

Junctions 9	
PICADY 9 - Priority Intersection Module	
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Filename: PROPOSED 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\Proposed Only

Report generation date: 23/08/2024 12:24:52

»Nutfield - 2022 Base + Com Dev + Dev, AM (08:00-09:00)
 »Nutfield - 2022 Base + Com Dev + Dev, PM (17:00-18:00)
 »Nutfield - 2022 Base + Com Dev + Dev, PM (16:00-17:00)
 »Nutfield - 2029 Future Base + Com Dev + Dev, AM (08:00-09:00)
 »Nutfield - 2029 Future Base + Com Dev + Dev, PM (17:00-18:00)
 »Nutfield - 2029 Future Base + Com Dev + Dev, PM (16:00-17:00)
 »Nutfield - 2022 Base + Com Dev + Dev (Adjusted), AM (08:00-09:00)
 »Nutfield - 2022 Base + Com Dev + Dev (Adjusted), PM (17:00-18:00)
 »Nutfield - 2022 Base + Com Dev + Dev (Adjusted), PM (16:00-17:00)
 »Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), AM (08:00-09:00)
 »Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), PM (17:00-18:00)
 »Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), 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 Dev + Dev														
Stream B-ACD	D1	4.4	106.36	0.86	F	D2	1.2	33.99	0.55	D	D3	1.2	31.15	0.55	D
Stream A-BCD		0.4	9.64	0.30	A		0.2	10.87	0.19	B		0.2	9.63	0.14	A
Stream D-ABC		1.4	31.92	0.59	D		5.5	98.93	0.89	F		1.5	34.64	0.62	D
Stream C-AD		1.0	7.52	0.35	A		2.5	10.61	0.58	B		2.0	9.23	0.51	A
Stream C-B		0.1	7.64	0.37	A		0.2	11.02	0.57	B		0.1	9.45	0.52	A
	Nutfield - 2029 Future Base + Com Dev + Dev														
Stream B-ACD	D4	7.0	156.81	0.95	F	D5	1.5	41.45	0.61	E	D6	1.4	36.33	0.60	E
Stream A-BCD		0.5	9.81	0.31	A		0.3	11.18	0.20	B		0.2	9.86	0.15	A
Stream D-ABC		1.6	36.56	0.63	E		8.6	142.84	0.97	F		1.8	40.34	0.66	E
Stream C-AD		1.1	7.64	0.36	A		2.7	11.05	0.59	B		2.1	9.54	0.53	A
Stream C-B		0.1	7.77	0.38	A		0.2	11.46	0.59	B		0.1	9.78	0.53	A
	Nutfield - 2022 Base + Com Dev + Dev (Adjusted)														
Stream B-ACD	D7	4.2	101.01	0.85	F	D8	1.1	32.73	0.53	D	D9	1.1	30.03	0.54	D
Stream A-BCD		0.4	9.61	0.29	A		0.2	10.79	0.19	B		0.2	9.56	0.14	A
Stream D-ABC		1.3	31.32	0.58	D		5.1	92.42	0.88	F		1.5	33.58	0.61	D
Stream C-AD		1.0	7.46	0.35	A		2.4	10.45	0.57	B		2.0	9.10	0.51	A
Stream C-B		0.1	7.56	0.36	A		0.2	10.83	0.57	B		0.1	9.30	0.51	A
	Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted)														
Stream B-ACD	D10	6.5	148.13	0.94	F	D11	1.4	39.59	0.59	E	D12	1.4	34.64	0.59	D
Stream A-BCD		0.5	9.78	0.31	A		0.3	11.10	0.20	B		0.2	9.78	0.15	A
Stream D-ABC		1.6	35.76	0.62	E		7.9	133.39	0.95	F		1.7	38.73	0.65	E
Stream C-AD		1.1	7.57	0.36	A		2.6	10.89	0.59	B		2.1	9.37	0.52	A
Stream C-B		0.1	7.69	0.37	A		0.2	11.28	0.58	B		0.1	9.58	0.52	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.

