Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013

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Report generation date: 17/06/2024 19:17:49

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 - 2022 Base + Com Dev + Dev														
Stream B-ACD	D4	4.3	104.80	0.86	F	D5	1.1	33.41	0.54	D	D6	1.2	30.80	0.55	D
Stream A-BCD		0.4	9.62	0.30	A		0.2	10.78	0.19	B		0.2	9.58	0.14	A
Stream D-ABC		1.4	31.58	0.59	D		5.3	94.36	0.88	F		1.5	34.04	0.61	D
Stream C-ABD		0.1	10.50	0.07	B		0.1	8.10	0.12	A		0.1	7.80	0.08	A
	Nutfield - 2029 Future Base + Com Dev														
Stream B-ACD	D7	5.0	121.63	0.89	F	D8	1.2	35.00	0.55	E	D9	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
	Nutfield - 2029 Future Base + Com Dev + Dev														
Stream B-ACD	D10	6.9	154.27	0.95	F	D11	1.4	40.52	0.60	E	D12	1.4	35.83	0.60	E
Stream A-BCD		0.5	9.78	0.31	A		0.3	11.08	0.20	B		0.2	9.80	0.15	A
Stream D-ABC		1.6	36.08	0.62	E		8.1	135.43	0.96	F		1.8	39.40	0.65	E
Stream C-ABD		0.1	10.79	0.07	B		0.1	8.21	0.12	A		0.1	7.91	0.08	A
	Nutfield - 2022 Base + Com Dev + Dev (Adjusted)														
Stream B-ACD	D13	4.1	99.58	0.85	F	D14	1.1	32.22	0.53	D	D15	1.1	29.72	0.54	D
Stream A-BCD		0.4	9.59	0.29	A		0.2	10.70	0.19	B		0.2	9.51	0.14	A
Stream D-ABC		1.3	31.00	0.58	D		4.9	88.37	0.87	F		1.5	32.98	0.60	D
Stream C-ABD		0.1	10.44	0.06	B		0.1	8.05	0.12	A		0.1	7.73	0.07	A
	Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted)														
Stream B-ACD	D16	6.4	145.78	0.94	F	D17	1.3	38.75	0.59	E	D18	1.3	34.20	0.58	D
Stream A-BCD		0.5	9.75	0.31	A		0.3	11.01	0.20	B		0.2	9.73	0.15	A
Stream D-ABC		1.5	35.31	0.62	E		7.5	126.67	0.94	F		1.7	37.89	0.64	E
Stream C-ABD		0.1	10.73	0.06	B		0.1	8.16	0.12	A		0.1	7.83	0.07	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 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	2022 Base + Com Dev + Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D5	2022 Base + Com Dev + Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D6	2022 Base + Com Dev + Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D7	2029 Future Base + Com Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D8	2029 Future Base + Com Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D9	2029 Future Base + Com Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D10	2029 Future Base + Com Dev + Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D11	2029 Future Base + Com Dev + Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D12	2029 Future Base + Com Dev + Dev	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D13	2022 Base + Com Dev + Dev (Adjusted)	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D14	2022 Base + Com Dev + Dev (Adjusted)	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D15	2022 Base + Com Dev + Dev (Adjusted)	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D16	2029 Future Base + Com Dev + Dev (Adjusted)	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D17	2029 Future Base + Com Dev + Dev (Adjusted)	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D18	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 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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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
A-BCD	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
A-BCD	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
A-BCD	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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
A-BCD	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
A-BCD	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
A-BCD	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			
		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	0.49	26.82	0.9	D
A-BCD	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
A-BCD	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
A-BCD	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 - 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		12.16	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2022 Base + Com 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

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	136
	B - Coopers Hill Road	43	0	33	72
	C - High Street (W)	417	22	0	35
	D - Church Hill Road	88	34	24	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	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	104.80	4.3	F
A-BCD	0.30	9.62	0.4	A
A-B				
A-C				
D-ABC	0.59	31.58	1.4	D
C-ABD	0.07	10.50	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	318	0.350	109	0.5	17.090	C
A-BCD	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-ABD	17	464	0.036	16	0.0	8.037	A
C-D	26			26			
C-A	314			314			

