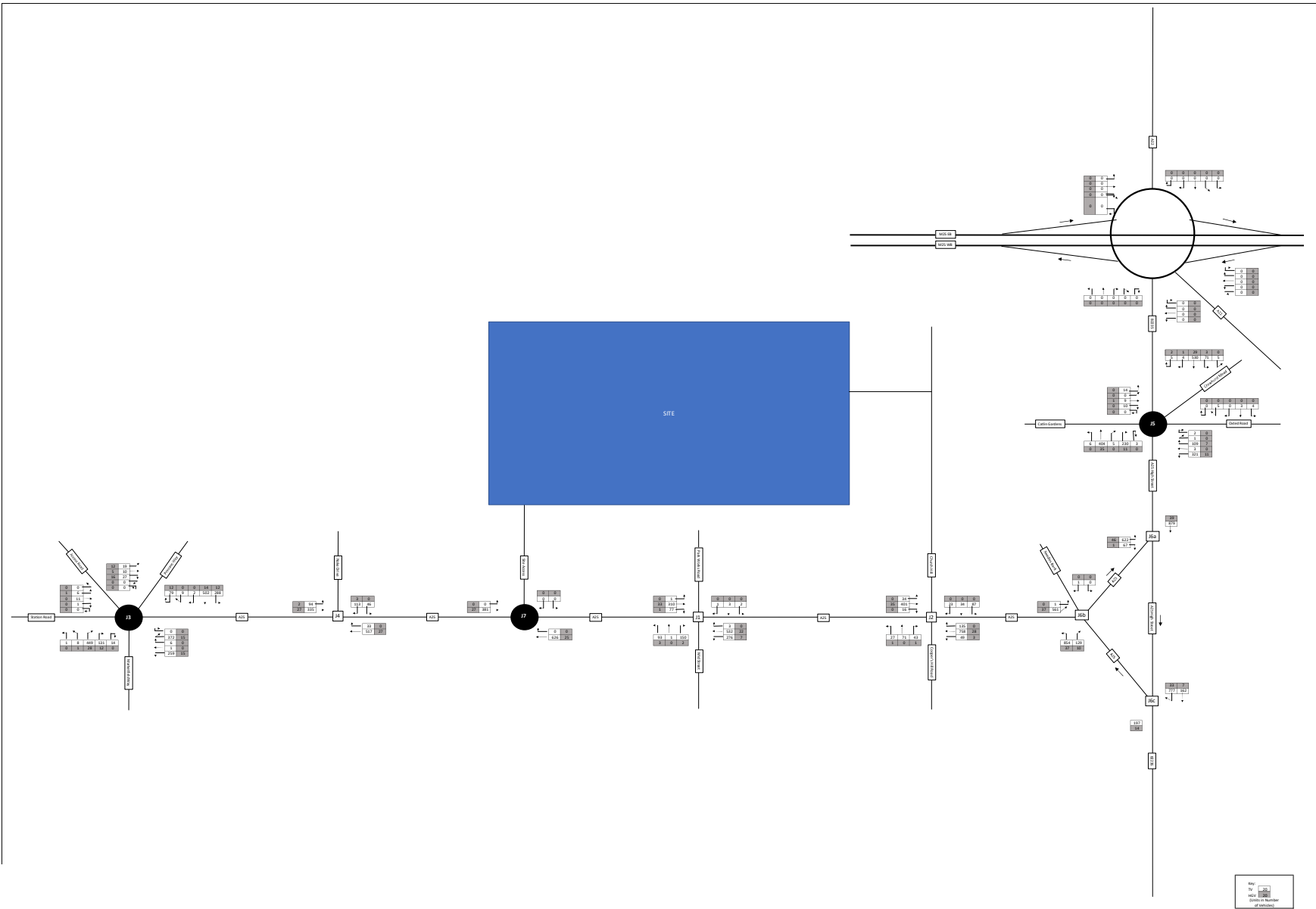
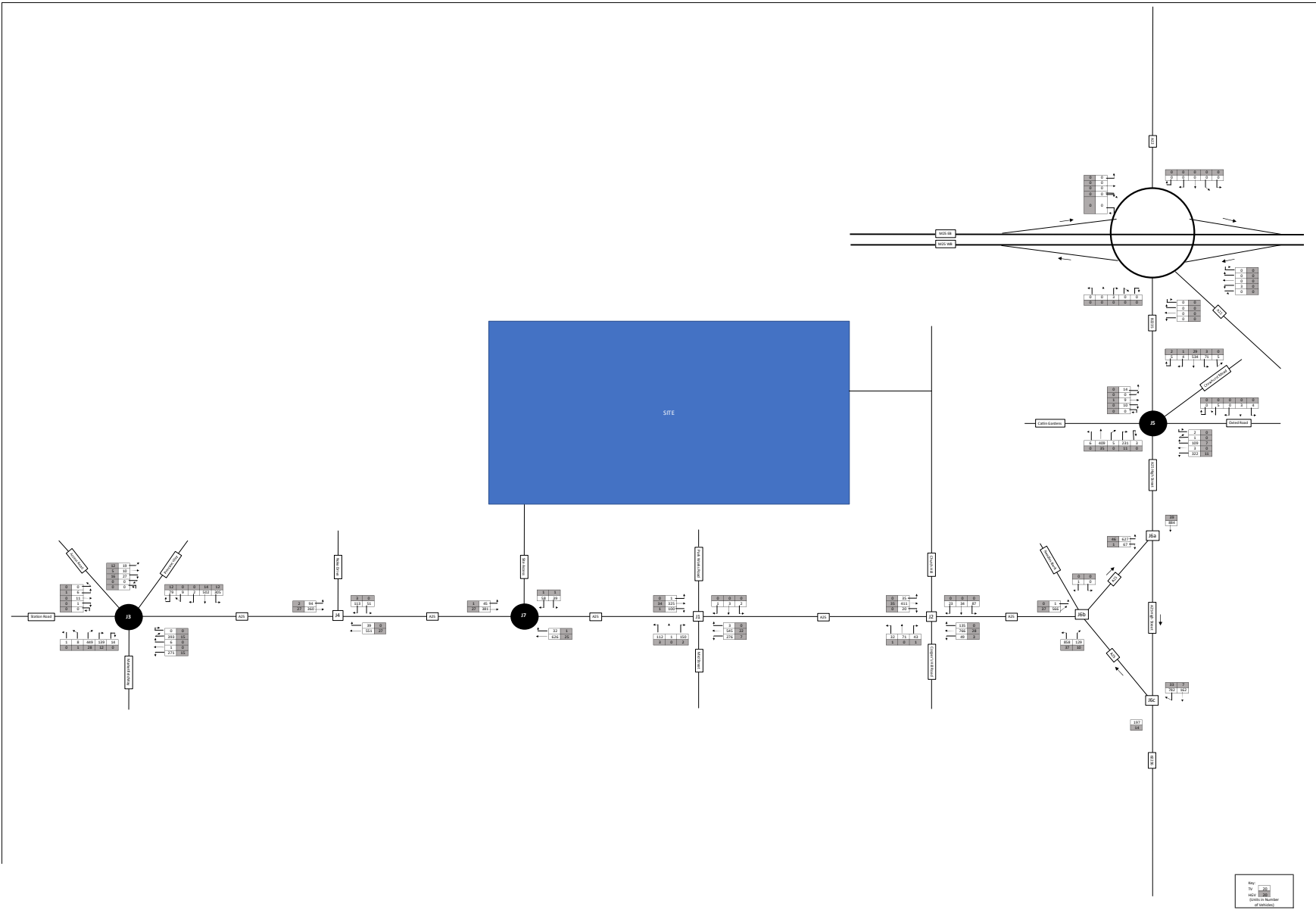


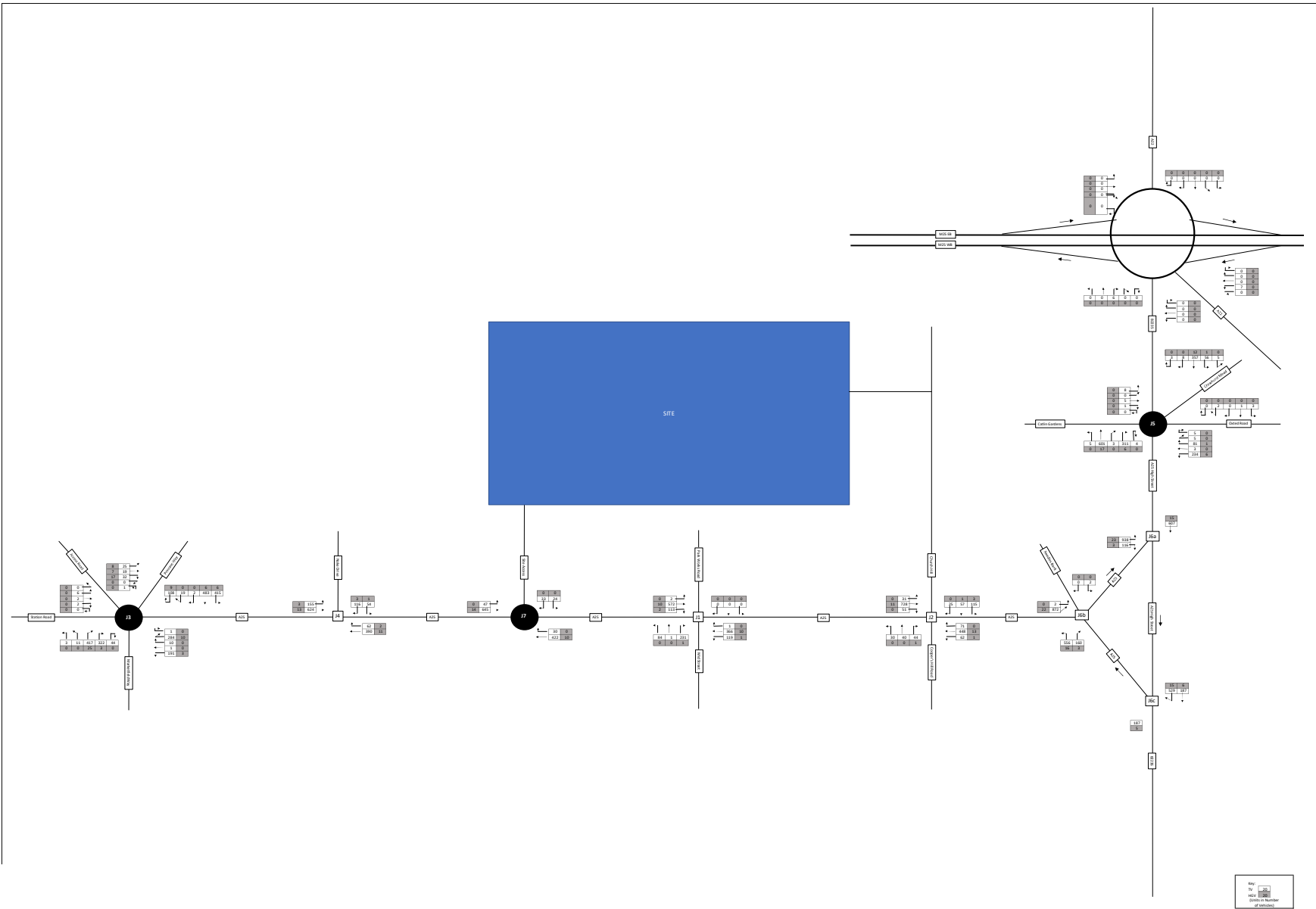
Appendix L

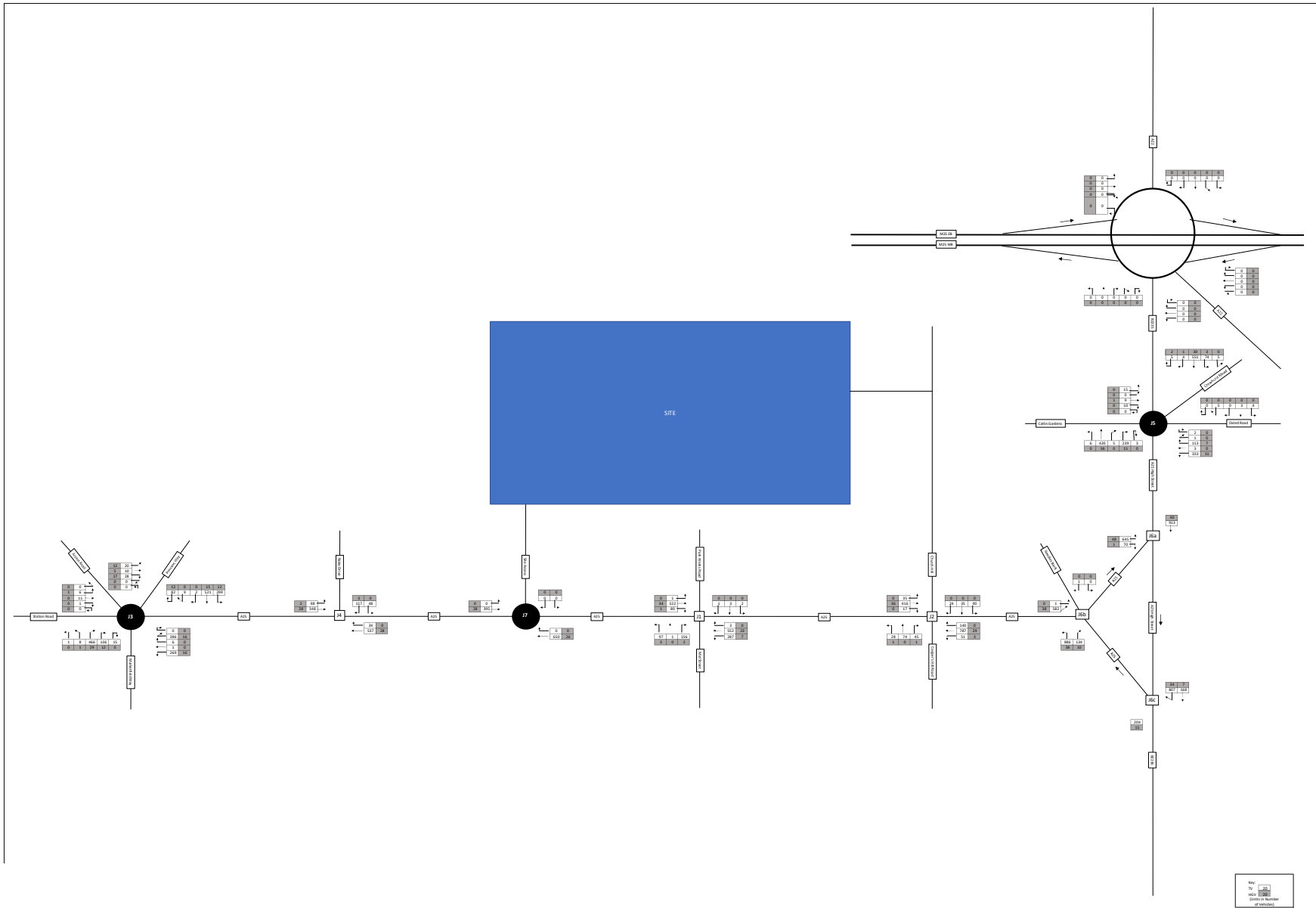


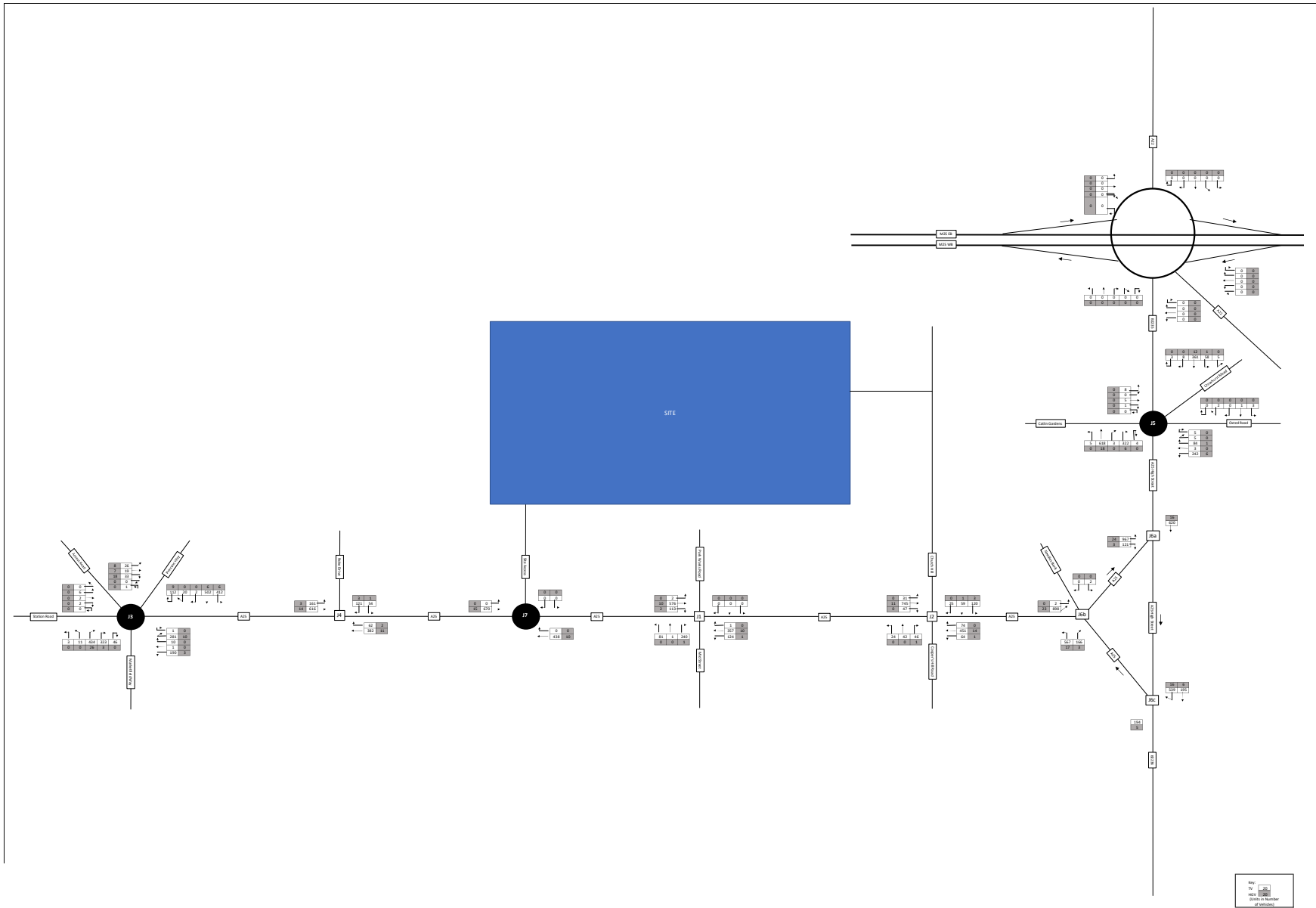


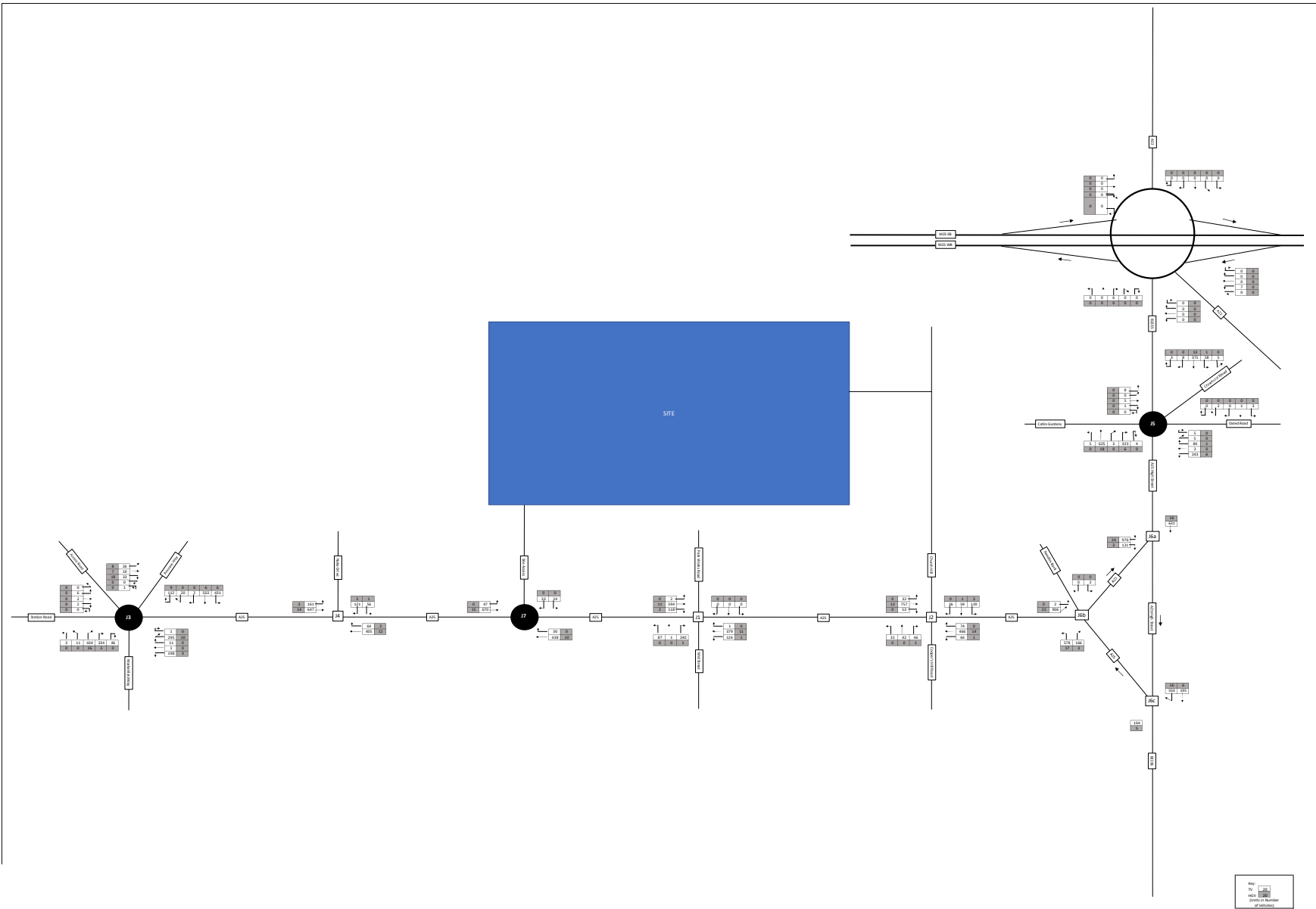












Appendix M

Junctions 9									
PICADY 9 - Priority Intersection Module									
Version: 9.5.2.1013 © Copyright TRL Limited, 2019									
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk									
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution									