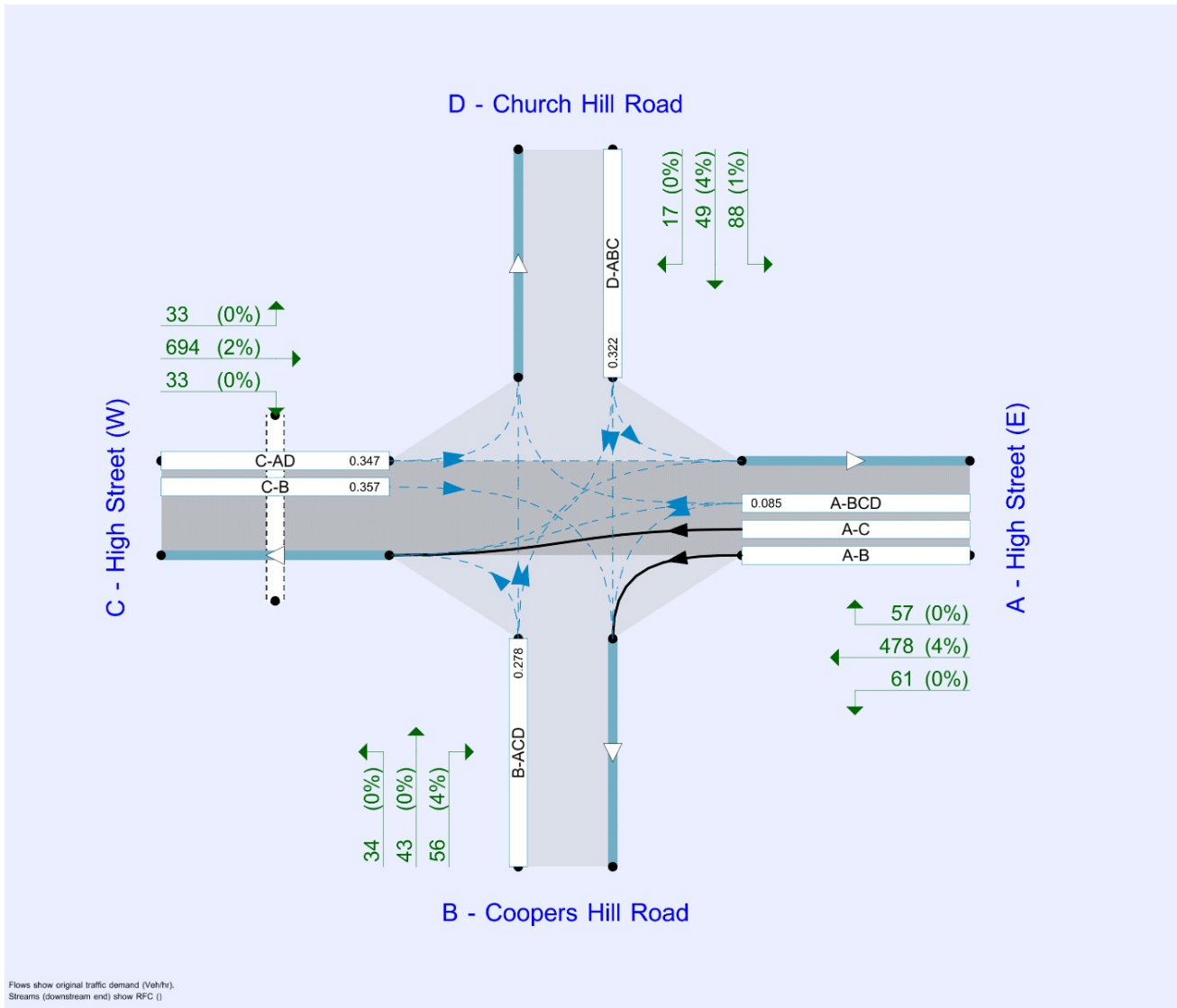
File summary

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 + Com Dev + Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D2	2022 Base + Com Dev + Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D3	2022 Base + Com Dev + Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D4	2029 Future Base + Com Dev + Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D5	2029 Future Base + Com Dev + Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D6	2029 Future Base + Com Dev + Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D7	2022 Base + Com Dev + Dev (Adjusted)	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D8	2022 Base + Com Dev + Dev (Adjusted)	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D9	2022 Base + Com Dev + Dev (Adjusted)	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D10	2029 Future Base + Com Dev + Dev (Adjusted)	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D11	2029 Future Base + Com Dev + Dev (Adjusted)	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D12	2029 Future Base + Com Dev + Dev (Adjusted)	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 Dev + 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		14.33	B

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		-

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

Pelican/Puffin Crossings

Arm	Space between crossing and junc. entry (Signalised) (PCU)	Amber time preceding red (s)	Amber time regarded as green (s)	Time from traffic red start to green man start (s)	Time period green man shown (s)	Clearance Period (s)	Traffic minimum green (s)
C - High Street (W)	2.00	3.00	2.90	1.00	5.00	8.00	7.00

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 Dev + 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)		✓	961	100.000
B - Coopers Hill Road		✓	148	100.000
C - High Street (W)		✓	474	100.000
D - Church Hill Road		✓	146	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	776
	B - Coopers Hill Road	43	0	33
	C - High Street (W)	417	22	0
	D - Church Hill Road	88	34	24

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	0.86	106.36	4.4	F
ABCD	0.30	9.64	0.4	A
A-B				
A-C				
D-ABC	0.59	31.92	1.4	D
C-AD	0.35	7.52	1.0	A
C-B	0.37	7.64	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111		318	0.350	109	0.5	17.090	C
ABCD	103		559	0.184	102	0.2	7.868	A
A-B	37				37			
A-C	584				584			
D-ABC	110		381	0.288	108	0.4	13.110	B
C-AD	340	45.17	1465	0.232	338	0.6	6.094	A
C-B	17	45.17	68	0.244	16	0.0	6.025	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133		265	0.502	131	1.0	26.578	D
ABCD	124		543	0.229	124	0.3	8.579	A
A-B	44				44			
A-C	696				696			
D-ABC	131		339	0.387	130	0.6	17.171	C
C-AD	406	53.94	1440	0.282	406	0.7	6.632	A
C-B	20	53.94	67	0.295	20	0.0	6.625	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	163		190	0.858	152	3.6	79.835	F
ABCD	157		530	0.296	156	0.4	9.611	A
A-B	54				54			
A-C	848				848			
D-ABC	161		274	0.586	158	1.3	30.204	D
C-AD	498	66.06	1405	0.354	496	1.0	7.521	A
C-B	24	66.06	66	0.368	24	0.1	7.643	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	163		189	0.861	160	4.4	106.356	F
ABCD	157		530	0.296	157	0.4	9.644	A
A-B	54				54			
A-C	848				848			
D-ABC	161		273	0.589	161	1.4	31.918	D
C-AD	498	66.06	1407	0.354	498	1.0	7.524	A
C-B	24	66.06	66	0.367	24	0.1	7.640	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133		264	0.504	146	1.1	33.495	D
ABCD	124		543	0.229	125	0.3	8.624	A
A-B	44				44			
A-C	696				696			
D-ABC	131		337	0.389	134	0.7	17.976	C
C-AD	406	53.94	1442	0.282	407	0.8	6.643	A
C-B	20	53.94	67	0.294	20	0.0	6.634	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111		317	0.352	114	0.6	17.874	C
ABCD	103		558	0.185	103	0.2	7.925	A
A-B	37				37			
A-C	584				584			
D-ABC	110		380	0.289	111	0.4	13.424	B
C-AD	340	45.17	1466	0.232	341	0.6	6.110	A
C-B	17	45.17	68	0.244	17	0.0	6.040	A