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	133	265	0.501	131	1.0	26.508	D
A-BCD	124	544	0.229	124	0.3	8.566	A
A-B	44			44			
A-C	696			696			
D-ABC	131	340	0.386	130	0.6	17.120	C
C-ABD	20	423	0.047	20	0.0	8.923	A
C-D	31			31			
C-A	375			375			

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	163	190	0.855	152	3.6	79.195	F
A-BCD	157	531	0.295	156	0.4	9.591	A
A-B	54			54			
A-C	848			848			
D-ABC	161	275	0.584	158	1.3	29.987	D
C-ABD	24	367	0.066	24	0.1	10.487	B
C-D	39			39			
C-A	459			459			

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	163	190	0.858	160	4.3	104.804	F
A-BCD	157	531	0.295	157	0.4	9.619	A
A-B	54			54			
A-C	848			848			
D-ABC	161	274	0.587	161	1.4	31.582	D
C-ABD	24	367	0.066	24	0.1	10.497	B
C-D	39			39			
C-A	459			459			

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	133	265	0.503	146	1.1	33.170	D
A-BCD	124	544	0.228	125	0.3	8.600	A
A-B	44			44			
A-C	696			696			
D-ABC	131	338	0.388	134	0.7	17.865	C
C-ABD	20	423	0.047	20	0.0	8.935	A
C-D	31			31			
C-A	375			375			

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	317	0.351	113	0.6	17.828	C
A-BCD	103	559	0.184	103	0.2	7.911	A
A-B	37			37			
A-C	584			584			
D-ABC	110	381	0.289	111	0.4	13.382	B
C-ABD	17	464	0.036	17	0.0	8.053	A
C-D	26			26			
C-A	314			314			

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		13.74	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2022 Base + 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

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	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	0.54	33.41	1.1	D
A-BCD	0.19	10.78	0.2	B
A-B				
A-C				
D-ABC	0.88	94.36	5.3	F
C-ABD	0.12	8.10	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	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-ABD	41	556	0.074	41	0.1	6.976	A
C-D	23			23			
C-A	557			557			

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	104	307	0.339	104	0.5	17.600	C
A-BCD	65	457	0.142	65	0.2	9.185	A
A-B	56			56			
A-C	411			411			
D-ABC	178	309	0.575	176	1.3	26.483	D
C-ABD	49	534	0.092	49	0.1	7.428	A
C-D	28			28			
C-A	665			665			

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	128	237	0.539	125	1.1	31.581	D
A-BCD	80	414	0.193	80	0.2	10.765	B
A-B	68			68			
A-C	502			502			
D-ABC	218	248	0.881	206	4.4	71.182	F
C-ABD	61	505	0.121	61	0.1	8.096	A
C-D	34			34			
C-A	813			813			

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	128	235	0.544	127	1.1	33.413	D
A-BCD	80	414	0.193	80	0.2	10.784	B
A-B	68			68			
A-C	502			502			
D-ABC	218	247	0.881	215	5.3	94.361	F
C-ABD	61	505	0.121	61	0.1	8.103	A
C-D	34			34			
C-A	813			813			

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	104	304	0.343	107	0.5	18.422	C
A-BCD	65	456	0.142	65	0.2	9.208	A
A-B	56			56			
A-C	411			411			
D-ABC	178	309	0.576	193	1.5	34.382	D
C-ABD	49	534	0.092	49	0.1	7.435	A
C-D	28			28			
C-A	665			665			

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	87	355	0.246	88	0.3	13.534	B
A-BCD	54	489	0.111	54	0.1	8.298	A
A-B	47			47			
A-C	344			344			
D-ABC	149	351	0.425	152	0.8	18.340	C
C-ABD	41	556	0.074	41	0.1	6.990	A
C-D	23			23			
C-A	557			557			

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		6.11	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2022 Base + 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

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	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			
		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	0.55	30.80	1.2	D
A-BCD	0.14	9.58	0.2	A
A-B				
A-C				
D-ABC	0.61	34.04	1.5	D
C-ABD	0.08	7.80	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	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-ABD	26	556	0.047	26	0.0	6.790	A
C-D	24			24			
C-A	511			511			

