

Junctions 9															
PICADY 9 - Priority Intersection Module															
Version: 9.5.2.1013															
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Filename: EXISTING ONLY - Church Hill - High Street - Coopers Hill 240823.j9

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

Report generation date: 23/08/2024 12:14:36

- »Nutfield - 2022 Base + Com Devs, AM (08:00-09:00)
- »Nutfield - 2022 Base + Com Devs, PM (17:00-18:00)
- »Nutfield - 2022 Base + Com Devs, PM (16:00-17:00)
- »Nutfield - 2029 Future Base + Com Dev, AM (08:00-09:00)
- »Nutfield - 2029 Future Base + Com Dev, PM (17:00-18:00)
- »Nutfield - 2029 Future Base + Com Dev, PM (16:00-17:00)

Summary of junction performance

	AM (08:00-09:00)					PM (17:00-18:00)					PM (16:00-17:00)				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	Nutfield - 2022 Base + Com Devs														
Stream B-ACD	D1	3.3	82.99	0.80	F	D2	0.9	29.71	0.49	D	D3	0.9	26.82	0.49	D
Stream A-BCD		0.4	9.46	0.29	A		0.2	10.50	0.19	B		0.2	9.28	0.14	A
Stream D-ABC		1.2	28.49	0.56	D		4.1	73.92	0.84	F		1.3	29.05	0.57	D
Stream C-ABD		0.0	10.12	0.05	B		0.1	7.88	0.10	A		0.1	7.50	0.05	A
	Nutfield - 2029 Future Base + Com Dev														
Stream B-ACD	D4	5.0	121.63	0.89	F	D5	1.2	35.00	0.55	E	D6	1.1	30.45	0.54	D
Stream A-BCD		0.5	9.63	0.30	A		0.2	10.80	0.20	B		0.2	9.50	0.14	A
Stream D-ABC		1.4	32.85	0.60	D		6.0	104.14	0.90	F		1.5	33.55	0.61	D
Stream C-ABD		0.1	10.42	0.05	B		0.1	8.00	0.10	A		0.1	7.60	0.05	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.