Nutfield - 2022 Base + Com Dev + 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		19.11	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)
D2	2022 Base + Com Dev + 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)		✓	591	100.000
B - Coopers Hill Road		✓	116	100.000
C - High Street (W)		✓	825	100.000
D - Church Hill Road		✓	198	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	62	457	72
	B - Coopers Hill Road	44	0	32	40
	C - High Street (W)	740	54	0	31
	D - Church Hill Road	116	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	0.55	33.99	1.2	D
A-BCD	0.19	10.87	0.2	B
A-B				
A-C				
D-ABC	0.89	98.93	5.5	F
C-AD	0.58	10.61	2.5	B
C-B	0.57	11.02	0.2	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	87		356	0.245	86	0.3	13.272	B
A-BCD	54		489	0.111	54	0.1	8.269	A
A-B	47				47			
A-C	344				344			
D-ABC	149		351	0.425	146	0.7	17.349	C
C-AD	580	45.17	1523	0.381	576	1.1	7.218	A
C-B	41	45.17	103	0.396	40	0.1	7.412	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	104		307	0.340	104	0.5	17.664	C
ABCD	65		455	0.143	65	0.2	9.213	A
A-B	56				56			
A-C	411				411			
D-ABC	178		308	0.577	176	1.3	26.698	D
C-AD	693	53.94	1503	0.461	691	1.6	8.336	A
C-B	49	53.94	103	0.470	48	0.1	8.617	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	128		236	0.541	125	1.1	31.880	D
ABCD	80		412	0.194	80	0.2	10.817	B
A-B	68				68			
A-C	502				502			
D-ABC	218		246	0.887	205	4.5	72.863	F
C-AD	849	66.06	1472	0.577	845	2.5	10.504	B
C-B	59	66.06	104	0.574	59	0.2	10.905	B

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	128		233	0.549	127	1.2	33.987	D
ABCD	80		411	0.195	80	0.2	10.869	B
A-B	68				68			
A-C	502				502			
D-ABC	218		245	0.891	214	5.5	98.930	F
C-AD	849	66.06	1472	0.577	849	2.5	10.612	B
C-B	59	66.06	104	0.573	59	0.2	11.018	B

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	104		303	0.345	107	0.5	18.609	C
ABCD	65		454	0.143	65	0.2	9.274	A
A-B	56				56			
A-C	411				411			
D-ABC	178		307	0.581	194	1.5	35.722	E
C-AD	693	53.94	1504	0.461	697	1.6	8.414	A
C-B	49	53.94	104	0.468	49	0.1	8.690	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	87		354	0.247	88	0.3	13.592	B
ABCD	54		487	0.111	54	0.1	8.332	A
A-B	47				47			
A-C	344				344			
D-ABC	149		349	0.427	152	0.8	18.513	C
C-AD	580	45.17	1526	0.380	582	1.2	7.266	A
C-B	41	45.17	103	0.393	41	0.1	7.447	A

Nutfield - 2022 Base + Com Dev + 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		10.29	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)
D3	2022 Base + Com Dev + 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)		✓	585	100.000
B - Coopers Hill Road		✓	130	100.000
C - High Street (W)		✓	746	100.000
D - Church Hill Road		✓	150	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	59	471	55
	B - Coopers Hill Road	54	0	35	41
	C - High Street (W)	679	35	0	32
	D - Church Hill Road	86	47	17	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	0.55	31.15	1.2	D
A-BCD	0.14	9.63	0.2	A
A-B				
A-C				
D-ABC	0.62	34.64	1.5	D
C-AD	0.51	9.23	2.0	A
C-B	0.52	9.45	0.1	A

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98		367	0.267	96	0.4	13.256	B
A-BCD	41		506	0.082	41	0.1	7.744	A
A-B	44				44			
A-C	355				355			
D-ABC	113		364	0.310	111	0.4	14.141	B
C-AD	535	45.17	1567	0.342	531	1.0	6.692	A
C-B	26	45.17	75	0.352	26	0.1	6.783	A

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117		322	0.363	116	0.6	17.410	C
ABCD	49		475	0.104	49	0.1	8.449	A
A-B	53				53			
A-C	423				423			
D-ABC	135		325	0.415	134	0.7	18.734	C
C-AD	639	53.94	1548	0.413	638	1.3	7.588	A
C-B	31	53.94	75	0.421	31	0.1	7.739	A

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	143		259	0.552	141	1.2	29.820	D
ABCD	61		435	0.140	61	0.2	9.601	A
A-B	65				65			
A-C	518				518			
D-ABC	165		269	0.614	162	1.5	32.794	D
C-AD	783	66.06	1521	0.515	780	2.0	9.172	A
C-B	39	66.06	75	0.516	38	0.1	9.395	A