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	117	323	0.362	116	0.6	17.359	C
A-BCD	49	476	0.104	49	0.1	8.428	A
A-B	53			53			
A-C	423			423			
D-ABC	135	326	0.414	134	0.7	18.641	C
C-ABD	32	532	0.059	32	0.1	7.187	A
C-D	29			29			
C-A	610			610			

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	143	260	0.551	141	1.1	29.614	D
A-BCD	61	437	0.139	61	0.2	9.567	A
A-B	65			65			
A-C	518			518			
D-ABC	165	270	0.611	162	1.4	32.411	D
C-ABD	39	501	0.078	39	0.1	7.796	A
C-D	35			35			
C-A	747			747			

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	143	259	0.552	143	1.2	30.800	D
A-BCD	61	437	0.139	61	0.2	9.575	A
A-B	65			65			
A-C	518			518			
D-ABC	165	270	0.612	165	1.5	34.040	D
C-ABD	39	500	0.078	39	0.1	7.798	A
C-D	35			35			
C-A	747			747			

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	117	322	0.363	119	0.6	17.966	C
A-BCD	49	476	0.104	50	0.1	8.440	A
A-B	53			53			
A-C	423			423			
D-ABC	135	326	0.414	138	0.7	19.464	C
C-ABD	32	532	0.059	32	0.1	7.194	A
C-D	29			29			
C-A	610			610			

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	98	366	0.267	99	0.4	13.509	B
A-BCD	41	506	0.082	42	0.1	7.761	A
A-B	44			44			
A-C	355			355			
D-ABC	113	364	0.310	114	0.5	14.474	B
C-ABD	26	556	0.047	26	0.1	6.799	A
C-D	24			24			
C-A	511			511			

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)
D7	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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
A-BCD	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
A-BCD	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
A-BCD	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)
D8	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)

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

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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
A-BCD	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
A-BCD	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
A-BCD	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
A-BCD	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
A-BCD	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
A-BCD	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
A-BCD	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)
D9	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)

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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			
		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	0.54	30.45	1.1	D
A-BCD	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
A-BCD	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
A-BCD	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			

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		16.70	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D10	2029 Future Base + 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

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	51	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	154.27	6.9	F
A-BCD	0.31	9.78	0.5	A
A-B				
A-C				
D-ABC	0.62	36.08	1.6	E
C-ABD	0.07	10.79	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	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-ABD	17	458	0.036	16	0.0	8.153	A
C-D	27			27			
C-A	323			323			

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	138	256	0.538	135	1.1	29.408	D
A-BCD	128	542	0.237	128	0.3	8.689	A
A-B	46			46			
A-C	716			716			
D-ABC	134	333	0.403	133	0.7	17.956	C
C-ABD	20	416	0.048	20	0.0	9.094	A
C-D	32			32			
C-A	386			386			

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	168	178	0.946	152	5.1	104.620	F
A-BCD	162	530	0.306	162	0.5	9.752	A
A-B	56			56			
A-C	872			872			
D-ABC	164	265	0.620	161	1.5	33.582	D
C-ABD	24	358	0.068	24	0.1	10.776	B
C-D	40			40			
C-A	472			472			

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	168	178	0.949	162	6.9	154.270	F
A-BCD	162	530	0.306	162	0.5	9.781	A
A-B	56			56			
A-C	872			872			
D-ABC	164	263	0.625	164	1.6	36.078	E
C-ABD	24	358	0.068	24	0.1	10.787	B
C-D	40			40			
C-A	472			472			

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	138	255	0.539	160	1.3	44.935	E
A-BCD	128	542	0.236	129	0.3	8.728	A
A-B	46			46			
A-C	716			716			
D-ABC	134	330	0.406	137	0.7	19.002	C
C-ABD	20	415	0.048	20	0.1	9.107	A
C-D	32			32			
C-A	386			386			

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	115	309	0.372	118	0.6	19.023	C
A-BCD	106	557	0.191	107	0.2	8.004	A
A-B	38			38			
A-C	601			601			
D-ABC	112	375	0.299	113	0.4	13.796	B
C-ABD	17	457	0.036	17	0.0	8.170	A
C-D	27			27			
C-A	323			323			

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		19.02	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	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