Filename: Nutfield Site Access Option B 230904.j9

Path: O:\London\Vectos\Projects\Projects\220000\226799 - Nutfield Green Park\MODELLING\Site Access Junction\230620 - Priority Junction Option B

Report generation date: 05/09/2023 10:54:02

- »Nutfield Site Access Option B - 2022 Base, AM
- »Nutfield Site Access Option B - 2022 Base, PM
- »Nutfield Site Access Option B - 2022 Base + Com Devs, AM
- »Nutfield Site Access Option B - 2022 Base + Com Devs, PM
- »Nutfield Site Access Option B - 2022 Base + Dev + Com Devs, AM
- »Nutfield Site Access Option B - 2022 Base + Dev + Com Devs, PM
- »Nutfield Site Access Option B - 2029 Future Base, AM
- »Nutfield Site Access Option B - 2029 Future Base, PM
- »Nutfield Site Access Option B - 2029 Future + Dev, AM
- »Nutfield Site Access Option B - 2029 Future + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Nutfield Site Access Option B - 2022 Base									
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Nutfield Site Access Option B - 2022 Base + Com Devs									
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Nutfield Site Access Option B - 2022 Base + Dev + Com Devs									
Stream B-C	D5	0.1	6.74	0.07	A	D6	0.1	7.26	0.05	A
Stream B-A		0.3	15.72	0.22	C		0.2	15.79	0.14	C
Stream C-AB		0.3	4.43	0.12	A		0.2	5.23	0.10	A
	Nutfield Site Access Option B - 2029 Future Base									
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	Nutfield Site Access Option B - 2029 Future + Dev									
Stream B-C	D9	0.1	6.81	0.08	A	D10	0.1	7.38	0.05	A
Stream B-A		0.3	16.30	0.22	C		0.2	16.47	0.14	C
Stream C-AB		0.3	4.39	0.12	A		0.2	5.20	0.10	A

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

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

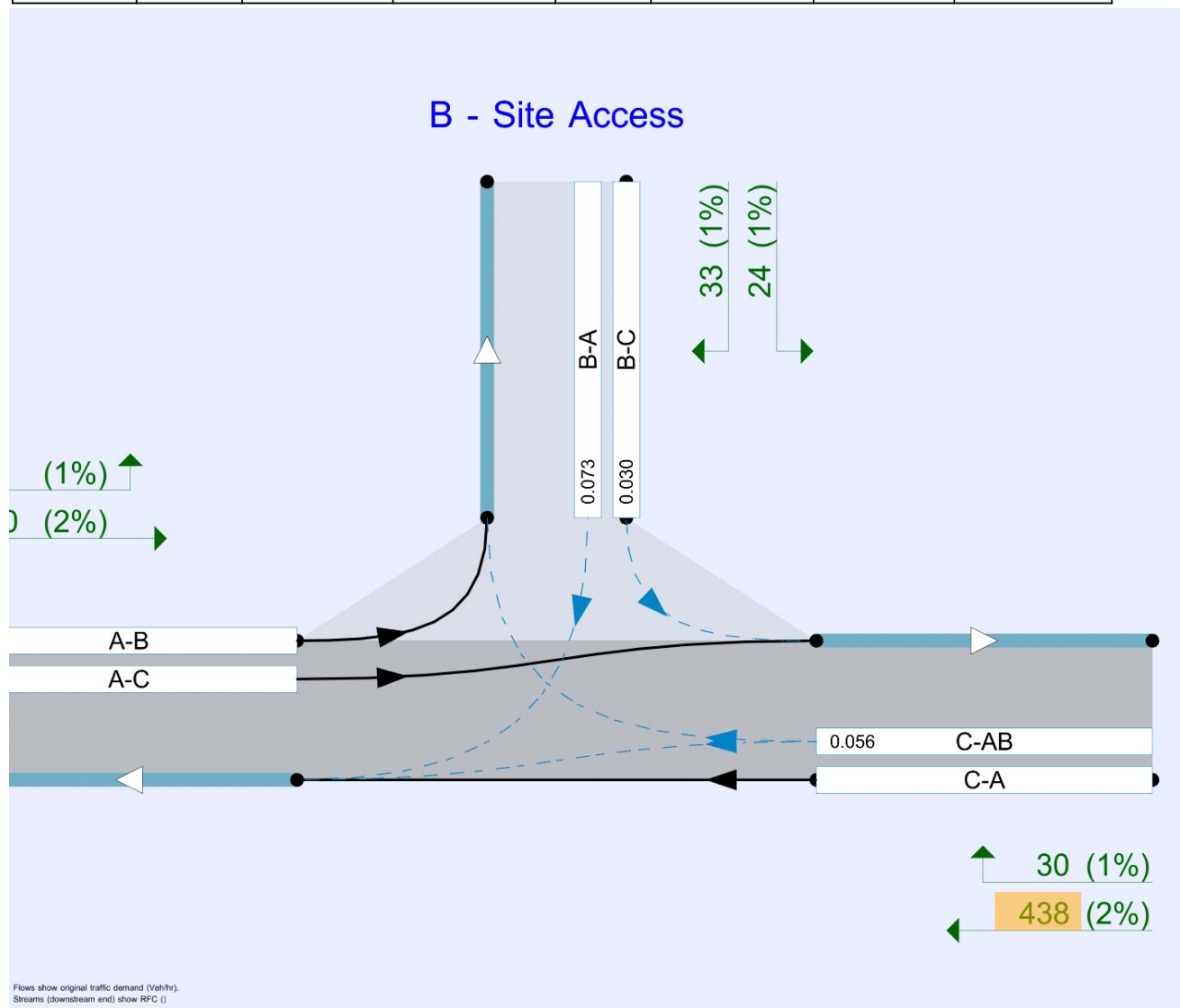
File summary

File Description

Title	
Location	
Site number	
Date	19/06/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	VECTOS\ethan.terry
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	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15
D9	2029 Future + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2029 Future + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Nutfield Site Access Option B	100.000

Nutfield Site Access Option B - 2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A25 (W)		Major
B	Site Access		Minor
C	A25 (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A25 (E)	6.27			108.5	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	4.36	3.01	3.00	3.00	✓	1.00	24	24

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	531	0.096	0.241	0.152	0.345
B-C	767	0.116	0.294	-	-
C-B	637	0.244	0.244	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	380	100.000
B - Site Access		✓	0	100.000
C - A25 (E)		✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A25 (W)	B - Site Access	C - A25 (E)
From	A - A25 (W)	0	0	380
	B - Site Access	0	0	0
	C - A25 (E)	623	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A25 (W)	B - Site Access	C - A25 (E)
From	A - A25 (W)	0	0	7
	B - Site Access	0	0	0
	C - A25 (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	677	0.000	0	0.0	0.000	A
B-A	0	383	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	469			469			
A-B	0			0			
A-C	286			286			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	660	0.000	0	0.0	0.000	A
B-A	0	354	0.000	0	0.0	0.000	A
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	560			560			
A-B	0			0			
A-C	342			342			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	636	0.000	0	0.0	0.000	A
B-A	0	314	0.000	0	0.0	0.000	A
C-AB	0	517	0.000	0	0.0	0.000	A
C-A	686			686			
A-B	0			0			
A-C	418			418			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	636	0.000	0	0.0	0.000	A
B-A	0	314	0.000	0	0.0	0.000	A
C-AB	0	517	0.000	0	0.0	0.000	A
C-A	686			686			
A-B	0			0			
A-C	418			418			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	660	0.000	0	0.0	0.000	A
B-A	0	354	0.000	0	0.0	0.000	A
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	560			560			
A-B	0			0			
A-C	342			342			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	677	0.000	0	0.0	0.000	A
B-A	0	383	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	469			469			
A-B	0			0			
A-C	286			286			

Nutfield Site Access Option B - 2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	644	100.000
B - Site Access		✓	0	100.000
C - A25 (E)		✓	417	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A25 (W)	B - Site Access	C - A25 (E)
From	A - A25 (W)	0	0	644
	B - Site Access	0	0	0
	C - A25 (E)	417	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A25 (W)	B - Site Access	C - A25 (E)
From	A - A25 (W)	0	0	2
	B - Site Access	0	0	0
	C - A25 (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	622	0.000	0	0.0	0.000	A
B-A	0	363	0.000	0	0.0	0.000	A
C-AB	0	511	0.000	0	0.0	0.000	A
C-A	314			314			
A-B	0			0			
A-C	485			485			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	330	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	375			375			
A-B	0			0			
A-C	579			579			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	555	0.000	0	0.0	0.000	A
B-A	0	285	0.000	0	0.0	0.000	A
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	459			459			
A-B	0			0			
A-C	709			709			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	555	0.000	0	0.0	0.000	A
B-A	0	285	0.000	0	0.0	0.000	A
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	459			459			
A-B	0			0			
A-C	709			709			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	594	0.000	0	0.0	0.000	A
B-A	0	330	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	375			375			
A-B	0			0			
A-C	579			579			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	622	0.000	0	0.0	0.000	A
B-A	0	363	0.000	0	0.0	0.000	A
C-AB	0	511	0.000	0	0.0	0.000	A
C-A	314			314			
A-B	0			0			
A-C	485			485			

Nutfield Site Access Option B - 2022 Base + Com Devs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	381	100.000
B - Site Access		✓	0	100.000
C - A25 (E)		✓	626	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	381
	B - Site Access	0	0	0
	C - A25 (E)	626	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	7
	B - Site Access	0	0	0
	C - A25 (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	677	0.000	0	0.0	0.000	A
B-A	0	382	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	471			471			
A-B	0			0			
A-C	287			287			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	659	0.000	0	0.0	0.000	A
B-A	0	353	0.000	0	0.0	0.000	A
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	563			563			
A-B	0			0			
A-C	343			343			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	313	0.000	0	0.0	0.000	A
C-AB	0	517	0.000	0	0.0	0.000	A
C-A	689			689			
A-B	0			0			
A-C	419			419			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	635	0.000	0	0.0	0.000	A
B-A	0	313	0.000	0	0.0	0.000	A
C-AB	0	517	0.000	0	0.0	0.000	A
C-A	689			689			
A-B	0			0			
A-C	419			419			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	659	0.000	0	0.0	0.000	A
B-A	0	353	0.000	0	0.0	0.000	A
C-AB	0	537	0.000	0	0.0	0.000	A
C-A	563			563			
A-B	0			0			
A-C	343			343			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	677	0.000	0	0.0	0.000	A
B-A	0	382	0.000	0	0.0	0.000	A
C-AB	0	551	0.000	0	0.0	0.000	A
C-A	471			471			
A-B	0			0			
A-C	287			287			

Nutfield Site Access Option B - 2022 Base + Com Devs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	645	100.000
B - Site Access		✓	0	100.000
C - A25 (E)		✓	422	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	645
	B - Site Access	0	0	0
	C - A25 (E)	422	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	2
	B - Site Access	0	0	0
	C - A25 (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	622	0.000	0	0.0	0.000	A
B-A	0	362	0.000	0	0.0	0.000	A
C-AB	0	511	0.000	0	0.0	0.000	A
C-A	318			318			
A-B	0			0			
A-C	486			486			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	329	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	379			379			
A-B	0			0			
A-C	580			580			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	554	0.000	0	0.0	0.000	A
B-A	0	284	0.000	0	0.0	0.000	A
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	465			465			
A-B	0			0			
A-C	710			710			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	554	0.000	0	0.0	0.000	A
B-A	0	284	0.000	0	0.0	0.000	A
C-AB	0	456	0.000	0	0.0	0.000	A
C-A	465			465			
A-B	0			0			
A-C	710			710			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	593	0.000	0	0.0	0.000	A
B-A	0	329	0.000	0	0.0	0.000	A
C-AB	0	488	0.000	0	0.0	0.000	A
C-A	379			379			
A-B	0			0			
A-C	580			580			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	622	0.000	0	0.0	0.000	A
B-A	0	362	0.000	0	0.0	0.000	A
C-AB	0	511	0.000	0	0.0	0.000	A
C-A	318			318			
A-B	0			0			
A-C	486			486			

Nutfield Site Access Option B - 2022 Base + Dev + Com Devs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	426	100.000
B - Site Access		✓	97	100.000
C - A25 (E)		✓	658	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	45	381
	B - Site Access	58	0	39
	C - A25 (E)	626	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	1	7
	B - Site Access	1	0	2
	C - A25 (E)	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.07	6.74	0.1	A
B-A	0.22	15.72	0.3	C
C-AB	0.12	4.43	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	639	0.046	29	0.0	5.901	A
B-A	44	367	0.119	43	0.1	11.112	B
C-AB	53	866	0.061	52	0.1	4.423	A
C-A	443			443			
A-B	34			34			
A-C	287			287			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	614	0.057	35	0.1	6.212	A
B-A	52	336	0.155	52	0.2	12.680	B
C-AB	75	919	0.081	74	0.2	4.263	A
C-A	517			517			
A-B	40			40			
A-C	343			343			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	577	0.074	43	0.1	6.735	A
B-A	64	293	0.218	63	0.3	15.671	C
C-AB	116	993	0.116	115	0.3	4.099	A
C-A	609			609			
A-B	50			50			
A-C	419			419			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	577	0.074	43	0.1	6.739	A
B-A	64	293	0.218	64	0.3	15.724	C
C-AB	116	994	0.117	116	0.3	4.107	A
C-A	609			609			
A-B	50			50			
A-C	419			419			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	614	0.057	35	0.1	6.220	A
B-A	52	335	0.155	52	0.2	12.738	B
C-AB	75	919	0.081	75	0.2	4.278	A
C-A	517			517			
A-B	40			40			
A-C	343			343			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	639	0.046	29	0.0	5.910	A
B-A	44	366	0.119	44	0.1	11.168	B
C-AB	53	866	0.061	53	0.1	4.435	A
C-A	442			442			
A-B	34			34			
A-C	287			287			

Nutfield Site Access Option B - 2022 Base + Dev + Com Devs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	692	100.000
B - Site Access		✓	57	100.000
C - A25 (E)		✓	452	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	47	645
	B - Site Access	33	0	24
	C - A25 (E)	422	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	1	2
	B - Site Access	1	0	1
	C - A25 (E)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.26	0.1	A
B-A	0.14	15.79	0.2	C
C-AB	0.10	5.23	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	600	0.030	18	0.0	6.181	A
B-A	25	347	0.072	25	0.1	11.152	B
C-AB	40	730	0.055	40	0.1	5.218	A
C-A	300			300			
A-B	35			35			
A-C	486			486			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	568	0.038	22	0.0	6.586	A
B-A	30	312	0.095	30	0.1	12.720	B
C-AB	54	754	0.072	54	0.1	5.142	A
C-A	352			352			
A-B	42			42			
A-C	580			580			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	523	0.051	26	0.1	7.253	A
B-A	36	264	0.137	36	0.2	15.753	C
C-AB	80	791	0.102	80	0.2	5.063	A
C-A	417			417			
A-B	52			52			
A-C	710			710			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	523	0.051	26	0.1	7.255	A
B-A	36	264	0.137	36	0.2	15.786	C
C-AB	81	791	0.102	81	0.2	5.071	A
C-A	417			417			
A-B	52			52			
A-C	710			710			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	568	0.038	22	0.0	6.592	A
B-A	30	312	0.095	30	0.1	12.757	B
C-AB	55	754	0.072	55	0.1	5.154	A
C-A	352			352			
A-B	42			42			
A-C	580			580			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	600	0.030	18	0.0	6.189	A
B-A	25	347	0.072	25	0.1	11.184	B
C-AB	40	730	0.055	40	0.1	5.228	A
C-A	300			300			
A-B	35			35			
A-C	486			486			

Nutfield Site Access Option B - 2029 Future Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	395	100.000
B - Site Access		✓	0	100.000
C - A25 (E)		✓	650	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	395
	B - Site Access	0	0	0
	C - A25 (E)	650	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	7
	B - Site Access	0	0	0
	C - A25 (E)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	674	0.000	0	0.0	0.000	A
B-A	0	377	0.000	0	0.0	0.000	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	489			489			
A-B	0			0			
A-C	297			297			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	655	0.000	0	0.0	0.000	A
B-A	0	347	0.000	0	0.0	0.000	A
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	584			584			
A-B	0			0			
A-C	355			355			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	630	0.000	0	0.0	0.000	A
B-A	0	305	0.000	0	0.0	0.000	A
C-AB	0	513	0.000	0	0.0	0.000	A
C-A	716			716			
A-B	0			0			
A-C	435			435			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	630	0.000	0	0.0	0.000	A
B-A	0	305	0.000	0	0.0	0.000	A
C-AB	0	513	0.000	0	0.0	0.000	A
C-A	716			716			
A-B	0			0			
A-C	435			435			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	655	0.000	0	0.0	0.000	A
B-A	0	347	0.000	0	0.0	0.000	A
C-AB	0	533	0.000	0	0.0	0.000	A
C-A	584			584			
A-B	0			0			
A-C	355			355			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	674	0.000	0	0.0	0.000	A
B-A	0	377	0.000	0	0.0	0.000	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	489			489			
A-B	0			0			
A-C	297			297			