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	143		258	0.555	143	1.2	31.149	D
ABCD	61		435	0.140	61	0.2	9.629	A
A-B	65				65			
A-C	518				518			
D-ABC	165		268	0.616	165	1.5	34.643	D
C-AD	783	66.06	1521	0.515	783	2.0	9.229	A
C-B	39	66.06	75	0.516	39	0.1	9.454	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	117		321	0.365	119	0.6	18.089	C
ABCD	50		474	0.104	50	0.1	8.482	A
A-B	53				53			
A-C	423				423			
D-ABC	135		324	0.417	138	0.7	19.692	C
C-AD	639	53.94	1550	0.412	642	1.4	7.617	A
C-B	31	53.94	75	0.419	32	0.1	7.755	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	98		365	0.268	99	0.4	13.556	B
ABCD	41		504	0.082	42	0.1	7.786	A
A-B	44				44			
A-C	355				355			
D-ABC	113		362	0.312	114	0.5	14.552	B
C-AD	535	45.17	1570	0.341	537	1.0	6.736	A
C-B	26	45.17	75	0.351	26	0.1	6.821	A

Nutfield - 2029 Future Base + Com Dev + 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		18.99	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)
D4	2029 Future Base + Com Dev + 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)		✓	990	100.000
B - Coopers Hill Road		✓	153	100.000
C - High Street (W)		✓	487	100.000
D - Church Hill Road		✓	149	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	51	799	140
	B - Coopers Hill Road	45	0	34	74
	C - High Street (W)	429	22	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	0.95	156.81	7.0	F
A-BCD	0.31	9.81	0.5	A
A-B				
A-C				
D-ABC	0.63	36.56	1.6	E
C-AD	0.36	7.64	1.1	A
C-B	0.38	7.77	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115		310	0.371	113	0.6	18.054	C
A-BCD	106		557	0.191	105	0.2	7.960	A
A-B	38				38			
A-C	601				601			
D-ABC	112		376	0.298	111	0.4	13.480	B
C-AD	350	45.17	1466	0.239	348	0.6	6.140	A
C-B	17	45.17	66	0.251	16	0.0	6.075	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	138		255	0.538	135	1.1	29.497	D
ABCD	128		541	0.237	128	0.3	8.702	A
A-B	46				46			
A-C	716				716			
D-ABC	134		332	0.404	133	0.7	18.011	C
C-AD	418	53.94	1442	0.290	417	0.8	6.701	A
C-B	20	53.94	65	0.303	20	0.0	6.701	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	168		178	0.948	152	5.2	105.595	F
ABCD	162		529	0.307	162	0.5	9.774	A
A-B	56				56			
A-C	872				872			
D-ABC	164		264	0.622	161	1.5	33.866	D
C-AD	512	66.06	1406	0.364	511	1.1	7.634	A
C-B	24	66.06	64	0.377	24	0.1	7.770	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	168		177	0.953	161	7.0	156.810	F
ABCD	162		529	0.307	162	0.5	9.812	A
A-B	56				56			
A-C	872				872			
D-ABC	164		261	0.628	164	1.6	36.562	E
C-AD	512	66.06	1407	0.364	512	1.1	7.635	A
C-B	24	66.06	64	0.376	24	0.1	7.766	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	138		254	0.541	160	1.3	45.716	E
ABCD	128		541	0.237	129	0.3	8.753	A
A-B	46				46			
A-C	716				716			
D-ABC	134		329	0.407	137	0.7	19.142	C
C-AD	418	53.94	1443	0.290	419	0.8	6.711	A
C-B	20	53.94	65	0.302	20	0.0	6.708	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115		309	0.373	118	0.6	19.082	C
ABCD	106		556	0.191	107	0.2	8.021	A
A-B	38				38			
A-C	601				601			
D-ABC	112		374	0.300	113	0.4	13.842	B
C-AD	350	45.17	1468	0.238	351	0.6	6.157	A
C-B	17	45.17	66	0.250	17	0.0	6.089	A

Nutfield - 2029 Future Base + Com Dev + 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		24.94	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)
D5	2029 Future Base + Com Dev + 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)		✓	609	100.000
B - Coopers Hill Road		✓	121	100.000
C - High Street (W)		✓	850	100.000
D - Church Hill Road		✓	205	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	64	471	74
	B - Coopers Hill Road	46	0	33	42
	C - High Street (W)	763	55	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	0.61	41.45	1.5	E
A-BCD	0.20	11.18	0.3	B
A-B				
A-C				
D-ABC	0.97	142.84	8.6	F
C-AD	0.59	11.05	2.7	B
C-B	0.59	11.46	0.2	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91		348	0.262	90	0.3	13.863	B
A-BCD	56		484	0.115	55	0.1	8.393	A
A-B	48				48			
A-C	355				355			
D-ABC	154		345	0.448	151	0.8	18.344	C
C-AD	599	45.17	1523	0.393	594	1.2	7.344	A
C-B	41	45.17	102	0.407	41	0.1	7.549	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109		297	0.367	108	0.6	18.976	C
ABCD	67		449	0.149	67	0.2	9.400	A
A-B	58				58			
A-C	423				423			
D-ABC	184		300	0.614	182	1.5	29.688	D
C-AD	715	53.94	1503	0.475	713	1.7	8.537	A
C-B	49	53.94	102	0.483	49	0.1	8.830	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133		223	0.597	130	1.3	37.494	E
ABCD	82		405	0.203	82	0.3	11.121	B
A-B	70				70			
A-C	518				518			
D-ABC	226		235	0.962	207	6.3	94.277	F
C-AD	875	66.06	1472	0.595	871	2.7	10.916	B
C-B	61	66.06	103	0.589	60	0.2	11.328	B