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	64	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	0.60	40.52	1.4	E
A-BCD	0.20	11.08	0.3	B
A-B				
A-C				
D-ABC	0.96	135.43	8.1	F
C-ABD	0.12	8.21	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	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-ABD	42	553	0.075	41	0.1	7.036	A
C-D	24			24			
C-A	574			574			

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	109	298	0.366	108	0.6	18.897	C
A-BCD	67	451	0.148	67	0.2	9.368	A
A-B	58			58			
A-C	423			423			
D-ABC	184	301	0.612	182	1.5	29.414	D
C-ABD	50	529	0.095	50	0.1	7.507	A
C-D	29			29			
C-A	685			685			

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	133	224	0.594	130	1.3	37.060	E
A-BCD	82	407	0.203	82	0.3	11.064	B
A-B	70			70			
A-C	518			518			
D-ABC	226	236	0.955	207	6.1	91.728	F
C-ABD	62	501	0.124	62	0.1	8.205	A
C-D	35			35			
C-A	838			838			

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	133	221	0.603	133	1.4	40.520	E
A-BCD	82	407	0.203	82	0.3	11.085	B
A-B	70			70			
A-C	518			518			
D-ABC	226	236	0.956	218	8.1	135.426	F
C-ABD	62	501	0.124	62	0.1	8.213	A
C-D	35			35			
C-A	838			838			

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	109	293	0.372	112	0.6	20.255	C
A-BCD	67	451	0.148	67	0.2	9.395	A
A-B	58			58			
A-C	423			423			
D-ABC	184	301	0.613	210	1.7	47.467	E
C-ABD	50	529	0.095	50	0.1	7.515	A
C-D	29			29			
C-A	685			685			

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	91	347	0.263	92	0.4	14.191	B
A-BCD	56	484	0.115	56	0.1	8.423	A
A-B	48			48			
A-C	355			355			
D-ABC	154	344	0.448	158	0.8	19.671	C
C-ABD	42	552	0.075	42	0.1	7.051	A
C-D	24			24			
C-A	574			574			

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		7.03	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)
D12	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

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	35.83	1.4	E
A-BCD	0.15	9.80	0.2	A
A-B				
A-C				
D-ABC	0.65	39.40	1.8	E
C-ABD	0.08	7.91	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	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-ABD	27	552	0.049	27	0.1	6.851	A
C-D	25			25			
C-A	527			527			

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	121	314	0.387	120	0.6	18.516	C
A-BCD	51	471	0.109	51	0.1	8.575	A
A-B	55			55			
A-C	436			436			
D-ABC	138	318	0.435	137	0.7	19.789	C
C-ABD	33	528	0.062	32	0.1	7.266	A
C-D	30			30			
C-A	629			629			

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	149	249	0.597	146	1.4	33.903	D
A-BCD	63	430	0.147	63	0.2	9.794	A
A-B	67			67			
A-C	534			534			
D-ABC	170	260	0.652	166	1.7	36.852	E
C-ABD	40	495	0.081	40	0.1	7.906	A
C-D	36			36			
C-A	770			770			

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	149	248	0.599	148	1.4	35.831	E
A-BCD	63	430	0.147	63	0.2	9.804	A
A-B	67			67			
A-C	534			534			
D-ABC	170	260	0.653	169	1.8	39.402	E
C-ABD	40	495	0.081	40	0.1	7.910	A
C-D	36			36			
C-A	770			770			

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	121	313	0.388	124	0.7	19.379	C
A-BCD	51	471	0.109	52	0.1	8.589	A
A-B	55			55			
A-C	436			436			
D-ABC	138	318	0.436	142	0.8	20.931	C
C-ABD	33	528	0.062	33	0.1	7.273	A
C-D	30			30			
C-A	629			629			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	359	0.283	103	0.4	14.108	B
A-BCD	43	501	0.086	43	0.1	7.866	A
A-B	46			46			
A-C	365			365			
D-ABC	116	357	0.324	117	0.5	15.062	C
C-ABD	27	552	0.049	27	0.1	6.859	A
C-D	25			25			
C-A	527			527			

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		11.67	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)
D13	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

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	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	99.58	4.1	F
A-BCD	0.29	9.59	0.4	A
A-B				
A-C				
D-ABC	0.58	31.00	1.3	D
C-ABD	0.06	10.44	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	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-ABD	16	465	0.034	16	0.0	8.013	A
C-D	26			26			
C-A	312			312			