Nutfield Site Access Option B - 2029 Future Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.00	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	670	100.000
B - Site Access		✓	0	100.000
C - A25 (E)		✓	438	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	670
	B - Site Access	0	0	0
	C - A25 (E)	438	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	0	2
	B - Site Access	0	0	0
	C - A25 (E)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.0	A
B-A	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	616	0.000	0	0.0	0.000	A
B-A	0	355	0.000	0	0.0	0.000	A
C-AB	0	506	0.000	0	0.0	0.000	A
C-A	330			330			
A-B	0			0			
A-C	504			504			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	321	0.000	0	0.0	0.000	A
C-AB	0	482	0.000	0	0.0	0.000	A
C-A	394			394			
A-B	0			0			
A-C	602			602			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	546	0.000	0	0.0	0.000	A
B-A	0	274	0.000	0	0.0	0.000	A
C-AB	0	449	0.000	0	0.0	0.000	A
C-A	482			482			
A-B	0			0			
A-C	738			738			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	546	0.000	0	0.0	0.000	A
B-A	0	274	0.000	0	0.0	0.000	A
C-AB	0	449	0.000	0	0.0	0.000	A
C-A	482			482			
A-B	0			0			
A-C	738			738			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	587	0.000	0	0.0	0.000	A
B-A	0	321	0.000	0	0.0	0.000	A
C-AB	0	482	0.000	0	0.0	0.000	A
C-A	394			394			
A-B	0			0			
A-C	602			602			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	0	616	0.000	0	0.0	0.000	A
B-A	0	355	0.000	0	0.0	0.000	A
C-AB	0	506	0.000	0	0.0	0.000	A
C-A	330			330			
A-B	0			0			
A-C	504			504			

Nutfield Site Access Option B - 2029 Future + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		1.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029 Future + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	440	100.000
B - Site Access		✓	97	100.000
C - A25 (E)		✓	682	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	45	395
	B - Site Access	58	0	39
	C - A25 (E)	650	32	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
From		A - A25 (W)	B - Site Access	C - A25 (E)
	A - A25 (W)	0	1	7
	B - Site Access	1	0	2
	C - A25 (E)	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.08	6.81	0.1	A
B-A	0.22	16.30	0.3	C
C-AB	0.12	4.39	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	636	0.046	29	0.0	5.935	A
B-A	44	361	0.121	43	0.1	11.303	B
C-AB	55	877	0.062	54	0.1	4.376	A
C-A	459			459			
A-B	34			34			
A-C	297			297			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	610	0.057	35	0.1	6.259	A
B-A	52	329	0.158	52	0.2	12.982	B
C-AB	78	931	0.083	77	0.2	4.213	A
C-A	536			536			
A-B	40			40			
A-C	355			355			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	571	0.075	43	0.1	6.810	A
B-A	64	285	0.224	63	0.3	16.240	C
C-AB	122	1010	0.120	121	0.3	4.050	A
C-A	629			629			
A-B	50			50			
A-C	435			435			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	43	571	0.075	43	0.1	6.814	A
B-A	64	285	0.224	64	0.3	16.301	C
C-AB	122	1010	0.121	122	0.3	4.057	A
C-A	629			629			
A-B	50			50			
A-C	435			435			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	35	610	0.058	35	0.1	6.268	A
B-A	52	329	0.159	53	0.2	13.043	B
C-AB	78	932	0.084	78	0.2	4.228	A
C-A	535			535			
A-B	40			40			
A-C	355			355			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	29	635	0.046	29	0.0	5.945	A
B-A	44	361	0.121	44	0.1	11.363	B
C-AB	55	877	0.063	55	0.1	4.387	A
C-A	459			459			
A-B	34			34			
A-C	297			297			

Nutfield Site Access Option B - 2029 Future + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access Option B	T-Junction	Two-way		0.85	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Future + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - A25 (W)		✓	717	100.000
B - Site Access		✓	57	100.000
C - A25 (E)		✓	468	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - A25 (W)	B - Site Access	C - A25 (E)
From	A - A25 (W)	0	47	670
	B - Site Access	33	0	24
	C - A25 (E)	438	30	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - A25 (W)	B - Site Access	C - A25 (E)
From	A - A25 (W)	0	1	2
	B - Site Access	1	0	1
	C - A25 (E)	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.05	7.38	0.1	A
B-A	0.14	16.47	0.2	C
C-AB	0.10	5.20	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	594	0.030	18	0.0	6.242	A
B-A	25	341	0.073	25	0.1	11.380	B
C-AB	41	734	0.056	41	0.1	5.189	A
C-A	311			311			
A-B	35			35			
A-C	504			504			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	561	0.038	22	0.0	6.670	A
B-A	30	305	0.097	30	0.1	13.079	B
C-AB	56	760	0.074	56	0.1	5.111	A
C-A	365			365			
A-B	42			42			
A-C	602			602			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	514	0.051	26	0.1	7.382	A
B-A	36	255	0.142	36	0.2	16.428	C
C-AB	84	799	0.105	83	0.2	5.029	A
C-A	432			432			
A-B	52			52			
A-C	738			738			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	26	514	0.051	26	0.1	7.385	A
B-A	36	255	0.143	36	0.2	16.466	C
C-AB	84	800	0.105	84	0.2	5.036	A
C-A	431			431			
A-B	52			52			
A-C	738			738			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	22	561	0.038	22	0.0	6.676	A
B-A	30	305	0.097	30	0.1	13.116	B
C-AB	56	761	0.074	57	0.1	5.121	A
C-A	364			364			
A-B	42			42			
A-C	602			602			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-C	18	594	0.030	18	0.0	6.248	A
B-A	25	341	0.073	25	0.1	11.415	B
C-AB	41	735	0.056	41	0.1	5.199	A
C-A	311			311			
A-B	35			35			
A-C	504			504			

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Stations Roundabout 230904.j9

Path: O:\London\Vectos\Projects\Projects\220000\226799 - Nutfield Green Park\MODELLING\Stations Roundabout

Report generation date: 05/09/2023 10:57:35

-
- »Nutfield - 2022 Base, AM
 - »Nutfield - 2022 Base, PM
 - »Nutfield - 2022 Base + Com Devs, AM
 - »Nutfield - 2022 Base + Com Devs, PM
 - »Nutfield - 2022 Base + Dev + Com Devs, AM
 - »Nutfield - 2022 Base + Dev + Com Devs, PM
 - »Nutfield - 2029 Future Base, AM
 - »Nutfield - 2029 Future Base, PM
 - »Nutfield - 2029 Future Base + Dev, AM
 - »Nutfield - 2029 Future Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Nutfield - 2022 Base									
5 - Princess Way	D1	1.8	6.74	0.64	A	D2	3.7	12.45	0.79	B
1 - A23		1.3	6.72	0.57	A		0.7	5.00	0.41	A
2 - Marketfield Way		0.9	5.01	0.48	A		1.4	6.01	0.59	A
3 - Station Road		0.1	14.86	0.08	B		0.0	16.48	0.05	C
4 - Quadrant Access		0.1	7.60	0.12	A		0.2	7.51	0.15	A
	Nutfield - 2022 Base + Com Devs									
5 - Princess Way	D3	1.8	6.75	0.65	A	D4	3.7	12.48	0.79	B
1 - A23		1.3	6.77	0.57	A		0.7	5.05	0.42	A
2 - Marketfield Way		0.9	5.07	0.48	A		1.4	6.07	0.59	A
3 - Station Road		0.1	15.11	0.08	C		0.1	16.77	0.05	C
4 - Quadrant Access		0.1	7.66	0.12	A		0.2	7.57	0.15	A
	Nutfield - 2022 Base + Dev + Com Devs									
5 - Princess Way	D5	1.9	7.07	0.66	A	D6	4.1	13.57	0.81	B
1 - A23		1.5	7.27	0.60	A		0.8	5.23	0.44	A
2 - Marketfield Way		1.0	5.24	0.50	A		1.5	6.30	0.61	A
3 - Station Road		0.1	15.98	0.08	C		0.1	17.72	0.05	C
4 - Quadrant Access		0.1	7.85	0.12	A		0.2	7.76	0.15	A
	Nutfield - 2029 Future Base									
5 - Princess Way	D7	2.0	7.32	0.67	A	D8	4.7	15.35	0.83	C
1 - A23		1.5	7.36	0.60	A		0.8	5.33	0.44	A
2 - Marketfield Way		1.0	5.35	0.51	A		1.6	6.58	0.62	A
3 - Station Road		0.1	16.34	0.08	C		0.1	18.67	0.05	C
4 - Quadrant Access		0.1	7.99	0.12	A		0.2	7.98	0.16	A
	Nutfield - 2029 Future Base + Dev									
5 - Princess Way	D9	2.2	7.71	0.69	A	D10	5.3	16.92	0.85	C
1 - A23		1.7	7.97	0.63	A		0.9	5.54	0.46	A
2 - Marketfield Way		1.1	5.55	0.52	A		1.7	6.86	0.63	A
3 - Station Road		0.1	17.44	0.09	C		0.1	19.90	0.06	C
4 - Quadrant Access		0.1	8.10	0.13	A		0.2	8.17	0.16	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	07/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\ethan.terry
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	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15
D9	2029 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2029 Future Base + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Nutfield	100.000

Nutfield - 2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	6.36	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
5	Princess Way	
1	A23	
2	Marketfield Way	
3	Station Road	
4	Quadrant Access	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
5 - Princess Way	5.79	7.82	2.6	19.9	42.0	61.5	
1 - A23	3.92	7.40	14.6	27.0	50.0	39.5	
2 - Marketfield Way	5.68	7.23	3.2	26.0	42.0	46.3	
3 - Station Road	2.22	4.56	4.3	7.0	42.0	49.9	
4 - Quadrant Access	3.92	7.33	14.1	6.9	42.0	38.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
5 - Princess Way	0.608	1719
1 - A23	0.612	1749
2 - Marketfield Way	0.647	1817
3 - Station Road	0.406	780
4 - Quadrant Access	0.572	1555

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	880	100.000
1 - A23		✓	634	100.000
2 - Marketfield Way		✓	598	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	79	288	502	2	9
	1 - A23	368	0	259	1	6
	2 - Marketfield Way	445	130	14	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	19	10	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	15	4	3	0	0
	1 - A23	4	0	6	0	0
	2 - Marketfield Way	6	9	0	0	13
	3 - Station Road	17	0	0	0	0
	4 - Quadrant Access	63	50	59	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.64	6.74	1.8	A
1 - A23	0.57	6.72	1.3	A
2 - Marketfield Way	0.48	5.01	0.9	A
3 - Station Road	0.08	14.86	0.1	B
4 - Quadrant Access	0.12	7.60	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	663	145	1549	0.428	660	0.7	4.035	A
1 - A23	477	475	1373	0.348	475	0.5	4.004	A
2 - Marketfield Way	450	349	1481	0.304	448	0.4	3.479	A
3 - Station Road	14	794	414	0.033	13	0.0	8.983	A
4 - Quadrant Access	42	790	677	0.062	42	0.1	5.665	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	791	173	1529	0.517	790	1.1	4.860	A
1 - A23	570	569	1314	0.434	569	0.8	4.824	A
2 - Marketfield Way	538	417	1437	0.374	537	0.6	3.996	A
3 - Station Road	16	951	350	0.046	16	0.0	10.781	B
4 - Quadrant Access	50	946	617	0.082	50	0.1	6.348	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	969	212	1503	0.645	966	1.8	6.667	A
1 - A23	698	696	1235	0.565	696	1.3	6.651	A
2 - Marketfield Way	658	510	1378	0.478	657	0.9	4.989	A
3 - Station Road	20	1163	263	0.075	20	0.1	14.778	B
4 - Quadrant Access	62	1158	536	0.115	61	0.1	7.578	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	969	212	1503	0.645	969	1.8	6.740	A
1 - A23	698	698	1234	0.566	698	1.3	6.717	A
2 - Marketfield Way	658	512	1377	0.478	658	0.9	5.012	A
3 - Station Road	20	1166	262	0.076	20	0.1	14.860	B
4 - Quadrant Access	62	1160	535	0.115	62	0.1	7.598	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	791	174	1529	0.517	794	1.1	4.916	A
1 - A23	570	572	1313	0.434	572	0.8	4.874	A
2 - Marketfield Way	538	420	1436	0.374	539	0.6	4.018	A
3 - Station Road	16	955	348	0.046	16	0.0	10.845	B
4 - Quadrant Access	50	950	616	0.082	51	0.1	6.369	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	663	146	1548	0.428	664	0.8	4.077	A
1 - A23	477	478	1371	0.348	478	0.5	4.036	A
2 - Marketfield Way	450	351	1480	0.304	451	0.4	3.502	A
3 - Station Road	14	799	412	0.033	14	0.0	9.035	A
4 - Quadrant Access	42	795	675	0.062	42	0.1	5.687	A

Nutfield - 2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.65	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	1008	100.000
1 - A23		✓	459	100.000
2 - Marketfield Way		✓	784	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	108	396	483	2	19
	1 - A23	264	1	183	1	10
	2 - Marketfield Way	416	310	44	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	25	18	32	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	2	1	0	0
	1 - A23	4	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	39	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.79	12.45	3.7	B
1 - A23	0.41	5.00	0.7	A
2 - Marketfield Way	0.59	6.01	1.4	A
3 - Station Road	0.05	16.48	0.0	C
4 - Quadrant Access	0.15	7.51	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	759	307	1489	0.510	755	1.0	4.878	A
1 - A23	346	517	1376	0.251	344	0.3	3.485	A
2 - Marketfield Way	590	304	1556	0.379	588	0.6	3.710	A
3 - Station Road	8	888	405	0.019	7	0.0	9.052	A
4 - Quadrant Access	57	864	732	0.078	57	0.1	5.328	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	906	368	1450	0.625	904	1.6	6.560	A
1 - A23	413	620	1312	0.314	412	0.5	3.998	A
2 - Marketfield Way	705	364	1516	0.465	704	0.9	4.425	A
3 - Station Road	9	1063	331	0.027	9	0.0	11.172	B
4 - Quadrant Access	68	1035	661	0.103	68	0.1	6.072	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1110	450	1398	0.794	1102	3.6	11.849	B
1 - A23	505	756	1228	0.412	504	0.7	4.970	A
2 - Marketfield Way	863	445	1463	0.590	861	1.4	5.955	A
3 - Station Road	11	1300	231	0.048	11	0.0	16.349	C
4 - Quadrant Access	84	1266	564	0.148	83	0.2	7.485	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1110	451	1397	0.794	1109	3.7	12.455	B
1 - A23	505	761	1225	0.413	505	0.7	5.002	A
2 - Marketfield Way	863	447	1462	0.590	863	1.4	6.008	A
3 - Station Road	11	1303	229	0.048	11	0.0	16.484	C
4 - Quadrant Access	84	1269	563	0.149	84	0.2	7.514	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	906	370	1449	0.625	914	1.7	6.831	A
1 - A23	413	626	1308	0.315	414	0.5	4.028	A
2 - Marketfield Way	705	367	1515	0.465	707	0.9	4.468	A
3 - Station Road	9	1068	329	0.027	9	0.0	11.262	B
4 - Quadrant Access	68	1040	659	0.104	69	0.1	6.104	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	759	309	1487	0.510	761	1.1	4.978	A
1 - A23	346	522	1373	0.252	346	0.3	3.506	A
2 - Marketfield Way	590	306	1554	0.380	591	0.6	3.744	A
3 - Station Road	8	893	403	0.019	8	0.0	9.107	A
4 - Quadrant Access	57	870	730	0.078	57	0.1	5.351	A

Nutfield - 2022 Base + Com Devs, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	6.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	880	100.000
1 - A23		✓	638	100.000
2 - Marketfield Way		✓	603	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	79	288	502	2	9
	1 - A23	372	0	259	1	6
	2 - Marketfield Way	449	131	14	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	19	10	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	15	4	3	0	0
	1 - A23	4	0	6	0	0
	2 - Marketfield Way	6	9	0	0	12
	3 - Station Road	17	0	0	0	0
	4 - Quadrant Access	63	50	59	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.65	6.75	1.8	A
1 - A23	0.57	6.77	1.3	A
2 - Marketfield Way	0.48	5.07	0.9	A
3 - Station Road	0.08	15.11	0.1	C
4 - Quadrant Access	0.12	7.66	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	663	145	1548	0.428	660	0.7	4.037	A
1 - A23	480	475	1373	0.350	478	0.5	4.013	A
2 - Marketfield Way	454	352	1480	0.307	452	0.4	3.497	A
3 - Station Road	14	801	411	0.033	13	0.0	9.044	A
4 - Quadrant Access	42	797	674	0.063	42	0.1	5.688	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	791	174	1529	0.517	790	1.1	4.863	A
1 - A23	574	569	1314	0.436	573	0.8	4.847	A
2 - Marketfield Way	542	421	1435	0.378	541	0.6	4.025	A
3 - Station Road	16	959	347	0.047	16	0.0	10.887	B
4 - Quadrant Access	50	954	614	0.082	50	0.1	6.382	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	969	213	1502	0.645	966	1.8	6.676	A
1 - A23	702	696	1235	0.569	700	1.3	6.703	A
2 - Marketfield Way	664	515	1375	0.483	663	0.9	5.044	A
3 - Station Road	20	1173	259	0.076	20	0.1	15.022	C
4 - Quadrant Access	62	1167	533	0.116	61	0.1	7.638	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	969	214	1502	0.645	969	1.8	6.749	A
1 - A23	702	698	1234	0.569	702	1.3	6.771	A
2 - Marketfield Way	664	516	1374	0.483	664	0.9	5.069	A
3 - Station Road	20	1176	258	0.077	20	0.1	15.108	C
4 - Quadrant Access	62	1170	532	0.116	62	0.1	7.658	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	791	175	1528	0.518	794	1.1	4.922	A
1 - A23	574	572	1313	0.437	576	0.8	4.898	A
2 - Marketfield Way	542	423	1434	0.378	543	0.6	4.050	A
3 - Station Road	16	963	345	0.047	16	0.0	10.956	B
4 - Quadrant Access	50	958	613	0.082	51	0.1	6.404	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	663	146	1548	0.428	664	0.8	4.079	A
1 - A23	480	478	1371	0.350	481	0.5	4.051	A
2 - Marketfield Way	454	354	1478	0.307	455	0.4	3.518	A
3 - Station Road	14	805	409	0.033	14	0.0	9.098	A
4 - Quadrant Access	42	802	673	0.063	42	0.1	5.713	A

Nutfield - 2022 Base + Com Devs, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	1008	100.000
1 - A23		✓	465	100.000
2 - Marketfield Way		✓	786	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	108	396	483	2	19
	1 - A23	270	1	183	1	10
	2 - Marketfield Way	417	311	44	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	25	18	32	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	2	1	0	0
	1 - A23	4	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	39	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.79	12.48	3.7	B
1 - A23	0.42	5.05	0.7	A
2 - Marketfield Way	0.59	6.07	1.4	A
3 - Station Road	0.05	16.77	0.1	C
4 - Quadrant Access	0.15	7.57	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	759	308	1488	0.510	755	1.0	4.881	A
1 - A23	350	517	1375	0.255	349	0.3	3.501	A
2 - Marketfield Way	592	309	1553	0.381	589	0.6	3.727	A
3 - Station Road	8	894	403	0.019	7	0.0	9.110	A
4 - Quadrant Access	57	870	730	0.078	57	0.1	5.347	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	906	369	1450	0.625	904	1.6	6.567	A
1 - A23	418	620	1312	0.319	418	0.5	4.022	A
2 - Marketfield Way	707	370	1513	0.467	706	0.9	4.454	A
3 - Station Road	9	1070	328	0.027	9	0.0	11.278	B
4 - Quadrant Access	68	1042	658	0.104	68	0.1	6.103	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1110	451	1397	0.794	1102	3.6	11.871	B
1 - A23	512	756	1228	0.417	511	0.7	5.015	A
2 - Marketfield Way	865	452	1459	0.593	863	1.4	6.018	A
3 - Station Road	11	1309	227	0.048	11	0.0	16.634	C
4 - Quadrant Access	84	1275	561	0.149	83	0.2	7.542	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1110	452	1397	0.795	1109	3.7	12.484	B
1 - A23	512	761	1225	0.418	512	0.7	5.049	A
2 - Marketfield Way	865	454	1458	0.594	865	1.4	6.073	A
3 - Station Road	11	1312	226	0.049	11	0.1	16.770	C
4 - Quadrant Access	84	1278	559	0.150	84	0.2	7.572	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	906	371	1448	0.626	914	1.7	6.839	A
1 - A23	418	626	1308	0.320	419	0.5	4.055	A
2 - Marketfield Way	707	372	1511	0.468	709	0.9	4.498	A
3 - Station Road	9	1075	326	0.028	9	0.0	11.369	B
4 - Quadrant Access	68	1047	656	0.104	69	0.1	6.133	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	759	310	1487	0.510	761	1.1	4.981	A
1 - A23	350	522	1373	0.255	351	0.3	3.525	A
2 - Marketfield Way	592	311	1551	0.381	593	0.6	3.761	A
3 - Station Road	8	899	400	0.019	8	0.0	9.168	A
4 - Quadrant Access	57	876	728	0.079	57	0.1	5.374	A