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	133		219	0.609	133	1.5	41.448	E
ABCD	82		404	0.204	82	0.3	11.181	B
A-B	70				70			
A-C	518				518			
D-ABC	226		233	0.968	217	8.6	142.843	F
C-AD	875	66.06	1472	0.595	875	2.7	11.046	B
C-B	61	66.06	103	0.589	61	0.2	11.460	B

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109		291	0.374	112	0.6	20.526	C
ABCD	67		448	0.149	67	0.2	9.465	A
A-B	58				58			
A-C	423				423			
D-ABC	184		298	0.618	211	1.8	50.765	F
C-AD	715	53.94	1504	0.475	719	1.7	8.639	A
C-B	49	53.94	103	0.482	50	0.1	8.929	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91		346	0.264	92	0.4	14.258	B
ABCD	56		482	0.116	56	0.1	8.460	A
A-B	48				48			
A-C	355				355			
D-ABC	154		342	0.451	158	0.9	19.893	C
C-AD	599	45.17	1527	0.392	601	1.2	7.393	A
C-B	41	45.17	103	0.404	42	0.1	7.585	A

Nutfield - 2029 Future Base + Com Dev + 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		11.39	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	2029 Future Base + Com Dev + 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)		✓	603	100.000
B - Coopers Hill Road		✓	135	100.000
C - High Street (W)		✓	769	100.000
D - Church Hill Road		✓	154	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	61	485	57
	B - Coopers Hill Road	56	0	36	43
	C - High Street (W)	700	36	0	33
	D - Church Hill Road	88	49	17	0

Vehicle Mix

Heavy Vehicle Percentages

	To				
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	0.60	36.33	1.4	E
A-BCD	0.15	9.86	0.2	A
A-B				
A-C				
D-ABC	0.66	40.34	1.8	E
C-AD	0.53	9.54	2.1	A
C-B	0.53	9.78	0.1	A

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102		359	0.283	100	0.4	13.799	B
A-BCD	43		501	0.086	43	0.1	7.846	A
A-B	46				46			
A-C	365				365			
D-ABC	116		358	0.324	114	0.5	14.669	B
C-AD	552	45.17	1567	0.352	548	1.0	6.798	A
C-B	27	45.17	75	0.363	27	0.1	6.898	A

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	121		313	0.387	120	0.6	18.577	C
ABCD	51		470	0.109	51	0.1	8.597	A
A-B	55				55			
A-C	436				436			
D-ABC	138		317	0.437	137	0.7	19.899	C
C-AD	659	53.94	1547	0.426	657	1.4	7.744	A
C-B	32	53.94	75	0.433	32	0.1	7.900	A

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149		248	0.599	146	1.4	34.186	D
ABCD	63		429	0.147	63	0.2	9.833	A
A-B	67				67			
A-C	534				534			
D-ABC	170		258	0.656	166	1.7	37.370	E
C-AD	807	66.06	1520	0.531	804	2.1	9.467	A
C-B	40	66.06	75	0.531	39	0.1	9.704	A

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	149		247	0.602	148	1.4	36.335	E
ABCD	63		428	0.147	63	0.2	9.865	A
A-B	67				67			
A-C	534				534			
D-ABC	170		257	0.659	169	1.8	40.339	E
C-AD	807	66.06	1520	0.531	807	2.1	9.537	A
C-B	40	66.06	75	0.531	40	0.1	9.777	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	121		312	0.389	124	0.7	19.539	C
ABCD	51		469	0.109	52	0.1	8.634	A
A-B	55				55			
A-C	436				436			
D-ABC	138		316	0.439	142	0.8	21.222	C
C-AD	659	53.94	1549	0.425	662	1.4	7.790	A
C-B	32	53.94	75	0.432	33	0.1	7.937	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102		358	0.284	103	0.4	14.159	B
ABCD	43		499	0.086	43	0.1	7.892	A
A-B	46				46			
A-C	365				365			
D-ABC	116		356	0.326	117	0.5	15.155	C
C-AD	552	45.17	1569	0.352	553	1.0	6.844	A
C-B	27	45.17	75	0.361	27	0.1	6.935	A