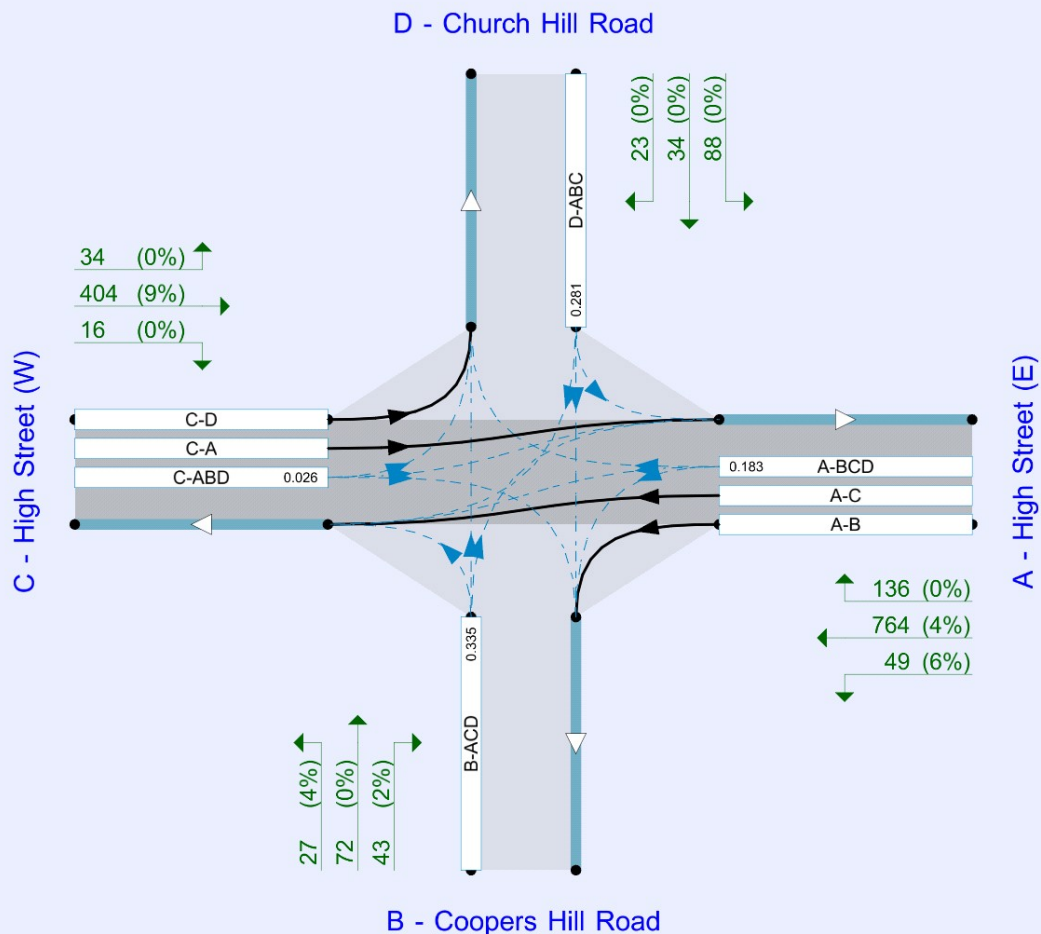
File summary

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



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

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 + Com Devs	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D2	2022 Base + Com Devs	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D3	2022 Base + Com Devs	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D4	2029 Future Base + Com Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D5	2029 Future Base + Com Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D6	2029 Future Base + Com Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15

Analysis Set Details

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

Nutfield - 2022 Base + Com Devs, AM (08:00-09:00)

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		9.97	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 + Com Devs	AM (08:00-09:00)	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)		✓	949	100.000
B - Coopers Hill Road		✓	142	100.000
C - High Street (W)		✓	454	100.000
D - Church Hill Road		✓	145	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	764	136
	B - Coopers Hill Road	43	0	27	72
	C - High Street (W)	404	16	0	34
	D - Church Hill Road	88	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	0.80	82.99	3.3	F
A-BCD	0.29	9.46	0.4	A
A-B				
A-C				
D-ABC	0.56	28.49	1.2	D
C-ABD	0.05	10.12	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	107	319	0.335	105	0.5	16.681	C
A-BCD	103	563	0.183	102	0.2	7.789	A
A-B	37			37			
A-C	575			575			
D-ABC	109	388	0.281	108	0.4	12.777	B
C-ABD	12	471	0.026	12	0.0	7.838	A
C-D	26			26			
C-A	304			304			

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	128	268	0.477	126	0.9	25.147	D
A-BCD	124	549	0.226	124	0.3	8.459	A
A-B	44			44			
A-C	685			685			
D-ABC	130	348	0.375	130	0.6	16.422	C
C-ABD	14	430	0.033	14	0.0	8.663	A
C-D	31			31			
C-A	363			363			

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	156	195	0.800	148	2.9	67.404	F
A-BCD	156	536	0.291	156	0.4	9.437	A
A-B	54			54			
A-C	835			835			
D-ABC	160	286	0.557	157	1.2	27.372	D
C-ABD	18	374	0.047	18	0.0	10.111	B
C-D	37			37			
C-A	445			445			

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	156	195	0.802	155	3.3	82.989	F
ABCD	156	537	0.291	156	0.4	9.464	A
A-B	54			54			
A-C	835			835			
D-ABC	160	285	0.559	159	1.2	28.487	D
C-ABD	18	373	0.047	18	0.0	10.118	B
C-D	37			37			
C-A	445			445			

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	128	267	0.478	137	1.0	29.394	D
ABCD	124	550	0.226	125	0.3	8.491	A
A-B	44			44			
A-C	685			685			
D-ABC	130	347	0.376	133	0.6	17.003	C
C-ABD	14	430	0.034	14	0.0	8.673	A
C-D	31			31			
C-A	363			363			

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	107	318	0.336	109	0.5	17.313	C
ABCD	103	564	0.183	103	0.2	7.830	A
A-B	37			37			
A-C	575			575			
D-ABC	109	387	0.282	110	0.4	13.022	B
C-ABD	12	471	0.026	12	0.0	7.851	A
C-D	26			26			
C-A	304			304			

Nutfield - 2022 Base + Com Devs, PM (17:00-18:00)