Nutfield - 2022 Base + Dev + Com Devs, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	6.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	897	100.000
1 - A23		✓	671	100.000
2 - Marketfield Way		✓	611	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	79	305	502	2	9
	1 - A23	393	0	271	1	6
	2 - Marketfield Way	449	139	14	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	19	10	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	15	4	3	0	0
	1 - A23	4	0	6	0	0
	2 - Marketfield Way	6	9	0	0	12
	3 - Station Road	17	0	0	0	0
	4 - Quadrant Access	63	49	59	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.66	7.07	1.9	A
1 - A23	0.60	7.27	1.5	A
2 - Marketfield Way	0.50	5.24	1.0	A
3 - Station Road	0.08	15.98	0.1	C
4 - Quadrant Access	0.12	7.85	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	675	151	1545	0.437	672	0.8	4.112	A
1 - A23	505	475	1373	0.368	503	0.6	4.126	A
2 - Marketfield Way	460	367	1469	0.313	458	0.5	3.554	A
3 - Station Road	14	822	403	0.034	13	0.0	9.248	A
4 - Quadrant Access	42	819	667	0.063	42	0.1	5.756	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	806	181	1524	0.529	805	1.1	4.995	A
1 - A23	603	569	1314	0.459	602	0.8	5.047	A
2 - Marketfield Way	549	440	1423	0.386	549	0.6	4.114	A
3 - Station Road	16	985	336	0.048	16	0.0	11.242	B
4 - Quadrant Access	50	980	605	0.083	50	0.1	6.488	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	988	222	1497	0.660	984	1.9	6.981	A
1 - A23	739	696	1235	0.598	736	1.5	7.178	A
2 - Marketfield Way	673	538	1360	0.495	671	1.0	5.216	A
3 - Station Road	20	1205	246	0.080	20	0.1	15.868	C
4 - Quadrant Access	62	1199	521	0.118	61	0.1	7.827	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	988	222	1497	0.660	988	1.9	7.069	A
1 - A23	739	698	1234	0.599	739	1.5	7.265	A
2 - Marketfield Way	673	539	1359	0.495	673	1.0	5.245	A
3 - Station Road	20	1208	245	0.081	20	0.1	15.977	C
4 - Quadrant Access	62	1202	520	0.119	62	0.1	7.852	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	806	182	1524	0.529	810	1.1	5.062	A
1 - A23	603	572	1313	0.460	606	0.9	5.112	A
2 - Marketfield Way	549	442	1421	0.386	551	0.6	4.142	A
3 - Station Road	16	989	334	0.048	16	0.1	11.325	B
4 - Quadrant Access	50	985	603	0.083	51	0.1	6.515	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	675	152	1544	0.437	677	0.8	4.156	A
1 - A23	505	478	1371	0.368	506	0.6	4.169	A
2 - Marketfield Way	460	370	1468	0.313	461	0.5	3.579	A
3 - Station Road	14	827	401	0.034	14	0.0	9.307	A
4 - Quadrant Access	42	824	665	0.063	42	0.1	5.780	A

Nutfield - 2022 Base + Dev + Com Devs, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	9.24	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	1027	100.000
1 - A23		✓	487	100.000
2 - Marketfield Way		✓	797	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	108	415	483	2	19
	1 - A23	284	1	191	1	10
	2 - Marketfield Way	417	322	44	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	25	19	32	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	1	1	0	0
	1 - A23	4	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	38	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.81	13.57	4.1	B
1 - A23	0.44	5.23	0.8	A
2 - Marketfield Way	0.61	6.30	1.5	A
3 - Station Road	0.05	17.72	0.1	C
4 - Quadrant Access	0.15	7.76	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	773	317	1489	0.519	769	1.1	4.974	A
1 - A23	367	517	1375	0.267	365	0.4	3.559	A
2 - Marketfield Way	600	319	1546	0.388	598	0.6	3.785	A
3 - Station Road	8	912	395	0.019	7	0.0	9.290	A
4 - Quadrant Access	58	889	724	0.080	58	0.1	5.403	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	923	380	1449	0.637	921	1.7	6.782	A
1 - A23	438	620	1312	0.334	437	0.5	4.112	A
2 - Marketfield Way	716	382	1505	0.476	715	0.9	4.551	A
3 - Station Road	9	1092	319	0.028	9	0.0	11.618	B
4 - Quadrant Access	69	1064	650	0.107	69	0.1	6.195	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1131	464	1395	0.811	1122	4.0	12.771	B
1 - A23	536	755	1228	0.437	535	0.8	5.179	A
2 - Marketfield Way	878	467	1450	0.605	875	1.5	6.239	A
3 - Station Road	11	1336	216	0.051	11	0.1	17.555	C
4 - Quadrant Access	85	1302	550	0.154	85	0.2	7.723	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1131	466	1394	0.811	1130	4.1	13.567	B
1 - A23	536	761	1225	0.438	536	0.8	5.227	A
2 - Marketfield Way	878	469	1449	0.606	877	1.5	6.301	A
3 - Station Road	11	1340	214	0.051	11	0.1	17.719	C
4 - Quadrant Access	85	1306	549	0.155	85	0.2	7.758	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	923	382	1448	0.638	933	1.8	7.112	A
1 - A23	438	627	1307	0.335	439	0.5	4.150	A
2 - Marketfield Way	716	385	1504	0.477	719	0.9	4.603	A
3 - Station Road	9	1098	316	0.028	9	0.0	11.726	B
4 - Quadrant Access	69	1070	648	0.107	70	0.1	6.231	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	773	319	1487	0.520	776	1.1	5.082	A
1 - A23	367	522	1373	0.267	367	0.4	3.584	A
2 - Marketfield Way	600	321	1545	0.388	601	0.6	3.817	A
3 - Station Road	8	918	392	0.019	8	0.0	9.355	A
4 - Quadrant Access	58	895	721	0.080	58	0.1	5.431	A

Nutfield - 2029 Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	6.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	913	100.000
1 - A23		✓	662	100.000
2 - Marketfield Way		✓	626	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	82	299	521	2	9
	1 - A23	386	0	269	1	6
	2 - Marketfield Way	466	136	15	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	20	10	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	15	4	3	0	0
	1 - A23	4	0	6	0	0
	2 - Marketfield Way	6	9	0	0	12
	3 - Station Road	17	0	0	0	0
	4 - Quadrant Access	63	50	59	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.67	7.32	2.0	A
1 - A23	0.60	7.36	1.5	A
2 - Marketfield Way	0.51	5.35	1.0	A
3 - Station Road	0.08	16.34	0.1	C
4 - Quadrant Access	0.12	7.99	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	687	151	1545	0.445	684	0.8	4.167	A
1 - A23	498	493	1362	0.366	496	0.6	4.148	A
2 - Marketfield Way	471	364	1472	0.320	469	0.5	3.586	A
3 - Station Road	14	831	399	0.034	13	0.0	9.330	A
4 - Quadrant Access	44	827	663	0.066	43	0.1	5.809	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	821	180	1525	0.538	819	1.2	5.093	A
1 - A23	595	590	1301	0.457	594	0.8	5.085	A
2 - Marketfield Way	563	436	1425	0.395	562	0.6	4.165	A
3 - Station Road	16	995	332	0.049	16	0.1	11.388	B
4 - Quadrant Access	52	990	600	0.087	52	0.1	6.566	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1005	221	1497	0.671	1002	2.0	7.218	A
1 - A23	729	722	1219	0.598	726	1.5	7.273	A
2 - Marketfield Way	689	533	1363	0.506	688	1.0	5.318	A
3 - Station Road	20	1217	241	0.082	20	0.1	16.227	C
4 - Quadrant Access	64	1211	516	0.124	64	0.1	7.959	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1005	221	1497	0.672	1005	2.0	7.318	A
1 - A23	729	724	1218	0.599	729	1.5	7.363	A
2 - Marketfield Way	689	535	1362	0.506	689	1.0	5.350	A
3 - Station Road	20	1220	240	0.083	20	0.1	16.343	C
4 - Quadrant Access	64	1214	515	0.124	64	0.1	7.987	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	821	181	1524	0.539	824	1.2	5.167	A
1 - A23	595	594	1299	0.458	598	0.9	5.153	A
2 - Marketfield Way	563	439	1424	0.395	564	0.7	4.196	A
3 - Station Road	16	999	330	0.049	16	0.1	11.474	B
4 - Quadrant Access	52	995	598	0.087	52	0.1	6.595	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	687	152	1544	0.445	689	0.8	4.217	A
1 - A23	498	496	1360	0.367	499	0.6	4.190	A
2 - Marketfield Way	471	367	1470	0.321	472	0.5	3.611	A
3 - Station Road	14	836	397	0.034	14	0.0	9.391	A
4 - Quadrant Access	44	832	661	0.066	44	0.1	5.837	A

Nutfield - 2029 Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	10.15	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	1048	100.000
1 - A23		✓	483	100.000
2 - Marketfield Way		✓	817	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	112	412	502	2	20
	1 - A23	281	1	190	1	10
	2 - Marketfield Way	434	323	46	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	26	19	33	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	2	1	0	0
	1 - A23	4	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	39	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.83	15.35	4.7	C
1 - A23	0.44	5.33	0.8	A
2 - Marketfield Way	0.62	6.58	1.6	A
3 - Station Road	0.05	18.67	0.1	C
4 - Quadrant Access	0.16	7.98	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	789	320	1481	0.533	784	1.1	5.139	A
1 - A23	364	537	1363	0.267	362	0.4	3.592	A
2 - Marketfield Way	615	321	1545	0.398	612	0.7	3.850	A
3 - Station Road	8	929	388	0.019	7	0.0	9.462	A
4 - Quadrant Access	59	905	716	0.083	59	0.1	5.482	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	942	383	1441	0.654	939	1.8	7.140	A
1 - A23	434	644	1297	0.335	434	0.5	4.165	A
2 - Marketfield Way	734	384	1503	0.489	733	0.9	4.668	A
3 - Station Road	9	1112	310	0.029	9	0.0	11.943	B
4 - Quadrant Access	71	1083	641	0.111	71	0.1	6.315	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1154	469	1386	0.832	1143	4.5	14.207	B
1 - A23	532	784	1210	0.439	531	0.8	5.287	A
2 - Marketfield Way	900	469	1448	0.621	897	1.6	6.504	A
3 - Station Road	11	1359	206	0.054	11	0.1	18.470	C
4 - Quadrant Access	87	1324	540	0.161	87	0.2	7.940	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1154	470	1385	0.833	1153	4.7	15.354	C
1 - A23	532	790	1207	0.441	532	0.8	5.334	A
2 - Marketfield Way	900	471	1446	0.622	899	1.6	6.578	A
3 - Station Road	11	1364	204	0.054	11	0.1	18.671	C
4 - Quadrant Access	87	1329	538	0.162	87	0.2	7.983	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	942	385	1439	0.655	953	1.9	7.572	A
1 - A23	434	653	1292	0.336	435	0.5	4.208	A
2 - Marketfield Way	734	387	1502	0.489	737	1.0	4.725	A
3 - Station Road	9	1119	308	0.029	9	0.0	12.065	B
4 - Quadrant Access	71	1090	638	0.111	71	0.1	6.353	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	789	322	1479	0.533	792	1.2	5.261	A
1 - A23	364	543	1360	0.267	364	0.4	3.616	A
2 - Marketfield Way	615	323	1543	0.399	616	0.7	3.889	A
3 - Station Road	8	935	385	0.020	8	0.0	9.534	A
4 - Quadrant Access	59	911	713	0.083	60	0.1	5.509	A

Nutfield - 2029 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	930	100.000
1 - A23		✓	696	100.000
2 - Marketfield Way		✓	634	100.000
3 - Station Road		✓	19	100.000
4 - Quadrant Access		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	82	316	521	2	9
	1 - A23	408	0	281	1	6
	2 - Marketfield Way	466	144	15	1	8
	3 - Station Road	6	12	1	0	0
	4 - Quadrant Access	20	11	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	15	4	3	0	0
	1 - A23	4	0	6	0	0
	2 - Marketfield Way	6	9	0	0	12
	3 - Station Road	17	0	0	0	0
	4 - Quadrant Access	61	47	57	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.69	7.71	2.2	A
1 - A23	0.63	7.97	1.7	A
2 - Marketfield Way	0.52	5.55	1.1	A
3 - Station Road	0.09	17.44	0.1	C
4 - Quadrant Access	0.13	8.10	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	700	158	1541	0.454	697	0.8	4.251	A
1 - A23	524	493	1362	0.385	522	0.6	4.271	A
2 - Marketfield Way	477	381	1461	0.327	475	0.5	3.647	A
3 - Station Road	14	853	391	0.037	14	0.0	9.542	A
4 - Quadrant Access	44	850	664	0.067	44	0.1	5.807	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	836	189	1519	0.550	835	1.2	5.245	A
1 - A23	626	590	1301	0.481	625	0.9	5.308	A
2 - Marketfield Way	570	456	1413	0.403	569	0.7	4.264	A
3 - Station Road	17	1021	322	0.053	17	0.1	11.794	B
4 - Quadrant Access	53	1018	599	0.089	53	0.1	6.597	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1024	232	1491	0.687	1020	2.1	7.591	A
1 - A23	766	722	1219	0.628	763	1.7	7.841	A
2 - Marketfield Way	698	557	1348	0.518	696	1.1	5.514	A
3 - Station Road	21	1249	229	0.091	21	0.1	17.286	C
4 - Quadrant Access	65	1245	511	0.127	65	0.1	8.072	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1024	232	1490	0.687	1024	2.2	7.712	A
1 - A23	766	724	1218	0.629	766	1.7	7.966	A
2 - Marketfield Way	698	559	1346	0.518	698	1.1	5.551	A
3 - Station Road	21	1253	227	0.092	21	0.1	17.436	C
4 - Quadrant Access	65	1248	509	0.128	65	0.1	8.104	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	836	190	1519	0.550	840	1.2	5.332	A
1 - A23	626	594	1299	0.482	629	0.9	5.392	A
2 - Marketfield Way	570	459	1411	0.404	571	0.7	4.297	A
3 - Station Road	17	1027	320	0.053	17	0.1	11.896	B
4 - Quadrant Access	53	1023	597	0.089	53	0.1	6.630	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	700	159	1540	0.455	702	0.8	4.305	A
1 - A23	524	497	1360	0.385	525	0.6	4.319	A
2 - Marketfield Way	477	383	1459	0.327	478	0.5	3.671	A
3 - Station Road	14	858	389	0.037	14	0.0	9.612	A
4 - Quadrant Access	44	855	662	0.067	45	0.1	5.834	A

Nutfield - 2029 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	10.92	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Future Base + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
5 - Princess Way		✓	1067	100.000
1 - A23		✓	506	100.000
2 - Marketfield Way		✓	828	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	112	431	502	2	20
	1 - A23	295	1	198	1	11
	2 - Marketfield Way	434	334	46	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	26	19	33	0	1

Vehicle Mix

Heavy Vehicle Percentages

	To					
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	1	1	0	0
	1 - A23	4	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	38	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.85	16.92	5.3	C
1 - A23	0.46	5.54	0.9	A
2 - Marketfield Way	0.63	6.86	1.7	A
3 - Station Road	0.06	19.90	0.1	C
4 - Quadrant Access	0.16	8.17	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	803	328	1482	0.542	799	1.2	5.235	A
1 - A23	381	537	1363	0.279	379	0.4	3.660	A
2 - Marketfield Way	623	332	1538	0.405	621	0.7	3.914	A
3 - Station Road	8	948	380	0.020	7	0.0	9.669	A
4 - Quadrant Access	60	923	709	0.084	59	0.1	5.536	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	959	393	1440	0.666	956	1.9	7.383	A
1 - A23	455	644	1297	0.351	454	0.5	4.267	A
2 - Marketfield Way	744	398	1495	0.498	743	1.0	4.779	A
3 - Station Road	9	1135	301	0.030	9	0.0	12.341	B
4 - Quadrant Access	71	1106	633	0.112	71	0.1	6.406	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1175	481	1385	0.848	1162	5.0	15.403	C
1 - A23	557	783	1211	0.460	556	0.8	5.486	A
2 - Marketfield Way	912	485	1438	0.634	909	1.7	6.770	A
3 - Station Road	11	1388	194	0.057	11	0.1	19.653	C
4 - Quadrant Access	87	1352	530	0.164	87	0.2	8.125	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1175	482	1384	0.849	1174	5.3	16.924	C
1 - A23	557	790	1207	0.462	557	0.9	5.541	A
2 - Marketfield Way	912	488	1436	0.635	912	1.7	6.858	A
3 - Station Road	11	1393	192	0.057	11	0.1	19.903	C
4 - Quadrant Access	87	1356	528	0.165	87	0.2	8.172	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	959	395	1439	0.667	972	2.0	7.918	A
1 - A23	455	654	1291	0.352	456	0.5	4.316	A
2 - Marketfield Way	744	401	1493	0.499	747	1.0	4.846	A
3 - Station Road	9	1142	298	0.030	9	0.0	12.483	B
4 - Quadrant Access	71	1113	630	0.113	71	0.1	6.451	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	803	330	1480	0.543	807	1.2	5.372	A
1 - A23	381	543	1360	0.280	382	0.4	3.684	A
2 - Marketfield Way	623	334	1536	0.406	625	0.7	3.953	A
3 - Station Road	8	954	377	0.020	8	0.0	9.744	A
4 - Quadrant Access	60	930	707	0.084	60	0.1	5.567	A

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: High Street - Park Works Road.j9

Path: O:\London\Vectos\Projects\Projects\220000\226799 - Nutfield Green Park\MODELLING\High Street - Park Works Road Junction\High Street - Park Works Road

Report generation date: 05/09/2023 10:56:04

-
- »Nutfield - 2022 Base, AM
 - »Nutfield - 2022 Base, PM
 - »Nutfield - 2022 Base + Com Devs, AM
 - »Nutfield - 2022 Base + Com Devs, PM
 - »Nutfield - 2022 Base + Dev + Com Devs, AM
 - »Nutfield - 2022 Base + Dev + Com Devs, PM
 - »Nutfield - 2029 Future Base, AM
 - »Nutfield - 2029 Future Base, PM
 - »Nutfield - 2029 Future Base + Dev, AM
 - »Nutfield - 2029 Future Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Nutfield - 2022 Base									
Stream B-ACD	D1	0.0	8.41	0.02	A	D2	0.0	0.00	0.00	A
Stream AB-CD		0.6	7.04	0.26	A		1.0	5.74	0.34	A
Stream D-AB		0.5	17.81	0.34	C		0.8	33.42	0.45	D
Stream D-C		1.5	35.12	0.62	E		4.0	61.42	0.83	F
Stream CD-AB		0.0	4.14	0.01	A		0.0	4.92	0.01	A
	Nutfield - 2022 Base + Com Devs									
Stream B-ACD	D3	0.0	8.41	0.02	A	D4	0.0	0.00	0.00	A
Stream AB-CD		0.6	7.04	0.26	A		1.0	5.75	0.35	A
Stream D-AB		0.5	17.97	0.34	C		0.8	35.22	0.46	E
Stream D-C		1.6	35.50	0.62	E		4.1	63.24	0.83	F
Stream CD-AB		0.0	4.14	0.01	A		0.0	4.90	0.01	A
	Nutfield - 2022 Base + Dev + Com Devs									
Stream B-ACD	D5	0.0	8.65	0.02	A	D6	0.0	0.00	0.00	A
Stream AB-CD		0.9	7.79	0.34	A		1.1	5.91	0.37	A
Stream D-AB		0.8	23.40	0.45	C		1.5	61.81	0.64	F
Stream D-C		2.0	46.64	0.69	E		5.3	81.15	0.88	F
Stream CD-AB		0.0	4.08	0.01	A		0.0	4.82	0.01	A
	Nutfield - 2029 Future Base									
Stream B-ACD	D7	0.0	8.53	0.02	A	D8	0.0	0.00	0.00	A
Stream AB-CD		0.7	7.19	0.27	A		1.1	5.89	0.37	A
Stream D-AB		0.6	21.92	0.40	C		2.3	99.78	0.77	F
Stream D-C		2.0	43.60	0.68	E		6.2	91.53	0.90	F
Stream CD-AB		0.0	4.09	0.01	A		0.0	4.87	0.01	A
	Nutfield - 2029 Future Base + Dev									
Stream B-ACD	D9	0.0	8.77	0.02	A	D10	0.0	0.00	0.00	A
Stream AB-CD		1.0	8.03	0.36	A		1.3	6.11	0.40	A
Stream D-AB		1.1	32.54	0.54	D		4.6	172.25	0.95	F
Stream D-C		2.7	61.59	0.76	F		8.5	122.30	0.96	F
Stream CD-AB		0.0	4.04	0.02	A		0.0	4.79	0.01	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	07/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\ethan.terry
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	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15
D9	2029 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2029 Future Base + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Nutfield	100.000