Nutfield - 2022 Base + Com Dev + Dev (Adjusted), 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		13.80	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	2022 Base + Com Dev + Dev (Adjusted)	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)		✓	958	100.000
B - Coopers Hill Road		✓	147	100.000
C - High Street (W)		✓	470	100.000
D - Church Hill Road		✓	146	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	773	136
	B - Coopers Hill Road	43	0	32	72
	C - High Street (W)	414	21	0	35
	D - Church Hill Road	88	34	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	0.85	101.01	4.2	F
A-BCD	0.29	9.61	0.4	A
A-B				
A-C				
D-ABC	0.58	31.32	1.3	D
C-AD	0.35	7.46	1.0	A
C-B	0.36	7.56	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111		318	0.348	109	0.5	16.997	C
A-BCD	103		560	0.184	102	0.2	7.853	A
A-B	37				37			
A-C	581				581			
D-ABC	110		383	0.287	108	0.4	13.054	B
C-AD	338	45.17	1469	0.230	336	0.6	6.061	A
C-B	16	45.17	65	0.242	16	0.0	5.985	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	132		266	0.497	130	0.9	26.270	D
ABCD	124		544	0.228	124	0.3	8.558	A
A-B	44				44			
A-C	693				693			
D-ABC	131		341	0.385	130	0.6	17.055	C
C-AD	404	53.94	1445	0.279	403	0.7	6.591	A
C-B	19	53.94	65	0.292	19	0.0	6.574	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162		191	0.846	152	3.5	77.079	F
ABCD	157		531	0.295	156	0.4	9.580	A
A-B	54				54			
A-C	845				845			
D-ABC	161		276	0.581	158	1.3	29.720	D
C-AD	494	66.06	1410	0.350	493	1.0	7.459	A
C-B	23	66.06	64	0.364	23	0.1	7.561	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	162		191	0.849	159	4.2	101.005	F
ABCD	157		531	0.295	157	0.4	9.613	A
A-B	54				54			
A-C	845				845			
D-ABC	161		275	0.585	161	1.3	31.317	D
C-AD	494	66.06	1412	0.350	494	1.0	7.463	A
C-B	23	66.06	64	0.363	23	0.1	7.560	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	132		265	0.499	145	1.1	32.535	D
ABCD	124		544	0.228	125	0.3	8.602	A
A-B	44				44			
A-C	693				693			
D-ABC	131		339	0.388	134	0.7	17.824	C
C-AD	404	53.94	1446	0.279	405	0.7	6.599	A
C-B	19	53.94	65	0.291	19	0.0	6.579	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111		317	0.349	113	0.6	17.756	C
ABCD	103		559	0.184	103	0.2	7.909	A
A-B	37				37			
A-C	581				581			
D-ABC	110		381	0.288	111	0.4	13.368	B
C-AD	338	45.17	1471	0.230	339	0.6	6.079	A
C-B	16	45.17	66	0.241	16	0.0	6.001	A

Nutfield - 2022 Base + Com Dev + Dev (Adjusted), 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		18.28	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	2022 Base + Com Dev + Dev (Adjusted)	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)		✓	585	100.000
B - Coopers Hill Road		✓	114	100.000
C - High Street (W)		✓	817	100.000
D - Church Hill Road		✓	198	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	62	451	72
	B - Coopers Hill Road	44	0	30	40
	C - High Street (W)	734	52	0	31
	D - Church Hill Road	116	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	0.53	32.73	1.1	D
A-BCD	0.19	10.79	0.2	B
A-B				
A-C				
D-ABC	0.88	92.42	5.1	F
C-AD	0.57	10.45	2.4	B
C-B	0.57	10.83	0.2	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86		356	0.241	85	0.3	13.206	B
A-BCD	54		490	0.111	54	0.1	8.236	A
A-B	47				47			
A-C	339				339			
D-ABC	149		353	0.422	146	0.7	17.191	C
C-AD	576	45.17	1527	0.377	571	1.1	7.160	A
C-B	39	45.17	100	0.391	39	0.1	7.340	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102		307	0.334	102	0.5	17.462	C
ABCD	65		457	0.142	65	0.2	9.164	A
A-B	56				56			
A-C	405				405			
D-ABC	178		311	0.573	176	1.3	26.232	D
C-AD	688	53.94	1508	0.456	686	1.5	8.251	A
C-B	47	53.94	101	0.465	47	0.1	8.515	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126		238	0.528	123	1.0	30.881	D
ABCD	80		415	0.193	80	0.2	10.738	B
A-B	68				68			
A-C	496				496			
D-ABC	218		249	0.874	206	4.3	69.529	F
C-AD	842	66.06	1478	0.570	839	2.4	10.346	B
C-B	57	66.06	101	0.568	57	0.2	10.725	B

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126		235	0.535	125	1.1	32.732	D
ABCD	80		414	0.193	80	0.2	10.786	B
A-B	68				68			
A-C	496				496			
D-ABC	218		248	0.879	214	5.1	92.422	F
C-AD	842	66.06	1477	0.570	842	2.4	10.449	B
C-B	57	66.06	101	0.568	57	0.2	10.832	B

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102		303	0.338	105	0.5	18.325	C
ABCD	65		456	0.142	65	0.2	9.222	A
A-B	56				56			
A-C	405				405			
D-ABC	178		309	0.576	193	1.5	34.151	D
C-AD	688	53.94	1509	0.456	691	1.6	8.323	A
C-B	47	53.94	101	0.463	47	0.1	8.582	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86		354	0.243	87	0.3	13.508	B
ABCD	54		489	0.111	54	0.1	8.297	A
A-B	47				47			
A-C	339				339			
D-ABC	149		351	0.425	152	0.8	18.305	C
C-AD	576	45.17	1531	0.376	578	1.1	7.208	A
C-B	39	45.17	101	0.389	39	0.1	7.377	A

Nutfield - 2022 Base + Com Dev + Dev (Adjusted), 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		10.06	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)
D9	2022 Base + Com Dev + Dev (Adjusted)	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		✓	128	100.000
C - High Street (W)		✓	738	100.000
D - Church Hill Road		✓	150	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	59	464	55
	B - Coopers Hill Road	54	0	33	41
	C - High Street (W)	673	33	0	32
	D - Church Hill Road	86	47	17	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	30.03	1.1	D
A-BCD	0.14	9.56	0.2	A
A-B				
A-C				
D-ABC	0.61	33.58	1.5	D
C-AD	0.51	9.10	2.0	A
C-B	0.51	9.30	0.1	A