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	266	0.496	130	0.9	26.202	D
A-BCD	124	545	0.228	124	0.3	8.545	A
A-B	44			44			
A-C	693			693			
D-ABC	131	341	0.385	130	0.6	17.005	C
C-ABD	19	424	0.045	19	0.0	8.888	A
C-D	31			31			
C-A	372			372			

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	192	0.844	152	3.5	76.480	F
A-BCD	157	532	0.294	156	0.4	9.561	A
A-B	54			54			
A-C	845			845			
D-ABC	161	277	0.579	158	1.3	29.513	D
C-ABD	23	368	0.063	23	0.1	10.432	B
C-D	39			39			
C-A	456			456			

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	191	0.846	159	4.1	99.583	F
A-BCD	157	532	0.294	157	0.4	9.588	A
A-B	54			54			
A-C	845			845			
D-ABC	161	276	0.582	161	1.3	31.000	D
C-ABD	23	368	0.063	23	0.1	10.442	B
C-D	39			39			
C-A	456			456			

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	266	0.498	144	1.1	32.241	D
A-BCD	124	545	0.228	125	0.3	8.580	A
A-B	44			44			
A-C	693			693			
D-ABC	131	340	0.386	134	0.6	17.715	C
C-ABD	19	424	0.045	19	0.0	8.900	A
C-D	31			31			
C-A	372			372			

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	318	0.348	113	0.5	17.709	C
A-BCD	103	560	0.184	103	0.2	7.894	A
A-B	37			37			
A-C	581			581			
D-ABC	110	382	0.288	111	0.4	13.325	B
C-ABD	16	464	0.034	16	0.0	8.027	A
C-D	26			26			
C-A	312			312			

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		13.04	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)
D14	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

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	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	32.22	1.1	D
A-BCD	0.19	10.70	0.2	B
A-B				
A-C				
D-ABC	0.87	88.37	4.9	F
C-ABD	0.12	8.05	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86	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-ABD	39	557	0.071	39	0.1	6.944	A
C-D	23			23			
C-A	552			552			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	308	0.333	102	0.5	17.398	C
A-BCD	65	459	0.142	65	0.2	9.136	A
A-B	56			56			
A-C	405			405			
D-ABC	178	312	0.571	176	1.2	26.029	D
C-ABD	47	535	0.088	47	0.1	7.384	A
C-D	28			28			
C-A	659			659			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126	239	0.526	123	1.0	30.605	D
A-BCD	80	416	0.192	80	0.2	10.686	B
A-B	68			68			
A-C	496			496			
D-ABC	218	251	0.868	206	4.2	67.991	F
C-ABD	59	506	0.116	58	0.1	8.039	A
C-D	34			34			
C-A	807			807			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	126	237	0.530	125	1.1	32.216	D
A-BCD	80	416	0.192	80	0.2	10.704	B
A-B	68			68			
A-C	496			496			
D-ABC	218	251	0.869	215	4.9	88.368	F
C-ABD	59	506	0.116	59	0.1	8.047	A
C-D	34			34			
C-A	807			807			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	102	305	0.336	105	0.5	18.151	C
A-BCD	65	459	0.142	65	0.2	9.161	A
A-B	56			56			
A-C	405			405			
D-ABC	178	312	0.571	192	1.4	32.994	D
C-ABD	47	535	0.088	47	0.1	7.391	A
C-D	28			28			
C-A	659			659			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	86	355	0.242	87	0.3	13.454	B
A-BCD	54	490	0.111	54	0.1	8.263	A
A-B	47			47			
A-C	339			339			
D-ABC	149	353	0.423	152	0.8	18.144	C
C-ABD	39	557	0.071	39	0.1	6.958	A
C-D	23			23			
C-A	552			552			

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		5.94	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)
D15	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

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	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			
		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	0.54	29.72	1.1	D
A-BCD	0.14	9.51	0.2	A
A-B				
A-C				
D-ABC	0.60	32.98	1.5	D
C-ABD	0.07	7.73	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	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-ABD	25	558	0.045	25	0.0	6.754	A
C-D	24			24			
C-A	507			507			