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		11.27	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 + Com Devs	PM (17:00-18:00)	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)		✓	571	100.000
B - Coopers Hill Road		✓	107	100.000
C - High Street (W)		✓	797	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	437	72
	B - Coopers Hill Road	44	0	23	40
	C - High Street (W)	722	45	0	30
	D - Church Hill Road	116	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	29.71	0.9	D
ABCD	0.19	10.50	0.2	B
A-B				
A-C				
D-ABC	0.84	73.92	4.1	F
C-ABD	0.10	7.88	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	353	0.228	79	0.3	13.101	B
ABCD	54	495	0.110	54	0.1	8.151	A
A-B	47			47			
A-C	329			329			
D-ABC	148	358	0.414	146	0.7	16.725	C
C-ABD	34	559	0.061	34	0.1	6.845	A
C-D	23			23			
C-A	543			543			

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	307	0.314	96	0.4	17.010	C
ABCD	65	464	0.140	65	0.2	9.010	A
A-B	56			56			
A-C	393			393			
D-ABC	177	319	0.556	175	1.2	24.749	C
C-ABD	41	537	0.076	41	0.1	7.257	A
C-D	27			27			
C-A	649			649			

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	240	0.490	116	0.9	28.538	D
A-BCD	80	423	0.189	80	0.2	10.485	B
A-B	68			68			
A-C	481			481			
D-ABC	217	260	0.835	207	3.6	59.868	F
C-ABD	50	507	0.099	50	0.1	7.875	A
C-D	33			33			
C-A	794			794			

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	239	0.494	118	0.9	29.707	D
A-BCD	80	423	0.189	80	0.2	10.502	B
A-B	68			68			
A-C	481			481			
D-ABC	217	260	0.835	215	4.1	73.917	F
C-ABD	50	507	0.099	50	0.1	7.882	A
C-D	33			33			
C-A	794			794			

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	304	0.316	98	0.5	17.607	C
A-BCD	65	464	0.140	65	0.2	9.036	A
A-B	56			56			
A-C	393			393			
D-ABC	177	318	0.556	188	1.3	29.684	D
C-ABD	41	537	0.076	41	0.1	7.263	A
C-D	27			27			
C-A	649			649			

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	352	0.229	81	0.3	13.327	B
A-BCD	54	495	0.110	54	0.1	8.177	A
A-B	47			47			
A-C	329			329			
D-ABC	148	358	0.414	151	0.7	17.565	C
C-ABD	34	559	0.061	34	0.1	6.858	A
C-D	23			23			
C-A	543			543			

Nutfield - 2022 Base + Com Devs, PM (16:00-17:00)

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		5.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2022 Base + Com Devs	PM (16:00-17:00)	ONE HOUR	15:45	17:15	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)		✓	560	100.000
B - Coopers Hill Road		✓	118	100.000
C - High Street (W)		✓	709	100.000
D - Church Hill Road		✓	148	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	59	446	55
	B - Coopers Hill Road	54	0	23	41
	C - High Street (W)	656	23	0	30
	D - Church Hill Road	86	47	15	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	0	4	0
	B - Coopers Hill Road	4	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	1	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.49	26.82	0.9	D
ABCD	0.14	9.28	0.2	A
A-B				
A-C				
D-ABC	0.57	29.05	1.3	D
C-ABD	0.05	7.50	0.1	A
C-D				
C-A				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	364	0.244	88	0.3	12.969	B
ABCD	41	514	0.081	41	0.1	7.608	A
A-B	44			44			
A-C	336			336			
D-ABC	111	374	0.298	110	0.4	13.538	B
C-ABD	17	561	0.031	17	0.0	6.620	A
C-D	23			23			
C-A	494			494			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	106	323	0.329	105	0.5	16.532	C
ABCD	49	486	0.102	49	0.1	8.236	A
A-B	53			53			
A-C	401			401			
D-ABC	133	338	0.393	132	0.6	17.388	C
C-ABD	21	537	0.039	21	0.0	6.967	A
C-D	27			27			
C-A	590			590			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	130	264	0.492	128	0.9	26.124	D
A-BCD	61	449	0.135	61	0.2	9.269	A
A-B	65			65			
A-C	491			491			
D-ABC	163	286	0.569	161	1.2	28.065	D
C-ABD	25	505	0.050	25	0.1	7.498	A
C-D	33			33			
C-A	722			722			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	130	264	0.493	130	0.9	26.824	D
A-BCD	61	449	0.135	61	0.2	9.277	A
A-B	65			65			
A-C	491			491			
D-ABC	163	286	0.569	163	1.3	29.053	D
C-ABD	25	505	0.050	25	0.1	7.499	A
C-D	33			33			
C-A	722			722			