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96		367	0.262	95	0.3	13.162	B
A-BCD	41		507	0.082	41	0.1	7.715	A
A-B	44				44			
A-C	349				349			
D-ABC	113		366	0.308	111	0.4	14.030	B
C-AD	531	45.17	1573	0.337	527	1.0	6.639	A
C-B	25	45.17	71	0.348	25	0.0	6.718	A

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115		323	0.356	114	0.5	17.173	C
ABCD	49		477	0.104	49	0.1	8.407	A
A-B	53				53			
A-C	417				417			
D-ABC	135		328	0.412	134	0.7	18.491	C
C-AD	634	53.94	1554	0.408	632	1.3	7.506	A
C-B	30	53.94	71	0.416	30	0.1	7.636	A

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	141		261	0.539	139	1.1	28.855	D
ABCD	61		438	0.139	61	0.2	9.538	A
A-B	65				65			
A-C	511				511			
D-ABC	165		272	0.607	162	1.4	31.856	D
C-AD	776	66.06	1527	0.508	774	1.9	9.044	A
C-B	36	66.06	71	0.510	36	0.1	9.245	A

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	141		260	0.542	141	1.1	30.030	D
ABCD	61		437	0.139	61	0.2	9.563	A
A-B	65				65			
A-C	511				511			
D-ABC	165		271	0.608	165	1.5	33.585	D
C-AD	776	66.06	1527	0.508	776	2.0	9.098	A
C-B	36	66.06	71	0.510	36	0.1	9.301	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	115		322	0.358	117	0.6	17.797	C
ABCD	49		476	0.104	50	0.1	8.439	A
A-B	53				53			
A-C	417				417			
D-ABC	135		326	0.413	138	0.7	19.388	C
C-AD	634	53.94	1556	0.407	636	1.3	7.541	A
C-B	30	53.94	72	0.414	30	0.1	7.666	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	96		366	0.264	97	0.4	13.447	B
ABCD	41		506	0.082	42	0.1	7.754	A
A-B	44				44			
A-C	349				349			
D-ABC	113		365	0.310	114	0.5	14.428	B
C-AD	531	45.17	1575	0.337	532	1.0	6.681	A
C-B	25	45.17	72	0.346	25	0.0	6.755	A

Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), 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		18.16	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 + Com Dev + Dev (Adjusted)	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)		✓	987	100.000
B - Coopers Hill Road		✓	152	100.000
C - High Street (W)		✓	483	100.000
D - Church Hill Road		✓	149	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	51	796	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	0.94	148.13	6.5	F
A-BCD	0.31	9.78	0.5	A
A-B				
A-C				
D-ABC	0.62	35.76	1.6	E
C-AD	0.36	7.57	1.1	A
C-B	0.37	7.69	0.1	A

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/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	17.919	C
A-BCD	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-AD	348	45.17	1471	0.237	345	0.6	6.106	A
C-B	16	45.17	64	0.248	16	0.0	6.034	A

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137		256	0.533	135	1.1	29.138	D
ABCD	128		542	0.236	128	0.3	8.680	A
A-B	46				46			
A-C	713				713			
D-ABC	134		333	0.402	133	0.7	17.883	C
C-AD	415	53.94	1446	0.287	415	0.8	6.657	A
C-B	19	53.94	63	0.300	19	0.0	6.646	A

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167		179	0.935	152	4.9	101.548	F
ABCD	162		531	0.306	162	0.5	9.742	A
A-B	56				56			
A-C	869				869			
D-ABC	164		266	0.617	161	1.5	33.251	D
C-AD	509	66.06	1411	0.360	507	1.1	7.570	A
C-B	23	66.06	62	0.373	23	0.1	7.686	A

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167		178	0.939	161	6.5	148.135	F
ABCD	162		531	0.306	162	0.5	9.780	A
A-B	56				56			
A-C	869				869			
D-ABC	164		264	0.622	164	1.6	35.761	E
C-AD	509	66.06	1412	0.360	509	1.1	7.573	A
C-B	23	66.06	62	0.372	23	0.1	7.683	A

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137		255	0.536	158	1.2	43.372	E
ABCD	128		542	0.237	129	0.3	8.728	A
A-B	46				46			
A-C	713				713			
D-ABC	134		330	0.405	137	0.7	18.952	C
C-AD	415	53.94	1448	0.287	416	0.8	6.666	A
C-B	19	53.94	63	0.299	19	0.0	6.653	A

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	114		309	0.370	117	0.6	18.938	C
ABCD	106		557	0.191	107	0.2	8.003	A
A-B	38				38			
A-C	598				598			
D-ABC	112		376	0.299	113	0.4	13.782	B
C-AD	348	45.17	1472	0.236	349	0.6	6.123	A
C-B	16	45.17	64	0.247	16	0.0	6.050	A

Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), 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		23.76	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)
D11	2029 Future Base + Com Dev + Dev (Adjusted)	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)		✓	603	100.000
B - Coopers Hill Road		✓	119	100.000
C - High Street (W)		✓	843	100.000
D - Church Hill Road		✓	205	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	64	465	74
	B - Coopers Hill Road	46	0	31	42
	C - High Street (W)	758	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	39.59	1.4	E
A-BCD	0.20	11.10	0.3	B
A-B				
A-C				
D-ABC	0.95	133.39	7.9	F
C-AD	0.59	10.89	2.6	B
C-B	0.58	11.28	0.2	B