Nutfield - 2022 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		3.17	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street (W)		Major
B	Park Works Road		Minor
C	High Street (E)		Major
D	Mid Street		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - High Street (W)	6.64			182.7	✓	0.00
C - High Street (E)	6.64			105.3	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Park Works Road	One lane	2.40								17	20
D - Mid Street	One lane plus flare		10.00	6.31	4.70	3.56	3.29	✓	1.00	41	35

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	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
AB-D	680	-	-	-	-	-	0.256	0.256	0.256	-	-
B-A	463	0.082	0.207	0.207	-	-	0.130	0.296	-	0.130	0.296
B-CD	598	0.089	0.225	0.225	-	-	-	-	-	-	-
CD-B	635	0.239	0.239	0.239	-	-	-	-	-	-	-
D-AB	652	-	-	-	-	-	0.246	0.246	0.097	-	-
D-C	554	-	0.156	0.354	0.156	0.354	0.248	0.248	0.098	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	387	100.000
B - Park Works Road		✓	6	100.000
C - High Street (E)		✓	808	100.000
D - Mid Street		✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From	A - High Street (W)	0	1	309	77
	B - Park Works Road	1	0	2	3
	C - High Street (E)	529	3	0	276
	D - Mid Street	93	1	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From	A - High Street (W)	0	0	11	1
	B - Park Works Road	0	0	0	0
	C - High Street (E)	4	0	0	3
	D - Mid Street	3	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	8.41	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.26	7.04	0.6	A
AB-C				
D-AB	0.34	17.81	0.5	C
D-C	0.62	35.12	1.5	E
C-D				
C-A				
C-B				
CD-AB	0.01	4.14	0.0	A
CD-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	480	0.009	4	0.0	7.568	A
A-B	0.75			0.75			
A-C	233			233			
A-D	58			58			
AB-CD	92	673	0.137	91	0.2	6.182	A
AB-C	202			202			
D-AB	71	461	0.154	70	0.2	9.200	A
D-C	113	362	0.312	111	0.4	14.269	B
C-D	208			208			
C-A	398			398			
C-B	2			2			
CD-AB	6	876	0.007	6	0.0	4.140	A
CD-A	464			464			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	462	0.012	5	0.0	7.892	A
A-B	0.90			0.90			
A-C	278			278			
A-D	69			69			
AB-CD	123	679	0.181	122	0.4	6.452	A
AB-C	229			229			
D-AB	85	410	0.206	84	0.3	11.044	B
D-C	135	323	0.417	134	0.7	18.900	C
C-D	248			248			
C-A	476			476			
C-B	3			3			
CD-AB	9	928	0.010	9	0.0	3.914	A
CD-A	553			553			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	435	0.015	7	0.0	8.404	A
A-B	1			1			
A-C	340			340			
A-D	85			85			
AB-CD	176	689	0.255	175	0.6	6.983	A
AB-C	255			255			
D-AB	103	311	0.333	103	0.5	17.192	C
D-C	165	267	0.618	162	1.5	33.255	D
C-D	304			304			
C-A	582			582			
C-B	3			3			
CD-AB	14	1001	0.014	14	0.0	3.641	A
CD-A	674			674			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	435	0.015	7	0.0	8.406	A
A-B	1			1			
A-C	340			340			
A-D	85			85			
AB-CD	176	690	0.256	176	0.6	7.039	A
AB-C	254			254			
D-AB	103	305	0.339	103	0.5	17.814	C
D-C	165	267	0.619	165	1.5	35.123	E
C-D	304			304			
C-A	582			582			
C-B	3			3			
CD-AB	14	1002	0.014	14	0.0	3.643	A
CD-A	675			675			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	461	0.012	5	0.0	7.894	A
A-B	0.90			0.90			
A-C	278			278			
A-D	69			69			
AB-CD	123	679	0.181	124	0.4	6.543	A
AB-C	228			228			
D-AB	85	405	0.209	85	0.3	11.300	B
D-C	135	323	0.417	138	0.7	19.784	C
C-D	248			248			
C-A	476			476			
C-B	3			3			
CD-AB	9	928	0.010	9	0.0	3.923	A
CD-A	555			555			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	480	0.009	5	0.0	7.572	A
A-B	0.75			0.75			
A-C	233			233			
A-D	58			58			
AB-CD	93	674	0.138	93	0.3	6.240	A
AB-C	202			202			
D-AB	71	458	0.154	71	0.2	9.308	A
D-C	113	361	0.312	114	0.5	14.614	B
C-D	208			208			
C-A	398			398			
C-B	2			2			
CD-AB	6	876	0.007	7	0.0	4.144	A
CD-A	465			465			

Nutfield - 2022 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		7.15	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	664	100.000
B - Park Works Road		✓	0	100.000
C - High Street (E)		✓	460	100.000
D - Mid Street		✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From	A - High Street (W)	0	2	553	109
	B - Park Works Road	0	0	0	0
	C - High Street (E)	340	1	0	119
	D - Mid Street	77	1	231	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From	A - High Street (W)	0	0	2	2
	B - Park Works Road	0	0	0	0
	C - High Street (E)	3	0	0	1
	D - Mid Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.34	5.74	1.0	A
AB-C				
D-AB	0.45	33.42	0.8	D
D-C	0.83	61.42	4.0	F
C-D				
C-A				
C-B				
CD-AB	0.01	4.92	0.0	A
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	382	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	416			416			
A-D	82			82			
AB-CD	160	857	0.186	158	0.4	5.145	A
AB-C	339			339			
D-AB	59	455	0.129	58	0.1	9.059	A
D-C	174	399	0.435	171	0.7	15.565	C
C-D	90			90			
C-A	256			256			
C-B	0.75			0.75			
CD-AB	3	735	0.004	3	0.0	4.916	A
CD-A	312			312			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	353	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	497			497			
A-D	98			98			
AB-CD	220	900	0.245	219	0.6	5.299	A
AB-C	375			375			
D-AB	70	382	0.183	70	0.2	11.517	B
D-C	208	362	0.573	206	1.3	22.662	C
C-D	107			107			
C-A	306			306			
C-B	0.90			0.90			
CD-AB	4	760	0.005	4	0.0	4.758	A
CD-A	373			373			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	314	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	609			609			
A-D	120			120			
AB-CD	330	961	0.344	328	1.0	5.712	A
AB-C	399			399			
D-AB	86	216	0.398	84	0.6	27.014	D
D-C	254	309	0.824	245	3.6	50.811	F
C-D	131			131			
C-A	374			374			
C-B	1			1			
CD-AB	5	795	0.006	5	0.0	4.552	A
CD-A	455			455			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	313	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	609			609			
A-D	120			120			
AB-CD	331	962	0.344	331	1.0	5.742	A
AB-C	398			398			
D-AB	86	192	0.446	85	0.8	33.419	D
D-C	254	307	0.827	252	4.0	61.416	F
C-D	131			131			
C-A	374			374			
C-B	1			1			
CD-AB	5	796	0.007	5	0.0	4.553	A
CD-A	456			456			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	353	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	497			497			
A-D	98			98			
AB-CD	221	901	0.245	223	0.6	5.335	A
AB-C	374			374			
D-AB	70	362	0.193	72	0.2	12.490	B
D-C	208	362	0.574	218	1.4	26.648	D
C-D	107			107			
C-A	306			306			
C-B	0.90			0.90			
CD-AB	4	761	0.005	4	0.0	4.757	A
CD-A	375			375			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	382	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	416			416			
A-D	82			82			
AB-CD	161	858	0.187	161	0.4	5.182	A
AB-C	338			338			
D-AB	59	449	0.131	59	0.2	9.242	A
D-C	174	399	0.436	176	0.8	16.356	C
C-D	90			90			
C-A	256			256			
C-B	0.75			0.75			
CD-AB	3	735	0.004	3	0.0	4.918	A
CD-A	313			313			

Nutfield - 2022 Base + Com Devs, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		3.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	388	100.000
B - Park Works Road		✓	6	100.000
C - High Street (E)		✓	811	100.000
D - Mid Street		✓	244	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	1	310	77
	B - Park Works Road	1	0	2	3
	C - High Street (E)	532	3	0	276
	D - Mid Street	93	1	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	0	11	1
	B - Park Works Road	0	0	0	0
	C - High Street (E)	4	0	0	3
	D - Mid Street	3	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	8.41	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.26	7.04	0.6	A
AB-C				
D-AB	0.34	17.97	0.5	C
D-C	0.62	35.50	1.6	E
C-D				
C-A				
C-B				
CD-AB	0.01	4.14	0.0	A
CD-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	480	0.009	4	0.0	7.573	A
A-B	0.75			0.75			
A-C	233			233			
A-D	58			58			
AB-CD	92	673	0.137	91	0.2	6.183	A
AB-C	203			203			
D-AB	71	460	0.154	70	0.2	9.215	A
D-C	113	361	0.313	111	0.4	14.310	B
C-D	208			208			
C-A	401			401			
C-B	2			2			
CD-AB	6	877	0.007	6	0.0	4.134	A
CD-A	466			466			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	461	0.012	5	0.0	7.898	A
A-B	0.90			0.90			
A-C	279			279			
A-D	69			69			
AB-CD	123	679	0.181	123	0.4	6.455	A
AB-C	229			229			
D-AB	85	409	0.207	84	0.3	11.075	B
D-C	135	322	0.418	134	0.7	18.985	C
C-D	248			248			
C-A	478			478			
C-B	3			3			
CD-AB	9	929	0.010	9	0.0	3.907	A
CD-A	556			556			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	434	0.015	7	0.0	8.414	A
A-B	1			1			
A-C	341			341			
A-D	85			85			
AB-CD	176	690	0.256	175	0.6	6.989	A
AB-C	255			255			
D-AB	103	309	0.334	103	0.5	17.325	C
D-C	165	266	0.621	162	1.5	33.567	D
C-D	304			304			
C-A	586			586			
C-B	3			3			
CD-AB	14	1003	0.014	14	0.0	3.634	A
CD-A	678			678			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	434	0.015	7	0.0	8.415	A
A-B	1			1			
A-C	341			341			
A-D	85			85			
AB-CD	177	690	0.256	177	0.6	7.045	A
AB-C	255			255			
D-AB	103	304	0.341	103	0.5	17.970	C
D-C	165	266	0.622	165	1.6	35.497	E
C-D	304			304			
C-A	586			586			
C-B	3			3			
CD-AB	14	1004	0.014	14	0.0	3.636	A
CD-A	678			678			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	461	0.012	5	0.0	7.900	A
A-B	0.90			0.90			
A-C	279			279			
A-D	69			69			
AB-CD	123	679	0.182	124	0.4	6.546	A
AB-C	229			229			
D-AB	85	404	0.209	85	0.3	11.336	B
D-C	135	322	0.419	138	0.7	19.888	C
C-D	248			248			
C-A	478			478			
C-B	3			3			
CD-AB	9	930	0.010	9	0.0	3.916	A
CD-A	557			557			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	480	0.009	5	0.0	7.574	A
A-B	0.75			0.75			
A-C	233			233			
A-D	58			58			
AB-CD	93	674	0.138	93	0.3	6.244	A
AB-C	202			202			
D-AB	71	457	0.155	71	0.2	9.326	A
D-C	113	361	0.313	114	0.5	14.657	B
C-D	208			208			
C-A	401			401			
C-B	2			2			
CD-AB	7	878	0.007	7	0.0	4.139	A
CD-A	467			467			

Nutfield - 2022 Base + Com Devs, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		7.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	665	100.000
B - Park Works Road		✓	0	100.000
C - High Street (E)		✓	464	100.000
D - Mid Street		✓	310	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	2	554	109
	B - Park Works Road	0	0	0	0
	C - High Street (E)	344	1	0	119
	D - Mid Street	78	1	231	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	0	2	2
	B - Park Works Road	0	0	0	0
	C - High Street (E)	3	0	0	1
	D - Mid Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.35	5.75	1.0	A
AB-C				
D-AB	0.46	35.22	0.8	E
D-C	0.83	63.24	4.1	F
C-D				
C-A				
C-B				
CD-AB	0.01	4.90	0.0	A
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	381	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	417			417			
A-D	82			82			
AB-CD	160	857	0.186	158	0.4	5.148	A
AB-C	339			339			
D-AB	59	454	0.131	59	0.1	9.090	A
D-C	174	398	0.437	171	0.8	15.651	C
C-D	90			90			
C-A	259			259			
C-B	0.75			0.75			
CD-AB	3	737	0.004	3	0.0	4.899	A
CD-A	316			316			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	353	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	498			498			
A-D	98			98			
AB-CD	221	900	0.245	220	0.6	5.303	A
AB-C	375			375			
D-AB	71	381	0.187	71	0.2	11.599	B
D-C	208	361	0.576	206	1.3	22.873	C
C-D	107			107			
C-A	309			309			
C-B	0.90			0.90			
CD-AB	4	763	0.005	4	0.0	4.739	A
CD-A	377			377			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	313	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	610			610			
A-D	120			120			
AB-CD	331	961	0.345	330	1.0	5.721	A
AB-C	399			399			
D-AB	87	212	0.410	85	0.7	27.954	D
D-C	254	307	0.830	245	3.6	51.898	F
C-D	131			131			
C-A	379			379			
C-B	1			1			
CD-AB	5	799	0.007	5	0.0	4.531	A
CD-A	460			460			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	313	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	610			610			
A-D	120			120			
AB-CD	332	962	0.345	332	1.0	5.752	A
AB-C	398			398			
D-AB	87	188	0.463	86	0.8	35.217	E
D-C	254	305	0.833	252	4.1	63.238	F
C-D	131			131			
C-A	379			379			
C-B	1			1			
CD-AB	5	800	0.007	5	0.0	4.532	A
CD-A	461			461			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	352	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	498			498			
A-D	98			98			
AB-CD	222	901	0.246	223	0.6	5.340	A
AB-C	374			374			
D-AB	71	360	0.197	73	0.2	12.641	B
D-C	208	360	0.577	218	1.4	27.093	D
C-D	107			107			
C-A	309			309			
C-B	0.90			0.90			
CD-AB	4	764	0.005	4	0.0	4.739	A
CD-A	380			380			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	381	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	417			417			
A-D	82			82			
AB-CD	161	858	0.187	162	0.4	5.185	A
AB-C	338			338			
D-AB	59	448	0.133	60	0.2	9.279	A
D-C	174	398	0.437	176	0.8	16.458	C
C-D	90			90			
C-A	259			259			
C-B	0.75			0.75			
CD-AB	3	738	0.004	3	0.0	4.901	A
CD-A	317			317			

Nutfield - 2022 Base + Dev + Com Devs, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		4.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	426	100.000
B - Park Works Road		✓	6	100.000
C - High Street (E)		✓	824	100.000
D - Mid Street		✓	263	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	1	325	100
	B - Park Works Road	1	0	2	3
	C - High Street (E)	545	3	0	276
	D - Mid Street	112	1	150	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	0	10	1
	B - Park Works Road	0	0	0	0
	C - High Street (E)	4	0	0	3
	D - Mid Street	3	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	8.65	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.34	7.79	0.9	A
AB-C				
D-AB	0.45	23.40	0.8	C
D-C	0.69	46.64	2.0	E
C-D				
C-A				
C-B				
CD-AB	0.01	4.08	0.0	A
CD-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	472	0.010	4	0.0	7.694	A
A-B	0.75			0.75			
A-C	245			245			
A-D	75			75			
AB-CD	122	680	0.179	120	0.3	6.432	A
AB-C	202			202			
D-AB	85	461	0.184	84	0.2	9.525	A
D-C	113	344	0.328	111	0.5	15.304	C
C-D	208			208			
C-A	410			410			
C-B	2			2			
CD-AB	7	889	0.008	7	0.0	4.081	A
CD-A	490			490			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	452	0.012	5	0.0	8.059	A
A-B	0.90			0.90			
A-C	292			292			
A-D	90			90			
AB-CD	163	687	0.237	162	0.5	6.849	A
AB-C	224			224			
D-AB	102	405	0.251	101	0.3	11.849	B
D-C	135	303	0.445	134	0.8	21.099	C
C-D	248			248			
C-A	490			490			
C-B	3			3			
CD-AB	10	944	0.010	10	0.0	3.849	A
CD-A	584			584			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	423	0.016	7	0.0	8.647	A
A-B	1			1			
A-C	358			358			
A-D	110			110			
AB-CD	235	700	0.336	234	0.9	7.712	A
AB-C	238			238			
D-AB	124	287	0.433	123	0.7	21.660	C
D-C	165	242	0.683	161	1.9	42.315	E
C-D	304			304			
C-A	600			600			
C-B	3			3			
CD-AB	15	1022	0.015	15	0.0	3.570	A
CD-A	711			711			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	423	0.016	7	0.0	8.649	A
A-B	1			1			
A-C	358			358			
A-D	110			110			
AB-CD	236	700	0.337	236	0.9	7.794	A
AB-C	238			238			
D-AB	124	278	0.448	124	0.8	23.397	C
D-C	165	241	0.687	165	2.0	46.639	E
C-D	304			304			
C-A	600			600			
C-B	3			3			
CD-AB	15	1023	0.015	15	0.0	3.574	A
CD-A	712			712			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	452	0.012	5	0.0	8.063	A
A-B	0.90			0.90			
A-C	292			292			
A-D	90			90			
AB-CD	163	688	0.237	165	0.5	6.964	A
AB-C	223			223			
D-AB	102	397	0.256	103	0.4	12.345	B
D-C	135	303	0.446	140	0.8	22.682	C
C-D	248			248			
C-A	490			490			
C-B	3			3			
CD-AB	10	945	0.010	10	0.0	3.856	A
CD-A	586			586			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	472	0.010	5	0.0	7.695	A
A-B	0.75			0.75			
A-C	245			245			
A-D	75			75			
AB-CD	122	680	0.180	123	0.3	6.506	A
AB-C	201			201			
D-AB	85	458	0.186	86	0.2	9.674	A
D-C	113	344	0.328	114	0.5	15.760	C
C-D	208			208			
C-A	410			410			
C-B	2			2			
CD-AB	7	890	0.008	7	0.0	4.084	A
CD-A	491			491			