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	115	324	0.355	114	0.5	17.125	C
A-BCD	49	479	0.103	49	0.1	8.387	A
A-B	53			53			
A-C	417			417			
D-ABC	135	329	0.410	134	0.7	18.402	C
C-ABD	30	534	0.056	30	0.1	7.140	A
C-D	29			29			
C-A	605			605			

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	141	262	0.538	139	1.1	28.666	D
A-BCD	61	439	0.138	61	0.2	9.503	A
A-B	65			65			
A-C	511			511			
D-ABC	165	274	0.603	162	1.4	31.502	D
C-ABD	37	502	0.073	37	0.1	7.731	A
C-D	35			35			
C-A	741			741			

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	141	262	0.539	141	1.1	29.716	D
A-BCD	61	439	0.138	61	0.2	9.511	A
A-B	65			65			
A-C	511			511			
D-ABC	165	273	0.604	165	1.5	32.981	D
C-ABD	37	502	0.073	37	0.1	7.734	A
C-D	35			35			
C-A	741			741			

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	115	323	0.356	117	0.6	17.680	C
A-BCD	49	478	0.103	50	0.1	8.400	A
A-B	53			53			
A-C	417			417			
D-ABC	135	328	0.411	138	0.7	19.171	C
C-ABD	30	534	0.056	30	0.1	7.147	A
C-D	29			29			
C-A	605			605			

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	367	0.263	97	0.4	13.405	B
A-BCD	41	507	0.082	42	0.1	7.732	A
A-B	44			44			
A-C	349			349			
D-ABC	113	366	0.309	114	0.5	14.351	B
C-ABD	25	557	0.045	25	0.0	6.763	A
C-D	24			24			
C-A	507			507			

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		15.91	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)
D16	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

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	51	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	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	145.78	6.4	F
A-BCD	0.31	9.75	0.5	A
A-B				
A-C				
D-ABC	0.62	35.31	1.5	E
C-ABD	0.06	10.73	0.1	B
C-D				
C-A				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	114	311	0.368	112	0.6	17.919	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-ABD	16	458	0.035	16	0.0	8.128	A
C-D	27			27			
C-A	321			321			

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137	257	0.532	135	1.1	29.027	D
A-BCD	128	543	0.236	128	0.3	8.667	A
A-B	46			46			
A-C	713			713			
D-ABC	134	334	0.401	133	0.6	17.826	C
C-ABD	19	416	0.045	19	0.0	9.058	A
C-D	32			32			
C-A	383			383			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	180	0.932	152	4.9	100.631	F
A-BCD	162	531	0.305	162	0.5	9.722	A
A-B	56			56			
A-C	869			869			
D-ABC	164	267	0.615	161	1.5	32.981	D
C-ABD	23	359	0.065	23	0.1	10.718	B
C-D	40			40			
C-A	469			469			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	167	179	0.935	161	6.4	145.779	F
A-BCD	162	532	0.305	162	0.5	9.750	A
A-B	56			56			
A-C	869			869			
D-ABC	164	265	0.619	164	1.5	35.305	E
C-ABD	23	359	0.065	23	0.1	10.729	B
C-D	40			40			
C-A	469			469			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	137	256	0.534	157	1.2	42.692	E
A-BCD	128	543	0.236	129	0.3	8.704	A
A-B	46			46			
A-C	713			713			
D-ABC	134	332	0.404	137	0.7	18.818	C
C-ABD	19	416	0.045	19	0.0	9.071	A
C-D	32			32			
C-A	383			383			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	114	310	0.369	117	0.6	18.881	C
A-BCD	106	558	0.191	107	0.2	7.990	A
A-B	38			38			
A-C	598			598			
D-ABC	112	376	0.298	113	0.4	13.736	B
C-ABD	16	458	0.035	16	0.0	8.145	A
C-D	27			27			
C-A	321			321			

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		17.98	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)
D17	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

Origin-Destination Data

Demand (Veh/hr)