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	106	322	0.330	108	0.5	16.950	C
A-BCD	49	486	0.102	50	0.1	8.247	A
A-B	53			53			
A-C	401			401			
D-ABC	133	338	0.393	135	0.7	17.961	C
C-ABD	21	537	0.039	21	0.0	6.969	A
C-D	27			27			
C-A	590			590			

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	89	363	0.244	90	0.3	13.180	B
A-BCD	41	514	0.081	42	0.1	7.621	A
A-B	44			44			
A-C	336			336			
D-ABC	111	374	0.298	112	0.4	13.812	B
C-ABD	17	561	0.031	17	0.0	6.628	A
C-D	23			23			
C-A	494			494			

Nutfield - 2029 Future Base + Com Dev, AM (08:00-09:00)

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)
D4	2029 Future Base + Com Dev	AM (08:00-09:00)	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)

From	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	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
A-BCD	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
A-BCD	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
A-BCD	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
A-BCD	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 + Com Dev, PM (17:00-18:00)

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)
D5	2029 Future Base + Com Dev	PM (17:00-18:00)	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)

From	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	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 + Com Dev, PM (16:00-17:00)

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		6.01	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	2029 Future Base + Com Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	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)		✓	578	100.000
B - Coopers Hill Road		✓	123	100.000
C - High Street (W)		✓	733	100.000
D - Church Hill Road		✓	153	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
	A - High Street (E)	0	61	460	57
	B - Coopers Hill Road	56	0	24	43
	C - High Street (W)	678	24	0	31
	D - Church Hill Road	88	49	16	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	0	4	0
	B - Coopers Hill Road	4	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	1	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.54	30.45	1.1	D
ABCD	0.14	9.50	0.2	A
A-B				
A-C				
D-ABC	0.61	33.55	1.5	D
C-ABD	0.05	7.60	0.1	A
C-D				
C-A				

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	93	357	0.259	91	0.3	13.469	B
ABCD	43	509	0.084	43	0.1	7.716	A
A-B	46			46			
A-C	346			346			
D-ABC	115	367	0.314	113	0.4	14.112	B
C-ABD	18	557	0.032	18	0.0	6.677	A
C-D	23			23			
C-A	510			510			

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	314	0.352	110	0.5	17.546	C
ABCD	51	481	0.107	51	0.1	8.381	A
A-B	55			55			
A-C	413			413			
D-ABC	138	329	0.417	137	0.7	18.562	C
C-ABD	22	533	0.041	22	0.0	7.041	A
C-D	28			28			
C-A	609			609			

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	135	254	0.534	133	1.1	29.370	D
A-BCD	63	442	0.143	63	0.2	9.490	A
A-B	67			67			
A-C	506			506			
D-ABC	168	275	0.612	165	1.5	31.975	D
C-ABD	27	500	0.053	26	0.1	7.602	A
C-D	34			34			
C-A	746			746			

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	135	253	0.535	135	1.1	30.449	D
A-BCD	63	442	0.143	63	0.2	9.500	A
A-B	67			67			
A-C	506			506			
D-ABC	168	275	0.613	168	1.5	33.549	D
C-ABD	27	500	0.053	27	0.1	7.604	A
C-D	34			34			
C-A	746			746			

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	111	313	0.353	113	0.6	18.124	C
A-BCD	51	481	0.107	51	0.1	8.394	A
A-B	55			55			
A-C	413			413			
D-ABC	138	329	0.418	141	0.7	19.376	C
C-ABD	22	533	0.041	22	0.0	7.045	A
C-D	28			28			
C-A	609			609			

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	93	357	0.260	93	0.4	13.720	B
A-BCD	43	509	0.084	43	0.1	7.726	A
A-B	46			46			
A-C	346			346			
D-ABC	115	367	0.314	116	0.5	14.447	B
C-ABD	18	557	0.032	18	0.0	6.685	A
C-D	23			23			
C-A	510			510			