Nutfield - 2022 Base + Dev + Com Devs, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		9.60	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	687	100.000
B - Park Works Road		✓	0	100.000
C - High Street (E)		✓	486	100.000
D - Mid Street		✓	316	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	2	572	113
	B - Park Works Road	0	0	0	0
	C - High Street (E)	366	1	0	119
	D - Mid Street	84	1	231	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	0	2	2
	B - Park Works Road	0	0	0	0
	C - High Street (E)	3	0	0	1
	D - Mid Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.37	5.91	1.1	A
AB-C				
D-AB	0.64	61.81	1.5	F
D-C	0.88	81.15	5.3	F
C-D				
C-A				
C-B				
CD-AB	0.01	4.82	0.0	A
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	375	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	431			431			
A-D	85			85			
AB-CD	170	863	0.197	168	0.4	5.176	A
AB-C	346			346			
D-AB	64	449	0.142	63	0.2	9.307	A
D-C	174	388	0.448	171	0.8	16.343	C
C-D	90			90			
C-A	276			276			
C-B	0.75			0.75			
CD-AB	3	749	0.004	3	0.0	4.823	A
CD-A	337			337			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	346	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	514			514			
A-D	102			102			
AB-CD	236	907	0.260	235	0.6	5.367	A
AB-C	380			380			
D-AB	76	370	0.207	76	0.3	12.235	B
D-C	208	349	0.595	205	1.4	24.640	C
C-D	107			107			
C-A	329			329			
C-B	0.90			0.90			
CD-AB	4	777	0.005	4	0.0	4.651	A
CD-A	402			402			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	304	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	630			630			
A-D	124			124			
AB-CD	357	971	0.368	355	1.1	5.869	A
AB-C	397			397			
D-AB	94	182	0.514	91	1.0	38.286	E
D-C	254	292	0.872	242	4.4	61.763	F
C-D	131			131			
C-A	403			403			
C-B	1			1			
CD-AB	5	817	0.007	5	0.0	4.433	A
CD-A	489			489			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	303	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	630			630			
A-D	124			124			
AB-CD	358	972	0.369	358	1.1	5.909	A
AB-C	396			396			
D-AB	94	147	0.635	91	1.5	61.809	F
D-C	254	290	0.878	251	5.3	81.147	F
C-D	131			131			
C-A	403			403			
C-B	1			1			
CD-AB	6	817	0.007	6	0.0	4.436	A
CD-A	490			490			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	345	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	514			514			
A-D	102			102			
AB-CD	237	909	0.261	239	0.7	5.409	A
AB-C	379			379			
D-AB	76	341	0.224	81	0.3	14.125	B
D-C	208	347	0.598	222	1.6	31.674	D
C-D	107			107			
C-A	329			329			
C-B	0.90			0.90			
CD-AB	4	781	0.005	4	0.0	4.641	A
CD-A	407			407			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	375	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	431			431			
A-D	85			85			
AB-CD	171	864	0.198	172	0.4	5.216	A
AB-C	345			345			
D-AB	64	442	0.145	64	0.2	9.539	A
D-C	174	388	0.449	177	0.8	17.320	C
C-D	90			90			
C-A	276			276			
C-B	0.75			0.75			
CD-AB	3	750	0.004	3	0.0	4.825	A
CD-A	338			338			

Nutfield - 2029 Future Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		3.83	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	403	100.000
B - Park Works Road		✓	6	100.000
C - High Street (E)		✓	842	100.000
D - Mid Street		✓	254	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From A - High Street (W)	0	1	322	80
From B - Park Works Road	1	0	2	3
From C - High Street (E)	552	3	0	287
From D - Mid Street	97	1	156	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From A - High Street (W)	0	0	11	1
From B - Park Works Road	0	0	0	0
From C - High Street (E)	4	0	0	3
From D - Mid Street	3	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	8.53	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.27	7.19	0.7	A
AB-C				
D-AB	0.40	21.92	0.6	C
D-C	0.68	43.60	2.0	E
C-D				
C-A				
C-B				
CD-AB	0.01	4.09	0.0	A
CD-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	476	0.009	4	0.0	7.631	A
A-B	0.75			0.75			
A-C	242			242			
A-D	60			60			
AB-CD	98	674	0.145	97	0.3	6.231	A
AB-C	209			209			
D-AB	74	451	0.164	73	0.2	9.501	A
D-C	117	354	0.332	116	0.5	15.007	C
C-D	216			216			
C-A	416			416			
C-B	2			2			
CD-AB	7	887	0.008	7	0.0	4.088	A
CD-A	484			484			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	457	0.012	5	0.0	7.977	A
A-B	0.90			0.90			
A-C	289			289			
A-D	72			72			
AB-CD	131	681	0.192	130	0.4	6.529	A
AB-C	235			235			
D-AB	88	395	0.223	88	0.3	11.702	B
D-C	140	313	0.448	139	0.8	20.539	C
C-D	258			258			
C-A	496			496			
C-B	3			3			
CD-AB	9	942	0.010	9	0.0	3.857	A
CD-A	577			577			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	429	0.015	7	0.0	8.529	A
A-B	1			1			
A-C	355			355			
A-D	88			88			
AB-CD	190	692	0.274	189	0.7	7.133	A
AB-C	258			258			
D-AB	108	280	0.385	107	0.6	20.554	C
D-C	172	254	0.678	167	1.9	39.988	E
C-D	316			316			
C-A	608			608			
C-B	3			3			
CD-AB	15	1019	0.014	15	0.0	3.579	A
CD-A	703			703			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	429	0.015	7	0.0	8.530	A
A-B	1			1			
A-C	355			355			
A-D	88			88			
AB-CD	190	693	0.274	190	0.7	7.193	A
AB-C	258			258			
D-AB	108	272	0.397	108	0.6	21.919	C
D-C	172	253	0.680	171	2.0	43.600	E
C-D	316			316			
C-A	608			608			
C-B	3			3			
CD-AB	15	1020	0.014	15	0.0	3.584	A
CD-A	704			704			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	457	0.012	5	0.0	7.981	A
A-B	0.90			0.90			
A-C	289			289			
A-D	72			72			
AB-CD	131	681	0.193	133	0.4	6.631	A
AB-C	234			234			
D-AB	88	388	0.227	89	0.3	12.123	B
D-C	140	313	0.449	145	0.8	21.965	C
C-D	258			258			
C-A	496			496			
C-B	3			3			
CD-AB	10	943	0.010	10	0.0	3.864	A
CD-A	579			579			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	476	0.009	5	0.0	7.633	A
A-B	0.75			0.75			
A-C	242			242			
A-D	60			60			
AB-CD	98	675	0.146	99	0.3	6.294	A
AB-C	208			208			
D-AB	74	448	0.165	74	0.2	9.636	A
D-C	117	353	0.332	119	0.5	15.439	C
C-D	216			216			
C-A	416			416			
C-B	2			2			
CD-AB	7	888	0.008	7	0.0	4.092	A
CD-A	485			485			

Nutfield - 2029 Future Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		11.91	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	691	100.000
B - Park Works Road		✓	0	100.000
C - High Street (E)		✓	482	100.000
D - Mid Street		✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From	A - High Street (W)	0	2	576	113
	B - Park Works Road	0	0	0	0
	C - High Street (E)	357	1	0	124
	D - Mid Street	81	1	240	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
From	A - High Street (W)	0	0	2	2
	B - Park Works Road	0	0	0	0
	C - High Street (E)	3	0	0	1
	D - Mid Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.37	5.89	1.1	A
AB-C				
D-AB	0.77	99.78	2.3	F
D-C	0.90	91.53	6.2	F
C-D				
C-A				
C-B				
CD-AB	0.01	4.87	0.0	A
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	375	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	434			434			
A-D	85			85			
AB-CD	170	866	0.197	169	0.4	5.161	A
AB-C	348			348			
D-AB	62	443	0.139	61	0.2	9.422	A
D-C	181	391	0.462	177	0.8	16.618	C
C-D	93			93			
C-A	269			269			
C-B	0.75			0.75			
CD-AB	3	742	0.004	3	0.0	4.869	A
CD-A	328			328			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	346	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	518			518			
A-D	102			102			
AB-CD	237	911	0.260	236	0.6	5.350	A
AB-C	382			382			
D-AB	74	359	0.205	73	0.3	12.595	B
D-C	216	352	0.613	213	1.5	25.476	D
C-D	111			111			
C-A	321			321			
C-B	0.90			0.90			
CD-AB	4	769	0.005	4	0.0	4.703	A
CD-A	391			391			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	304	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	634			634			
A-D	124			124			
AB-CD	359	975	0.369	357	1.1	5.852	A
AB-C	399			399			
D-AB	90	159	0.566	87	1.2	47.389	E
D-C	264	295	0.897	250	5.0	66.624	F
C-D	137			137			
C-A	393			393			
C-B	1			1			
CD-AB	5	806	0.007	5	0.0	4.494	A
CD-A	475			475			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	304	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	634			634			
A-D	124			124			
AB-CD	360	976	0.369	360	1.1	5.889	A
AB-C	398			398			
D-AB	90	118	0.768	86	2.3	99.782	F
D-C	264	292	0.904	259	6.2	91.532	F
C-D	137			137			
C-A	393			393			
C-B	1			1			
CD-AB	5	805	0.007	5	0.0	4.502	A
CD-A	474			474			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	345	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	518			518			
A-D	102			102			
AB-CD	238	912	0.261	240	0.7	5.391	A
AB-C	381			381			
D-AB	74	323	0.229	82	0.3	15.438	C
D-C	216	349	0.619	234	1.8	35.146	E
C-D	111			111			
C-A	321			321			
C-B	0.90			0.90			
CD-AB	4	775	0.005	4	0.0	4.678	A
CD-A	400			400			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	375	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	434			434			
A-D	85			85			
AB-CD	172	867	0.198	173	0.4	5.202	A
AB-C	347			347			
D-AB	62	435	0.142	62	0.2	9.682	A
D-C	181	390	0.463	184	0.9	17.731	C
C-D	93			93			
C-A	269			269			
C-B	0.75			0.75			
CD-AB	3	743	0.004	3	0.0	4.870	A
CD-A	329			329			

Nutfield - 2029 Future Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		5.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	441	100.000
B - Park Works Road		✓	6	100.000
C - High Street (E)		✓	856	100.000
D - Mid Street		✓	272	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	1	337	103
	B - Park Works Road	1	0	2	3
	C - High Street (E)	566	3	0	287
	D - Mid Street	115	1	156	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	0	10	1
	B - Park Works Road	0	0	0	0
	C - High Street (E)	4	0	0	3
	D - Mid Street	3	0	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.02	8.77	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.36	8.03	1.0	A
AB-C				
D-AB	0.54	32.54	1.1	D
D-C	0.76	61.59	2.7	F
C-D				
C-A				
C-B				
CD-AB	0.02	4.04	0.0	A
CD-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	469	0.010	4	0.0	7.754	A
A-B	0.75			0.75			
A-C	254			254			
A-D	78			78			
AB-CD	128	680	0.188	126	0.4	6.490	A
AB-C	207			207			
D-AB	87	451	0.194	86	0.2	9.843	A
D-C	117	337	0.348	115	0.5	16.079	C
C-D	216			216			
C-A	426			426			
C-B	2			2			
CD-AB	7	899	0.008	7	0.0	4.036	A
CD-A	508			508			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	448	0.012	5	0.0	8.141	A
A-B	0.90			0.90			
A-C	303			303			
A-D	93			93			
AB-CD	172	688	0.250	171	0.5	6.950	A
AB-C	228			228			
D-AB	104	388	0.268	104	0.4	12.620	B
D-C	140	294	0.477	139	0.9	22.981	C
C-D	258			258			
C-A	509			509			
C-B	3			3			
CD-AB	10	956	0.010	10	0.0	3.798	A
CD-A	605			605			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	417	0.016	7	0.0	8.770	A
A-B	1			1			
A-C	371			371			
A-D	113			113			
AB-CD	251	702	0.357	249	1.0	7.932	A
AB-C	239			239			
D-AB	128	253	0.506	125	1.0	27.795	D
D-C	172	229	0.751	165	2.5	52.468	F
C-D	316			316			
C-A	623			623			
C-B	3			3			
CD-AB	16	1037	0.015	16	0.0	3.518	A
CD-A	736			736			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	7	417	0.016	7	0.0	8.773	A
A-B	1			1			
A-C	371			371			
A-D	113			113			
AB-CD	252	703	0.358	251	1.0	8.028	A
AB-C	238			238			
D-AB	128	237	0.539	127	1.1	32.536	D
D-C	172	227	0.757	171	2.7	61.585	F
C-D	316			316			
C-A	623			623			
C-B	3			3			
CD-AB	16	1039	0.015	16	0.0	3.521	A
CD-A	738			738			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	447	0.012	5	0.0	8.145	A
A-B	0.90			0.90			
A-C	303			303			
A-D	93			93			
AB-CD	173	689	0.250	174	0.6	7.079	A
AB-C	227			227			
D-AB	104	376	0.277	107	0.4	13.510	B
D-C	140	293	0.479	147	1.0	25.794	D
C-D	258			258			
C-A	509			509			
C-B	3			3			
CD-AB	10	959	0.011	10	0.0	3.804	A
CD-A	609			609			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	5	469	0.010	5	0.0	7.756	A
A-B	0.75			0.75			
A-C	254			254			
A-D	78			78			
AB-CD	128	681	0.189	129	0.4	6.575	A
AB-C	207			207			
D-AB	87	447	0.195	88	0.2	10.033	B
D-C	117	337	0.349	119	0.5	16.660	C
C-D	216			216			
C-A	426			426			
C-B	2			2			
CD-AB	7	900	0.008	7	0.0	4.039	A
CD-A	509			509			

Nutfield - 2029 Future Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	High Street / Park Works Road / Mid Street	Left-Right Stagger	Two-way		16.70	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Future Base + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (W)		✓	714	100.000
B - Park Works Road		✓	0	100.000
C - High Street (E)		✓	504	100.000
D - Mid Street		✓	328	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	2	594	118
	B - Park Works Road	0	0	0	0
	C - High Street (E)	379	1	0	124
	D - Mid Street	87	1	240	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (W)	B - Park Works Road	C - High Street (E)	D - Mid Street
	A - High Street (W)	0	0	2	2
	B - Park Works Road	0	0	0	0
	C - High Street (E)	3	0	0	1
	D - Mid Street	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.00	0.00	0.0	A
A-B				
A-C				
A-D				
AB-CD	0.40	6.11	1.3	A
AB-C				
D-AB	0.95	172.25	4.6	F
D-C	0.96	122.30	8.5	F
C-D				
C-A				
C-B				
CD-AB	0.01	4.79	0.0	A
CD-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	369	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	447			447			
A-D	89			89			
AB-CD	182	872	0.209	181	0.5	5.206	A
AB-C	354			354			
D-AB	66	437	0.152	66	0.2	9.673	A
D-C	181	381	0.475	177	0.9	17.417	C
C-D	93			93			
C-A	285			285			
C-B	0.75			0.75			
CD-AB	3	754	0.004	3	0.0	4.794	A
CD-A	349			349			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	339	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	534			534			
A-D	106			106			
AB-CD	255	918	0.278	254	0.7	5.436	A
AB-C	385			385			
D-AB	79	346	0.229	79	0.3	13.442	B
D-C	216	340	0.635	213	1.6	27.730	D
C-D	111			111			
C-A	341			341			
C-B	0.90			0.90			
CD-AB	4	783	0.005	4	0.0	4.617	A
CD-A	416			416			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	295	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	654			654			
A-D	130			130			
AB-CD	390	985	0.397	388	1.3	6.060	A
AB-C	393			393			
D-AB	97	122	0.794	88	2.5	91.201	F
D-C	264	279	0.948	245	6.3	81.466	F
C-D	137			137			
C-A	417			417			
C-B	1			1			
CD-AB	5	820	0.007	5	0.0	4.414	A
CD-A	501			501			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	294	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	654			654			
A-D	130			130			
AB-CD	392	986	0.397	392	1.3	6.108	A
AB-C	392			392			
D-AB	97	102	0.951	88	4.6	172.252	F
D-C	264	276	0.958	255	8.5	122.301	F
C-D	137			137			
C-A	417			417			
C-B	1			1			
CD-AB	5	820	0.007	5	0.0	4.417	A
CD-A	501			501			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	337	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	534			534			
A-D	106			106			
AB-CD	257	920	0.279	259	0.7	5.488	A
AB-C	383			383			
D-AB	79	288	0.274	96	0.4	20.307	C
D-C	216	332	0.649	242	2.0	47.559	E
C-D	111			111			
C-A	341			341			
C-B	0.90			0.90			
CD-AB	4	796	0.006	4	0.0	4.558	A
CD-A	433			433			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	0	369	0.000	0	0.0	0.000	A
A-B	2			2			
A-C	447			447			
A-D	89			89			
AB-CD	184	873	0.211	185	0.5	5.250	A
AB-C	352			352			
D-AB	66	427	0.155	67	0.2	10.016	B
D-C	181	380	0.475	185	0.9	18.853	C
C-D	93			93			
C-A	285			285			
C-B	0.75			0.75			
CD-AB	3	755	0.004	3	0.0	4.792	A
CD-A	350			350			

Junctions 9	
PICADY 9 - Priority Intersection Module	
Version: 9.5.2.1013 © Copyright TRL Limited, 2019	
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk	
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution	

Filename: Church Hill - High Street - Coopers Hill 230904.j9

Path: O:\London\Vectos\Projects\Projects\220000\226799 - Nutfield Green Park\MODELLING\Church Hill - High Street - Coopers Hill

Report generation date: 05/09/2023 10:59:29

-
- »Nutfield - 2022 Base, AM
 - »Nutfield - 2022 Base, PM
 - »Nutfield - 2022 Base + Com Devs, AM
 - »Nutfield - 2022 Base + Com Devs, PM
 - »Nutfield - 2022 Base + Dev + Com Devs, AM
 - »Nutfield - 2022 Base + Dev + Com Devs, PM
 - »Nutfield - 2029 Future Base, AM
 - »Nutfield - 2029 Future Base, PM
 - »Nutfield - 2029 Future Base + Dev, AM
 - »Nutfield - 2029 Future Base + Dev, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Nutfield - 2022 Base									
Stream B-ACD	D1	3.0	75.15	0.78	F	D2	0.9	28.75	0.49	D
Stream A-BCD		0.4	9.42	0.29	A		0.2	10.42	0.19	B
Stream D-ABC		1.2	27.65	0.55	D		3.8	69.38	0.82	F
Stream C-ABD		0.0	10.03	0.05	B		0.1	7.84	0.10	A
	Nutfield - 2022 Base + Com Devs									
Stream B-ACD	D3	3.1	76.78	0.78	F	D4	0.9	28.97	0.49	D
Stream A-BCD		0.4	9.42	0.29	A		0.2	10.42	0.19	B
Stream D-ABC		1.2	27.84	0.55	D		3.9	69.90	0.82	F
Stream C-ABD		0.0	10.05	0.05	B		0.1	7.86	0.10	A
	Nutfield - 2022 Base + Dev + Com Devs									
Stream B-ACD	D5	3.7	89.72	0.82	F	D6	1.1	31.30	0.52	D
Stream A-BCD		0.4	9.54	0.29	A		0.2	10.61	0.19	B
Stream D-ABC		1.3	29.44	0.57	D		4.6	82.89	0.86	F
Stream C-ABD		0.1	10.34	0.06	B		0.1	8.01	0.11	A
	Nutfield - 2029 Future Base									
Stream B-ACD	D7	5.0	121.63	0.89	F	D8	1.2	35.00	0.55	E
Stream A-BCD		0.5	9.63	0.30	A		0.2	10.80	0.20	B
Stream D-ABC		1.4	32.85	0.60	D		6.0	104.14	0.90	F
Stream C-ABD		0.1	10.42	0.05	B		0.1	8.00	0.10	A
	Nutfield - 2029 Future Base + Dev									
Stream B-ACD	D9	6.3	144.65	0.93	F	D10	1.4	38.82	0.59	E
Stream A-BCD		0.5	9.75	0.31	A		0.3	11.00	0.20	B
Stream D-ABC		1.5	35.24	0.62	E		7.5	126.28	0.94	F
Stream C-ABD		0.1	10.72	0.06	B		0.1	8.16	0.12	A

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

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

File summary

File Description

Title	
Location	
Site number	
Date	08/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\ethan.terry
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	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15
D9	2029 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15
D10	2029 Future Base + Dev	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Nutfield	100.000