		To			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	64	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			
		A - High Street (E)	B - Coopers Hill Road	C - High Street (W)	D - Church Hill Road
From	A - High Street (E)	0	2	3	0
	B - Coopers Hill Road	2	0	0	0
	C - High Street (W)	2	0	0	0
	D - Church Hill Road	3	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.59	38.75	1.3	E
A-BCD	0.20	11.01	0.3	B
A-B				
A-C				
D-ABC	0.94	126.67	7.5	F
C-ABD	0.12	8.16	0.1	A
C-D				
C-A				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	348	0.257	88	0.3	13.786	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-ABD	40	554	0.072	40	0.1	7.002	A
C-D	24			24			
C-A	570			570			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	298	0.359	106	0.5	18.671	C
A-BCD	67	453	0.148	67	0.2	9.324	A
A-B	58			58			
A-C	418			418			
D-ABC	184	304	0.607	182	1.4	28.905	D
C-ABD	48	530	0.091	48	0.1	7.463	A
C-D	29			29			
C-A	681			681			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	226	0.580	128	1.3	35.755	E
A-BCD	82	409	0.201	82	0.3	10.989	B
A-B	70			70			
A-C	511			511			
D-ABC	226	240	0.942	208	5.8	87.582	F
C-ABD	60	501	0.119	60	0.1	8.147	A
C-D	35			35			
C-A	833			833			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	131	223	0.588	131	1.3	38.751	E
A-BCD	82	409	0.201	82	0.3	11.010	B
A-B	70			70			
A-C	511			511			
D-ABC	226	239	0.943	219	7.5	126.672	F
C-ABD	60	501	0.119	60	0.1	8.156	A
C-D	35			35			
C-A	833			833			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	107	294	0.364	110	0.6	19.894	C
A-BCD	67	452	0.148	67	0.2	9.350	A
A-B	58			58			
A-C	418			418			
D-ABC	184	303	0.608	207	1.7	44.479	E
C-ABD	48	530	0.091	48	0.1	7.474	A
C-D	29			29			
C-A	681			681			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	90	347	0.258	91	0.4	14.102	B
A-BCD	56	485	0.115	56	0.1	8.394	A
A-B	48			48			
A-C	350			350			
D-ABC	154	346	0.446	158	0.8	19.453	C
C-ABD	40	553	0.073	40	0.1	7.019	A
C-D	24			24			
C-A	570			570			

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		6.77	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)
D18	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

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	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			
		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	0.58	34.20	1.3	D
A-BCD	0.15	9.73	0.2	A
A-B				
A-C				
D-ABC	0.64	37.89	1.7	E
C-ABD	0.07	7.83	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	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-ABD	25	554	0.045	25	0.0	6.804	A
C-D	25			25			
C-A	522			522			

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	120	315	0.379	119	0.6	18.213	C
A-BCD	51	473	0.108	51	0.1	8.525	A
A-B	55			55			
A-C	430			430			
D-ABC	138	321	0.431	137	0.7	19.500	C
C-ABD	30	529	0.056	30	0.1	7.206	A
C-D	30			30			
C-A	624			624			

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	146	252	0.582	144	1.3	32.538	D
A-BCD	63	433	0.146	63	0.2	9.716	A
A-B	67			67			
A-C	526			526			
D-ABC	170	264	0.643	166	1.6	35.612	E
C-ABD	37	497	0.074	37	0.1	7.825	A
C-D	36			36			
C-A	764			764			

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	146	251	0.584	146	1.3	34.196	D
A-BCD	63	433	0.146	63	0.2	9.726	A
A-B	67			67			
A-C	526			526			
D-ABC	170	263	0.644	169	1.7	37.887	E
C-ABD	37	496	0.074	37	0.1	7.828	A
C-D	36			36			
C-A	764			764			

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	120	315	0.380	122	0.6	18.989	C
A-BCD	51	473	0.108	51	0.1	8.537	A
A-B	55			55			
A-C	430			430			
D-ABC	138	321	0.432	142	0.8	20.556	C
C-ABD	30	529	0.056	30	0.1	7.213	A
C-D	30			30			
C-A	624			624			

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	100	360	0.278	101	0.4	13.971	B
A-BCD	43	503	0.085	43	0.1	7.831	A
A-B	46			46			
A-C	360			360			
D-ABC	116	360	0.322	117	0.5	14.919	B
C-ABD	25	554	0.045	25	0.0	6.810	A
C-D	25			25			
C-A	522			522			