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/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	13.786	B
A-BCD	56		485	0.115	55	0.1	8.363	A
A-B	48				48			
A-C	350				350			
D-ABC	154		346	0.446	151	0.8	18.181	C
C-AD	595	45.17	1528	0.389	590	1.2	7.289	A
C-B	40	45.17	99	0.403	40	0.1	7.482	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107		297	0.360	106	0.5	18.744	C
ABCD	67		451	0.148	67	0.2	9.354	A
A-B	58				58			
A-C	418				418			
D-ABC	184		302	0.610	182	1.4	29.166	D
C-AD	710	53.94	1508	0.471	708	1.6	8.457	A
C-B	48	53.94	100	0.478	48	0.1	8.733	A

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131		225	0.583	128	1.3	36.161	E
ABCD	82		408	0.202	82	0.3	11.048	B
A-B	70				70			
A-C	511				511			
D-ABC	226		238	0.949	208	5.9	89.898	F
C-AD	870	66.06	1477	0.589	866	2.6	10.764	B
C-B	58	66.06	100	0.584	58	0.2	11.152	B

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131		221	0.594	131	1.4	39.592	E
ABCD	82		407	0.203	82	0.3	11.104	B
A-B	70				70			
A-C	511				511			
D-ABC	226		236	0.955	218	7.9	133.390	F
C-AD	870	66.06	1477	0.589	870	2.6	10.887	B
C-B	58	66.06	100	0.584	58	0.2	11.278	B

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107		292	0.367	110	0.6	20.142	C
ABCD	67		450	0.148	67	0.2	9.420	A
A-B	58				58			
A-C	418				418			
D-ABC	184		300	0.613	209	1.7	47.233	E
C-AD	710	53.94	1509	0.471	714	1.7	8.552	A
C-B	48	53.94	100	0.477	48	0.1	8.825	A

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90		346	0.259	91	0.4	14.164	B
ABCD	56		483	0.115	56	0.1	8.430	A
A-B	48				48			
A-C	350				350			
D-ABC	154		344	0.448	158	0.8	19.666	C
C-AD	595	45.17	1532	0.388	597	1.2	7.342	A
C-B	40	45.17	100	0.400	40	0.1	7.521	A

Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), 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		11.05	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)
D12	2029 Future Base + Com Dev + Dev (Adjusted)	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)		✓	596	100.000
B - Coopers Hill Road		✓	133	100.000
C - High Street (W)		✓	760	100.000
D - Church Hill Road		✓	154	100.000

Demand overview (Pedestrians)

Arm	Average pedestrian flow (Ped/hr)
A - High Street (E)	
B - Coopers Hill Road	
C - High Street (W)	60.00
D - Church Hill Road	

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	61	478	57
	B - Coopers Hill Road	56	0	34	43
	C - High Street (W)	694	33	0	33
	D - Church Hill Road	88	49	17	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	0.59	34.64	1.4	D
A-BCD	0.15	9.78	0.2	A
A-B				
A-C				
D-ABC	0.65	38.73	1.7	E
C-AD	0.52	9.37	2.1	A
C-B	0.52	9.58	0.1	A

Main Results for each time segment

15:45 - 16:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100		360	0.278	99	0.4	13.680	B
A-BCD	43		503	0.085	43	0.1	7.812	A
A-B	46				46			
A-C	360				360			
D-ABC	116		360	0.322	114	0.5	14.541	B
C-AD	547	45.17	1575	0.347	543	1.0	6.727	A
C-B	25	45.17	70	0.357	25	0.0	6.809	A

16:00 - 16:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120		315	0.380	119	0.6	18.274	C
ABCD	51		472	0.109	51	0.1	8.547	A
A-B	55				55			
A-C	430				430			
D-ABC	138		320	0.433	137	0.7	19.605	C
C-AD	654	53.94	1556	0.420	652	1.4	7.647	A
C-B	30	53.94	69	0.427	30	0.1	7.780	A

16:15 - 16:30

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146		251	0.584	144	1.3	32.794	D
ABCD	63		432	0.146	63	0.2	9.754	A
A-B	67				67			
A-C	526				526			
D-ABC	170		262	0.647	166	1.7	36.086	E
C-AD	800	66.06	1529	0.523	798	2.1	9.304	A
C-B	36	66.06	69	0.524	36	0.1	9.510	A

16:30 - 16:45

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	146		250	0.587	146	1.4	34.641	D
ABCD	63		431	0.146	63	0.2	9.784	A
A-B	67				67			
A-C	526				526			
D-ABC	170		261	0.649	169	1.7	38.730	E
C-AD	800	66.06	1529	0.523	800	2.1	9.370	A
C-B	36	66.06	69	0.524	36	0.1	9.576	A

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	120		313	0.382	122	0.6	19.136	C
ABCD	51		471	0.109	51	0.1	8.584	A
A-B	55				55			
A-C	430				430			
D-ABC	138		319	0.435	142	0.8	20.825	C
C-AD	654	53.94	1558	0.419	656	1.4	7.688	A
C-B	30	53.94	70	0.426	30	0.1	7.813	A

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Pedestrian demand (Ped/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	100		359	0.279	101	0.4	14.020	B
ABCD	43		501	0.086	43	0.1	7.855	A
A-B	46				46			
A-C	360				360			
D-ABC	116		358	0.324	117	0.5	15.011	C
C-AD	547	45.17	1578	0.347	549	1.0	6.772	A
C-B	25	45.17	70	0.356	25	0.0	6.849	A