Nutfield - 2022 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		9.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	High Street (E)		Major
B	Coopers Hill Road		Minor
C	High Street (W)		Major
D	Church Hill Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - High Street (E)	5.50		✓	2.65	90.6	✓	3.00
C - High Street (W)	5.50		✓	2.20	187.8	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Coopers Hill Road	One lane	3.72	20	63
D - Church Hill Road	One lane	2.78	19	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	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	657	-	-	-	-	-	-	0.260	0.372	0.260	-	-	-
B-A	552	0.103	0.260	0.260	-	-	-	0.163	0.371	-	0.260	0.260	0.130
B-C	712	0.111	0.282	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	552	0.103	0.260	0.260	-	-	-	0.163	0.371	0.163	-	-	-
B-D, offside lane	552	0.103	0.260	0.260	-	-	-	0.163	0.371	0.163	-	-	-
C-B	683	0.270	0.270	0.386	-	-	-	-	-	-	-	-	-
D-A	621	-	-	-	-	-	-	0.246	-	0.097	-	-	-
D-B, nearside lane	482	0.143	0.143	0.324	-	-	-	0.227	0.227	0.090	-	-	-
D-B, offside lane	482	0.143	0.143	0.324	-	-	-	0.227	0.227	0.090	-	-	-
D-C	482	-	0.143	0.324	0.113	0.227	0.227	0.227	0.227	0.090	-	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2022 Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	939	100.000
B - Coopers Hill Road		✓	141	100.000
C - High Street (W)		✓	450	100.000
D - Church Hill Road		✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	49	755	135
	B - Coopers Hill Road	43	0	27	71
	C - High Street (W)	400	16	0	34
	D - Church Hill Road	87	34	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	6	4	0
	B - Coopers Hill Road	2	0	4	0
	C - High Street (W)	9	0	0	0
	D - Church Hill Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.78	75.15	3.0	F
A-BCD	0.29	9.42	0.4	A
A-B				
A-C				
D-ABC	0.55	27.65	1.2	D
C-ABD	0.05	10.03	0.0	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106	322	0.330	104	0.5	16.419	C
A-BCD	102	564	0.181	101	0.2	7.764	A
A-B	37			37			
A-C	568			568			
D-ABC	108	389	0.279	107	0.4	12.692	B
C-ABD	12	473	0.025	12	0.0	7.800	A
C-D	26			26			
C-A	301			301			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	271	0.468	125	0.8	24.447	C
A-BCD	123	550	0.224	123	0.3	8.425	A
A-B	44			44			
A-C	677			677			
D-ABC	129	350	0.370	129	0.6	16.236	C
C-ABD	14	433	0.033	14	0.0	8.609	A
C-D	31			31			
C-A	360			360			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	155	200	0.778	148	2.7	62.654	F
A-BCD	155	537	0.288	154	0.4	9.398	A
A-B	54			54			
A-C	826			826			
D-ABC	159	289	0.548	156	1.1	26.649	D
C-ABD	18	377	0.047	18	0.0	10.021	B
C-D	37			37			
C-A	440			440			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	155	199	0.779	154	3.0	75.153	F
ABCD	155	537	0.288	155	0.4	9.419	A
A-B	54			54			
A-C	826			826			
D-ABC	159	288	0.550	158	1.2	27.647	D
C-ABD	18	377	0.047	18	0.0	10.028	B
C-D	37			37			
C-A	440			440			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	271	0.469	135	0.9	27.978	D
ABCD	123	550	0.224	124	0.3	8.456	A
A-B	44			44			
A-C	677			677			
D-ABC	129	349	0.371	132	0.6	16.772	C
C-ABD	14	432	0.033	14	0.0	8.617	A
C-D	31			31			
C-A	360			360			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106	321	0.331	108	0.5	17.009	C
ABCD	102	564	0.181	103	0.2	7.805	A
A-B	37			37			
A-C	568			568			
D-ABC	108	389	0.279	109	0.4	12.929	B
C-ABD	12	473	0.025	12	0.0	7.814	A
C-D	26			26			
C-A	301			301			

Nutfield - 2022 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		10.72	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2022 Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	563	100.000
B - Coopers Hill Road		✓	107	100.000
C - High Street (W)		✓	791	100.000
D - Church Hill Road		✓	196	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	62	430	71
	B - Coopers Hill Road	44	0	23	40
	C - High Street (W)	716	45	0	30
	D - Church Hill Road	115	57	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	2	3	0
	B - Coopers Hill Road	2	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	3	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.49	28.75	0.9	D
ABCD	0.19	10.42	0.2	B
A-B				
A-C				
D-ABC	0.82	69.38	3.8	F
C-ABD	0.10	7.84	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	356	0.227	79	0.3	12.984	B
ABCD	54	496	0.108	53	0.1	8.118	A
A-B	47			47			
A-C	324			324			
D-ABC	148	360	0.410	145	0.7	16.561	C
C-ABD	34	561	0.061	34	0.1	6.823	A
C-D	23			23			
C-A	539			539			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96	310	0.311	96	0.4	16.769	C
ABCD	64	465	0.138	64	0.2	8.967	A
A-B	56			56			
A-C	386			386			
D-ABC	176	320	0.550	174	1.2	24.301	C
C-ABD	41	539	0.076	41	0.1	7.228	A
C-D	27			27			
C-A	643			643			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	244	0.482	116	0.9	27.707	D
A-BCD	79	424	0.186	79	0.2	10.396	B
A-B	68			68			
A-C	473			473			
D-ABC	216	263	0.822	207	3.4	57.177	F
C-ABD	50	510	0.099	50	0.1	7.833	A
C-D	33			33			
C-A	788			788			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	243	0.486	118	0.9	28.749	D
A-BCD	79	424	0.186	79	0.2	10.421	B
A-B	68			68			
A-C	473			473			
D-ABC	216	262	0.822	214	3.8	69.384	F
C-ABD	50	510	0.099	50	0.1	7.840	A
C-D	33			33			
C-A	788			788			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96	308	0.313	98	0.5	17.319	C
A-BCD	64	465	0.138	64	0.2	8.985	A
A-B	56			56			
A-C	386			386			
D-ABC	176	320	0.550	186	1.3	28.663	D
C-ABD	41	539	0.076	41	0.1	7.236	A
C-D	27			27			
C-A	643			643			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	355	0.227	81	0.3	13.201	B
A-BCD	54	496	0.108	54	0.1	8.143	A
A-B	47			47			
A-C	324			324			
D-ABC	148	359	0.411	150	0.7	17.363	C
C-ABD	34	561	0.061	34	0.1	6.833	A
C-D	23			23			
C-A	539			539			

Nutfield - 2022 Base + Com Devs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		9.40	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	942	100.000
B - Coopers Hill Road		✓	141	100.000
C - High Street (W)		✓	451	100.000
D - Church Hill Road		✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	49	758	135
	B - Coopers Hill Road	43	0	27	71
	C - High Street (W)	401	16	0	34
	D - Church Hill Road	87	34	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	6	4	0
	B - Coopers Hill Road	2	0	4	0
	C - High Street (W)	9	0	0	0
	D - Church Hill Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.78	76.78	3.1	F
ABCD	0.29	9.42	0.4	A
A-B				
A-C				
D-ABC	0.55	27.84	1.2	D
C-ABD	0.05	10.05	0.0	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106	321	0.331	104	0.5	16.475	C
ABCD	102	564	0.181	101	0.2	7.768	A
A-B	37			37			
A-C	570			570			
D-ABC	108	389	0.279	107	0.4	12.714	B
C-ABD	12	473	0.025	12	0.0	7.811	A
C-D	26			26			
C-A	302			302			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	270	0.469	125	0.8	24.596	C
ABCD	123	550	0.224	123	0.3	8.430	A
A-B	44			44			
A-C	680			680			
D-ABC	129	349	0.371	129	0.6	16.282	C
C-ABD	14	432	0.033	14	0.0	8.624	A
C-D	31			31			
C-A	360			360			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	155	198	0.782	148	2.7	63.671	F
ABCD	155	537	0.288	154	0.4	9.396	A
A-B	54			54			
A-C	829			829			
D-ABC	159	288	0.550	156	1.1	26.817	D
C-ABD	18	376	0.047	18	0.0	10.047	B
C-D	37			37			
C-A	441			441			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	155	198	0.784	154	3.1	76.779	F
ABCD	155	537	0.288	155	0.4	9.423	A
A-B	54			54			
A-C	829			829			
D-ABC	159	287	0.552	158	1.2	27.838	D
C-ABD	18	376	0.047	18	0.0	10.054	B
C-D	37			37			
C-A	441			441			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	127	270	0.470	135	0.9	28.264	D
ABCD	123	550	0.224	124	0.3	8.462	A
A-B	44			44			
A-C	680			680			
D-ABC	129	348	0.372	132	0.6	16.826	C
C-ABD	14	432	0.033	14	0.0	8.634	A
C-D	31			31			
C-A	360			360			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106	320	0.331	108	0.5	17.073	C
ABCD	102	564	0.181	103	0.2	7.807	A
A-B	37			37			
A-C	570			570			
D-ABC	108	388	0.279	109	0.4	12.955	B
C-ABD	12	472	0.026	12	0.0	7.825	A
C-D	26			26			
C-A	302			302			

Nutfield - 2022 Base + Com Devs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		10.77	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	566	100.000
B - Coopers Hill Road		✓	107	100.000
C - High Street (W)		✓	791	100.000
D - Church Hill Road		✓	196	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	62	433	71
	B - Coopers Hill Road	44	0	23	40
	C - High Street (W)	716	45	0	30
	D - Church Hill Road	115	57	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	2	3	0
	B - Coopers Hill Road	2	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	3	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.49	28.97	0.9	D
ABCD	0.19	10.42	0.2	B
A-B				
A-C				
D-ABC	0.82	69.90	3.9	F
C-ABD	0.10	7.86	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	355	0.227	79	0.3	13.014	B
ABCD	54	496	0.108	53	0.1	8.118	A
A-B	47			47			
A-C	326			326			
D-ABC	148	359	0.411	145	0.7	16.579	C
C-ABD	34	561	0.061	34	0.1	6.831	A
C-D	23			23			
C-A	539			539			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96	309	0.311	96	0.4	16.829	C
ABCD	64	465	0.138	64	0.2	8.966	A
A-B	56			56			
A-C	389			389			
D-ABC	176	320	0.550	174	1.2	24.352	C
C-ABD	41	538	0.076	41	0.1	7.238	A
C-D	27			27			
C-A	643			643			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	243	0.484	116	0.9	27.907	D
ABCD	79	424	0.186	79	0.2	10.396	B
A-B	68			68			
A-C	476			476			
D-ABC	216	262	0.823	207	3.4	57.491	F
C-ABD	50	509	0.099	50	0.1	7.849	A
C-D	33			33			
C-A	788			788			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	118	242	0.488	118	0.9	28.975	D
ABCD	79	424	0.186	79	0.2	10.421	B
A-B	68			68			
A-C	476			476			
D-ABC	216	262	0.824	214	3.9	69.899	F
C-ABD	50	509	0.099	50	0.1	7.855	A
C-D	33			33			
C-A	788			788			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96	307	0.314	98	0.5	17.388	C
ABCD	64	465	0.138	64	0.2	8.983	A
A-B	56			56			
A-C	389			389			
D-ABC	176	320	0.551	186	1.3	28.775	D
C-ABD	41	538	0.076	41	0.1	7.244	A
C-D	27			27			
C-A	643			643			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	354	0.228	81	0.3	13.235	B
ABCD	54	496	0.108	54	0.1	8.142	A
A-B	47			47			
A-C	326			326			
D-ABC	148	359	0.411	150	0.7	17.385	C
C-ABD	34	560	0.061	34	0.1	6.841	A
C-D	23			23			
C-A	539			539			

Nutfield - 2022 Base + Dev + Com Devs, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		10.71	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + Dev + Com Devs	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	950	100.000
B - Coopers Hill Road		✓	146	100.000
C - High Street (W)		✓	466	100.000
D - Church Hill Road		✓	144	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	49	766	135
	B - Coopers Hill Road	43	0	32	71
	C - High Street (W)	411	20	0	35
	D - Church Hill Road	87	34	23	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	6	4	0
	B - Coopers Hill Road	2	0	4	0
	C - High Street (W)	9	1	0	0
	D - Church Hill Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.82	89.72	3.7	F
ABCD	0.29	9.54	0.4	A
A-B				
A-C				
D-ABC	0.57	29.44	1.3	D
C-ABD	0.06	10.34	0.1	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	110	321	0.342	108	0.5	16.740	C
ABCD	102	561	0.183	101	0.2	7.826	A
A-B	37			37			
A-C	576			576			
D-ABC	108	385	0.282	107	0.4	12.884	B
C-ABD	15	467	0.032	15	0.0	7.970	A
C-D	26			26			
C-A	309			309			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	269	0.487	130	0.9	25.486	D
ABCD	123	546	0.226	123	0.3	8.509	A
A-B	44			44			
A-C	687			687			
D-ABC	129	344	0.376	129	0.6	16.648	C
C-ABD	18	426	0.042	18	0.0	8.825	A
C-D	31			31			
C-A	369			369			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	161	196	0.821	152	3.2	71.059	F
A-BCD	155	532	0.291	155	0.4	9.513	A
A-B	54			54			
A-C	837			837			
D-ABC	159	281	0.564	156	1.2	28.200	D
C-ABD	22	370	0.060	22	0.1	10.328	B
C-D	39			39			
C-A	452			452			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	161	195	0.823	159	3.7	89.716	F
A-BCD	155	533	0.291	155	0.4	9.540	A
A-B	54			54			
A-C	837			837			
D-ABC	159	280	0.566	158	1.3	29.444	D
C-ABD	22	370	0.060	22	0.1	10.338	B
C-D	39			39			
C-A	452			452			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	269	0.488	142	1.0	30.448	D
A-BCD	123	546	0.226	124	0.3	8.543	A
A-B	44			44			
A-C	687			687			
D-ABC	129	343	0.378	132	0.6	17.272	C
C-ABD	18	426	0.042	18	0.0	8.838	A
C-D	31			31			
C-A	369			369			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	110	320	0.343	112	0.5	17.405	C
A-BCD	102	561	0.183	103	0.2	7.866	A
A-B	37			37			
A-C	576			576			
D-ABC	108	384	0.282	109	0.4	13.138	B
C-ABD	15	466	0.032	15	0.0	7.985	A
C-D	26			26			
C-A	309			309			

Nutfield - 2022 Base + Dev + Com Devs, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		12.37	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + Dev + Com Devs	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	581	100.000
B - Coopers Hill Road		✓	114	100.000
C - High Street (W)		✓	810	100.000
D - Church Hill Road		✓	197	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	62	448	71
	B - Coopers Hill Road	44	0	30	40
	C - High Street (W)	728	51	0	31
	D - Church Hill Road	115	57	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	2	3	0
	B - Coopers Hill Road	2	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	3	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.52	31.30	1.1	D
ABCD	0.19	10.61	0.2	B
A-B				
A-C				
D-ABC	0.86	82.89	4.6	F
C-ABD	0.11	8.01	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86	358	0.240	85	0.3	13.110	B
ABCD	54	492	0.109	53	0.1	8.195	A
A-B	47			47			
A-C	337			337			
D-ABC	148	354	0.419	146	0.7	17.032	C
C-ABD	39	558	0.069	38	0.1	6.924	A
C-D	23			23			
C-A	548			548			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	310	0.330	102	0.5	17.205	C
ABCD	64	460	0.139	64	0.2	9.074	A
A-B	56			56			
A-C	403			403			
D-ABC	177	314	0.565	175	1.2	25.577	D
C-ABD	46	535	0.086	46	0.1	7.357	A
C-D	28			28			
C-A	654			654			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126	242	0.519	123	1.0	29.843	D
A-BCD	79	418	0.189	79	0.2	10.589	B
A-B	68			68			
A-C	493			493			
D-ABC	217	253	0.856	206	3.9	65.021	F
C-ABD	57	507	0.113	57	0.1	8.005	A
C-D	34			34			
C-A	800			800			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126	240	0.523	125	1.1	31.302	D
A-BCD	79	418	0.189	79	0.2	10.607	B
A-B	68			68			
A-C	493			493			
D-ABC	217	253	0.857	214	4.6	82.892	F
C-ABD	57	507	0.113	57	0.1	8.012	A
C-D	34			34			
C-A	800			800			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	308	0.333	105	0.5	17.898	C
A-BCD	64	460	0.139	64	0.2	9.100	A
A-B	56			56			
A-C	403			403			
D-ABC	177	313	0.565	190	1.4	31.715	D
C-ABD	46	535	0.086	46	0.1	7.367	A
C-D	28			28			
C-A	654			654			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86	357	0.240	87	0.3	13.354	B
A-BCD	54	492	0.109	54	0.1	8.223	A
A-B	47			47			
A-C	337			337			
D-ABC	148	354	0.419	151	0.7	17.944	C
C-ABD	39	558	0.069	39	0.1	6.937	A
C-D	23			23			
C-A	548			548			

Nutfield - 2029 Future Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		13.54	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Future Base	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	978	100.000
B - Coopers Hill Road		✓	147	100.000
C - High Street (W)		✓	468	100.000
D - Church Hill Road		✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	51	787	140
	B - Coopers Hill Road	45	0	28	74
	C - High Street (W)	416	17	0	35
	D - Church Hill Road	90	35	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	6	4	0
	B - Coopers Hill Road	2	0	4	0
	C - High Street (W)	9	0	0	0
	D - Church Hill Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.89	121.63	5.0	F
ABCD	0.30	9.63	0.5	A
A-B				
A-C				
D-ABC	0.60	32.85	1.4	D
C-ABD	0.05	10.42	0.1	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	311	0.356	109	0.5	17.611	C
ABCD	106	561	0.189	105	0.2	7.885	A
A-B	38			38			
A-C	592			592			
D-ABC	112	381	0.294	111	0.4	13.229	B
C-ABD	13	465	0.028	13	0.0	7.962	A
C-D	26			26			
C-A	313			313			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	132	258	0.512	130	1.0	27.793	D
ABCD	128	547	0.234	128	0.3	8.587	A
A-B	46			46			
A-C	705			705			
D-ABC	134	339	0.395	133	0.6	17.389	C
C-ABD	15	422	0.036	15	0.0	8.845	A
C-D	31			31			
C-A	374			374			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162	183	0.885	150	4.0	87.961	F
ABCD	162	535	0.302	161	0.4	9.605	A
A-B	56			56			
A-C	859			859			
D-ABC	164	274	0.598	161	1.4	31.030	D
C-ABD	19	364	0.052	19	0.1	10.414	B
C-D	39			39			
C-A	458			458			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162	182	0.887	158	5.0	121.627	F
ABCD	162	536	0.302	162	0.5	9.635	A
A-B	56			56			
A-C	859			859			
D-ABC	164	273	0.602	164	1.4	32.851	D
C-ABD	19	364	0.052	19	0.1	10.422	B
C-D	39			39			
C-A	458			458			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	132	257	0.514	148	1.1	36.669	E
ABCD	128	547	0.234	129	0.3	8.622	A
A-B	46			46			
A-C	705			705			
D-ABC	134	337	0.397	137	0.7	18.218	C
C-ABD	15	422	0.036	15	0.0	8.855	A
C-D	31			31			
C-A	374			374			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	310	0.357	113	0.6	18.432	C
ABCD	106	561	0.189	107	0.2	7.928	A
A-B	38			38			
A-C	592			592			
D-ABC	112	380	0.295	113	0.4	13.523	B
C-ABD	13	464	0.028	13	0.0	7.975	A
C-D	26			26			
C-A	313			313			

Nutfield - 2029 Future Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		15.24	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Future Base	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	589	100.000
B - Coopers Hill Road		✓	112	100.000
C - High Street (W)		✓	823	100.000
D - Church Hill Road		✓	204	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	64	451	74
	B - Coopers Hill Road	46	0	24	42
	C - High Street (W)	745	47	0	31
	D - Church Hill Road	120	59	25	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	2	3	0
	B - Coopers Hill Road	2	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	3	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.55	35.00	1.2	E
ABCD	0.20	10.80	0.2	B
A-B				
A-C				
D-ABC	0.90	104.14	6.0	F
C-ABD	0.10	8.00	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	84	345	0.244	83	0.3	13.661	B
ABCD	56	490	0.114	55	0.1	8.279	A
A-B	48			48			
A-C	339			339			
D-ABC	154	352	0.437	151	0.7	17.655	C
C-ABD	36	556	0.064	35	0.1	6.913	A
C-D	23			23			
C-A	561			561			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	101	297	0.339	100	0.5	18.197	C
ABCD	67	458	0.146	67	0.2	9.198	A
A-B	58			58			
A-C	405			405			
D-ABC	183	310	0.591	181	1.4	27.326	D
C-ABD	43	533	0.080	43	0.1	7.346	A
C-D	28			28			
C-A	669			669			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	123	228	0.541	121	1.1	32.920	D
ABCD	82	416	0.198	82	0.2	10.782	B
A-B	70			70			
A-C	496			496			
D-ABC	225	249	0.903	211	4.9	75.955	F
C-ABD	53	503	0.105	53	0.1	7.996	A
C-D	34			34			
C-A	819			819			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	123	225	0.547	123	1.2	35.003	E
ABCD	82	416	0.198	82	0.2	10.802	B
A-B	70			70			
A-C	496			496			
D-ABC	225	249	0.904	220	6.0	104.140	F
C-ABD	53	503	0.105	53	0.1	8.003	A
C-D	34			34			
C-A	819			819			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	101	294	0.343	103	0.5	19.129	C
ABCD	67	458	0.146	67	0.2	9.223	A
A-B	58			58			
A-C	405			405			
D-ABC	183	310	0.592	201	1.6	37.336	E
C-ABD	43	532	0.080	43	0.1	7.356	A
C-D	28			28			
C-A	669			669			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	84	344	0.245	85	0.3	13.944	B
ABCD	56	490	0.114	56	0.1	8.306	A
A-B	48			48			
A-C	339			339			
D-ABC	154	351	0.437	157	0.8	18.759	C
C-ABD	36	556	0.064	36	0.1	6.927	A
C-D	23			23			
C-A	561			561			

Nutfield - 2029 Future Base + Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		15.82	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D9	2029 Future Base + Dev	AM	ONE HOUR	07:45	09:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	986	100.000
B - Coopers Hill Road		✓	152	100.000
C - High Street (W)		✓	483	100.000
D - Church Hill Road		✓	149	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	51	795	140
	B - Coopers Hill Road	45	0	33	74
	C - High Street (W)	426	21	0	36
	D - Church Hill Road	90	35	24	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	6	4	0
	B - Coopers Hill Road	2	0	4	0
	C - High Street (W)	9	1	0	0
	D - Church Hill Road	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.93	144.65	6.3	F
ABCD	0.31	9.75	0.5	A
A-B				
A-C				
D-ABC	0.62	35.24	1.5	E
C-ABD	0.06	10.72	0.1	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	114	311	0.368	112	0.6	17.929	C
ABCD	106	558	0.191	105	0.2	7.944	A
A-B	38			38			
A-C	598			598			
D-ABC	112	377	0.297	111	0.4	13.421	B
C-ABD	16	459	0.035	16	0.0	8.124	A
C-D	27			27			
C-A	321			321			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137	257	0.532	135	1.1	28.971	D
ABCD	128	543	0.236	128	0.3	8.667	A
A-B	46			46			
A-C	712			712			
D-ABC	134	334	0.401	133	0.6	17.816	C
C-ABD	19	416	0.045	19	0.0	9.052	A
C-D	32			32			
C-A	383			383			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	180	0.930	152	4.8	100.080	F
A-BCD	162	531	0.305	162	0.5	9.722	A
A-B	56			56			
A-C	868			868			
D-ABC	164	267	0.614	161	1.5	32.930	D
C-ABD	23	359	0.065	23	0.1	10.709	B
C-D	40			40			
C-A	469			469			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	179	0.934	161	6.3	144.652	F
A-BCD	162	532	0.305	162	0.5	9.753	A
A-B	56			56			
A-C	868			868			
D-ABC	164	265	0.619	164	1.5	35.238	E
C-ABD	23	359	0.065	23	0.1	10.720	B
C-D	40			40			
C-A	469			469			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137	256	0.534	157	1.2	42.415	E
A-BCD	128	543	0.236	129	0.3	8.704	A
A-B	46			46			
A-C	712			712			
D-ABC	134	332	0.404	137	0.7	18.804	C
C-ABD	19	416	0.045	19	0.0	9.067	A
C-D	32			32			
C-A	383			383			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	114	310	0.369	117	0.6	18.859	C
A-BCD	106	558	0.191	107	0.2	7.990	A
A-B	38			38			
A-C	598			598			
D-ABC	112	376	0.298	113	0.4	13.729	B
C-ABD	16	458	0.035	16	0.0	8.141	A
C-D	27			27			
C-A	321			321			

Nutfield - 2029 Future Base + Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	A - High Street (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Major arm width	C - High Street (W) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Church Hill / High Street / Coopers Hill	Crossroads	Two-way		17.94	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Future Base + Dev	PM	ONE HOUR	16:45	18:15	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - High Street (E)		✓	604	100.000
B - Coopers Hill Road		✓	119	100.000
C - High Street (W)		✓	842	100.000
D - Church Hill Road		✓	205	100.000

Origin-Destination Data

Demand (Veh/hr)

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	64	466	74
	B - Coopers Hill Road	46	0	31	42
	C - High Street (W)	757	53	0	32
	D - Church Hill Road	120	59	26	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
From		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	2	3	0
	B - Coopers Hill Road	2	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	3	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.59	38.82	1.4	E
ABCD	0.20	11.00	0.3	B
A-B				
A-C				
D-ABC	0.94	126.28	7.5	F
C-ABD	0.12	8.16	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	348	0.257	88	0.3	13.791	B
ABCD	56	485	0.115	55	0.1	8.357	A
A-B	48			48			
A-C	351			351			
D-ABC	154	346	0.445	151	0.8	18.174	C
C-ABD	40	553	0.073	40	0.1	7.005	A
C-D	24			24			
C-A	570			570			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	298	0.359	106	0.5	18.688	C
ABCD	67	453	0.147	67	0.2	9.318	A
A-B	58			58			
A-C	419			419			
D-ABC	184	304	0.607	182	1.4	28.877	D
C-ABD	48	530	0.091	48	0.1	7.467	A
C-D	29			29			
C-A	680			680			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	226	0.580	128	1.3	35.806	E
ABCD	82	410	0.201	82	0.3	10.980	B
A-B	70			70			
A-C	512			512			
D-ABC	226	240	0.941	208	5.7	87.390	F
C-ABD	60	501	0.119	60	0.1	8.152	A
C-D	35			35			
C-A	832			832			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	223	0.588	131	1.4	38.818	E
ABCD	82	410	0.201	82	0.3	11.001	B
A-B	70			70			
A-C	512			512			
D-ABC	226	239	0.942	219	7.5	126.282	F
C-ABD	60	501	0.119	60	0.1	8.161	A
C-D	35			35			
C-A	832			832			

17:45 - 18:00

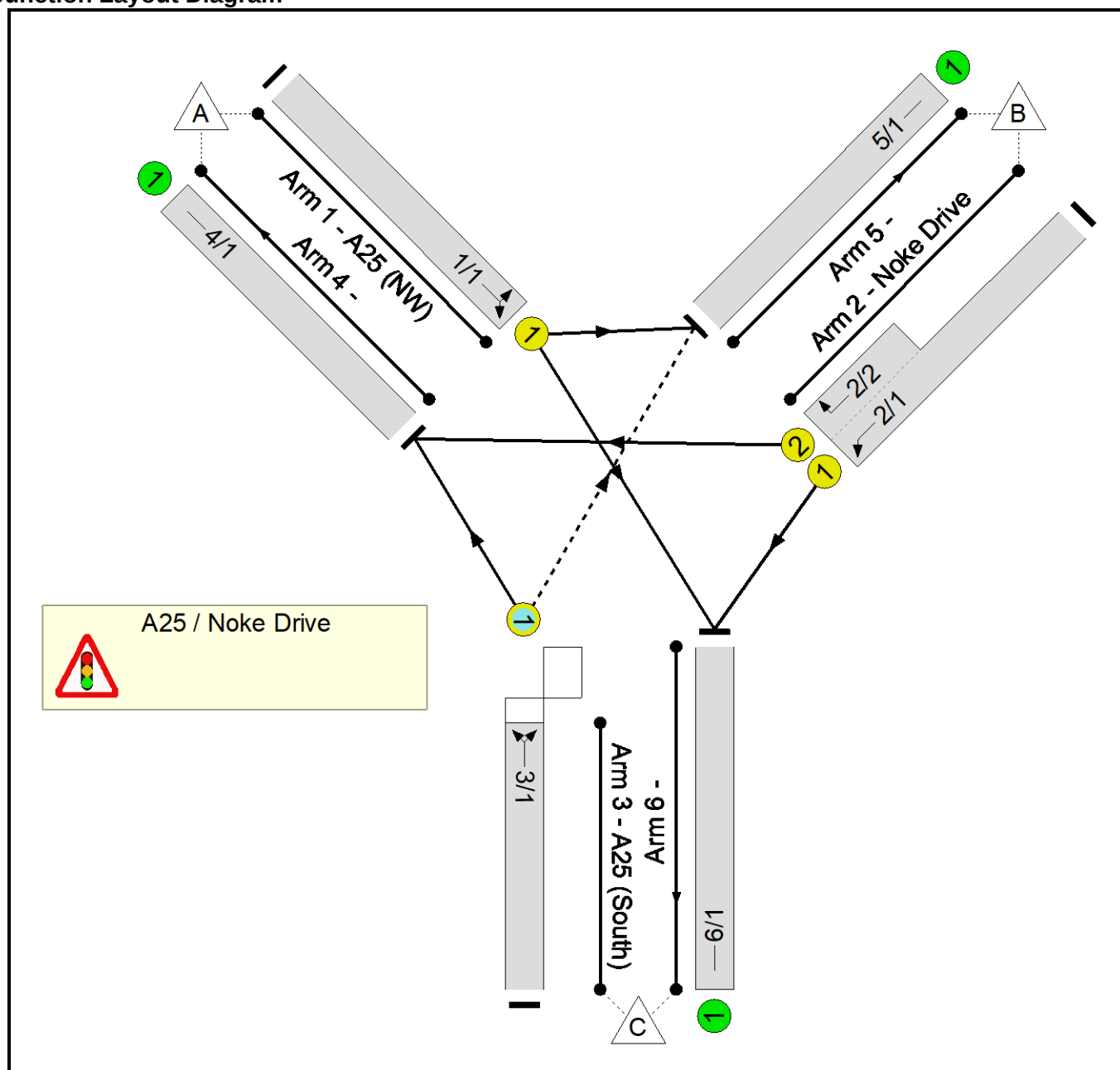
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	294	0.364	110	0.6	19.904	C
ABCD	67	453	0.147	67	0.2	9.344	A
A-B	58			58			
A-C	419			419			
D-ABC	184	303	0.608	207	1.7	44.341	E
C-ABD	48	530	0.091	48	0.1	7.478	A
C-D	29			29			
C-A	680			680			

18:00 - 18:15

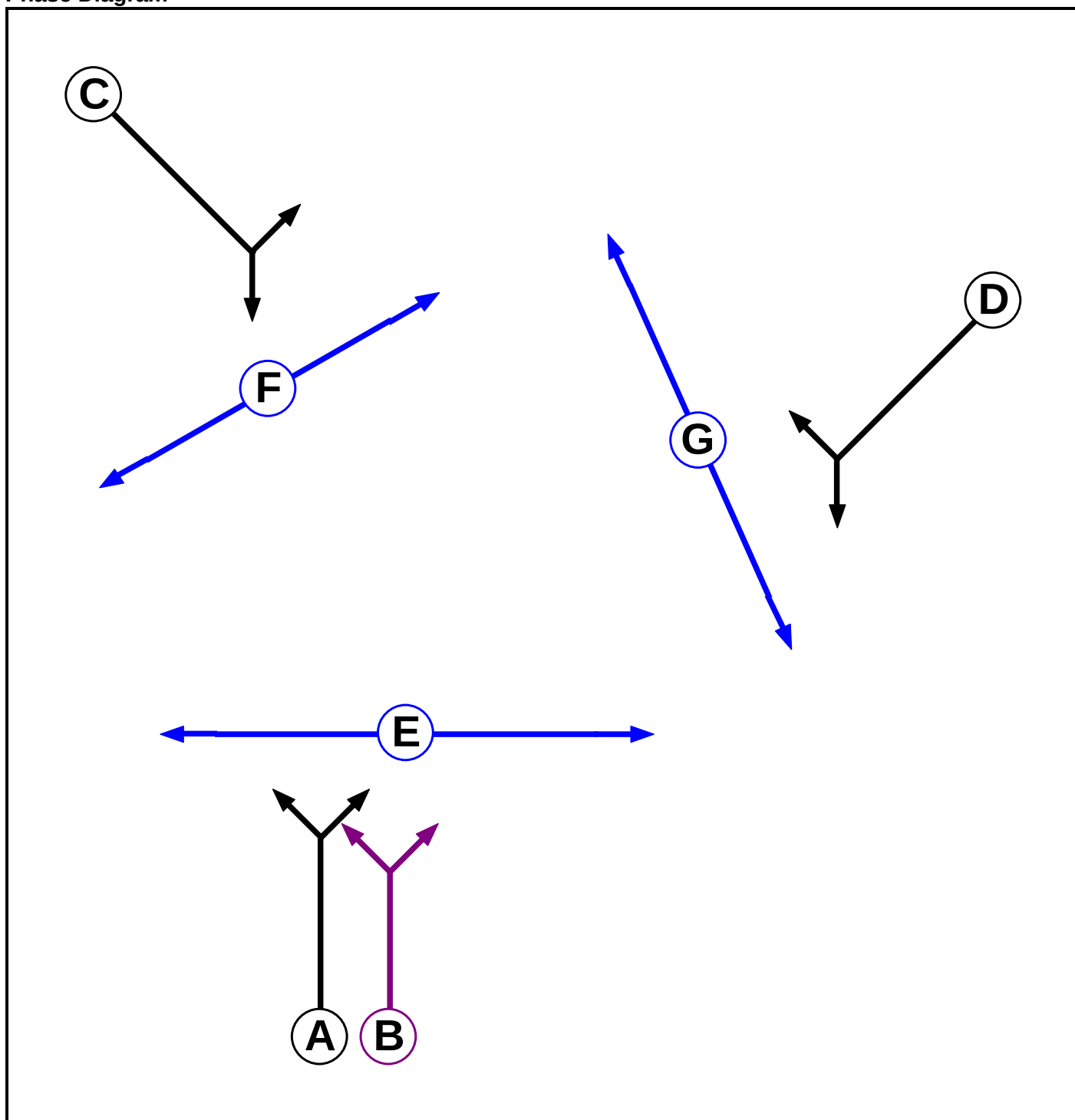
Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	347	0.258	91	0.4	14.107	B
ABCD	56	485	0.115	56	0.1	8.389	A
A-B	48			48			
A-C	351			351			
D-ABC	154	346	0.446	158	0.8	19.441	C
C-ABD	40	553	0.073	40	0.1	7.019	A
C-D	24			24			
C-A	570			570			

Nutfield Green Park**User and Project Details**

Project:	Nutfield Green Park
Title:	A25 / Noke Drive Junction
Location:	
Design Layout Ref:	Existing junction layout
Additional detail:	
File name:	A25_Noke Drive (Existing) v1.2.lsg3x
Author:	David Noyce
Company:	Vectos / SLR
Address:	The Cursitor, 38 Chancery Lane, London WC2A 1EN

Junction Layout Diagram

Phase Diagram



Phase Input Data

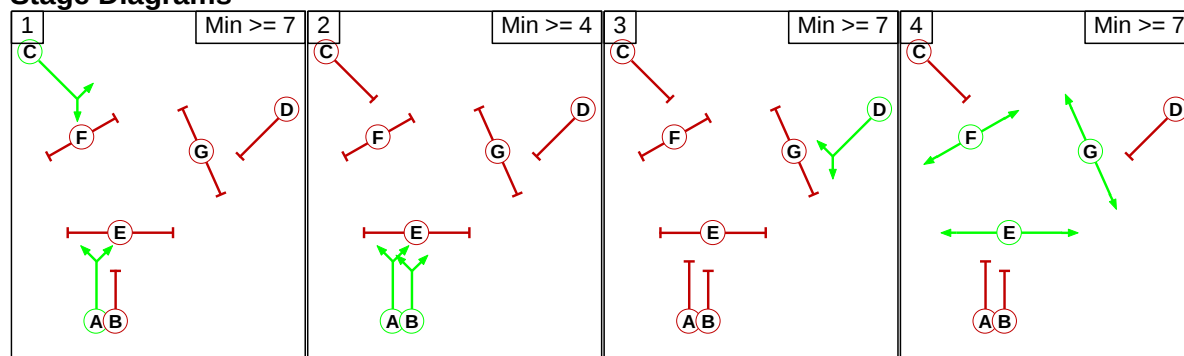
Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		-9999	7
B	Ind. Arrow	A	-9999	4
C	Traffic		-9999	7
D	Traffic		-9999	7
E	Pedestrian		-9999	7
F	Pedestrian		-9999	7
G	Pedestrian		-9999	7

Intergreens

	Starting Phase							
Terminating Phase		A	B	C	D	E	F	G
	A		-	-	5	8	8	8
	B	-		6	5	9	9	9
	C	-	5		6	9	9	9
	D	5	5	5		9	9	9
	E	8	8	8	8		-	-
	F	8	8	8	8	-		-
	G	8	8	8	8	-	-	

Stage Data

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

Stage Diagrams**Phase Delays**

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

Lane Input Data

Junction: A25 / Noke Drive												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A25 (NW))	U	C	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 5 Left	15.00
											Arm 6 Right	40.00
2/1 (Noke Drive)	U	D	2	3	60.0	Geom	-	2.90	0.00	Y	Arm 6 Left	30.00
2/2 (Noke Drive)	U	D	2	3	5.0	Geom	-	2.90	0.00	Y	Arm 4 Right	15.00
3/1 (A25 (South))	O	A B	2	3	60.0	Geom	-	3.55	0.00	Y	Arm 4 Left	30.00
											Arm 5 Right	15.00

Give-Way Lane Input Data

Junction: A25 / Noke Drive											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (A25 (South))	5/1 (Right)	1439	0	1/1	1.09	All	3.00	2.00	0.50	3	3.00

Scenario 1: '2022 Observed, AM' (FG1: '2022 Observed, AM', Plan 1: 'Peds alt no RTIGA')

Traffic Flows, Desired

Desired Flow :

Origin	Destination				
		A	B	C	Tot.
	A	0	96	361	457
	B	115	0	46	161
	C	541	33	0	574
	Tot.	656	129	407	1192

Stage Timings

Stage	1	3	4	1	3
Duration	42	7	7	23	7
Change Point	0	47	60	76	107

Link Results

Item	Lane Description	Full Phase	Total Green (s)	Start Green (s)	End Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: A25 / Noke Drive Junction	-	-	-	-	-	-	-	-	54.9%	-	-
A25 / Noke Drive	-	-	-	-	-	-	-	-	54.9%	-	-
1/1	A25 (NW) Left Right	C	65	5(84)	47(107)	457	1847	1031	44.3%	11.9	6.4
2/1+2/2	Noke Drive Right Left	D	14	53(113)	60(0)	161	1814:1732	92+231	49.8 : 49.8%	34.9	2.2
3/1	A25 (South) Left Right	A	65	5(84)	47(107)	574	1871	1045	54.9%	13.5	8.7
C1			PRC for Signalled Lanes (%):	63.8	Total Delay for Signalled Lanes (pcuHr):		5.22	Cycle Time (s): 120			
			PRC Over All Lanes (%):	63.8	Total Delay Over All Lanes(pcuHr):		5.22				

Traffic Flows, Desired

	Destination				
Origin	A	0	96	362	458
	B	116	0	46	162
	C	544	33	0	577
	Tot.	660	129	408	1197

Stage	1	3	4	1	3
Duration	42	7	7	23	7
Change Point	0	47	60	76	107

[illegible]

Traffic Flows, Desired

	Destination				
Origin	A	0	158	637	795
	B	119	0	55	174
	C	401	64	0	465
	Tot.	520	222	692	1434

Stage	1	3	1	3	1	3	4
Duration	28	7	39	7	40	7	7
Change Point	0	36	49	93	106	151	164

[illegible]

Traffic Flows, Desired

	Destination				
Origin	A	0	100	375	475
	B	119	0	48	167
	C	562	34	0	596
	Tot.	681	134	423	1238

Stage	1	3	4	1	3
Duration	42	7	7	23	7
Change Point	0	47	60	76	107

[illegible]

Traffic Flows, Desired

	Destination				
Origin		A	B	C	Tot.
	A	0	100	376	476
	B	120	0	48	168
	C	565	34	0	599
	Tot.	685	134	424	1243

Stage	1	3	4	1	3
Duration	42	7	7	23	7
Change Point	0	47	60	76	107

[illegible]

Traffic Flows, Desired

	Destination				
Origin	A	0	100	401	501
	B	120	0	53	173
	C	599	41	0	640
	Tot.	719	141	454	1314

Stage	1	3	4	1	3
Duration	42	7	7	23	7
Change Point	0	47	60	76	107

[illegible]

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661