

<h1>Junctions 9</h1>
<h2>ARCADY 9 - Roundabout Module</h2>
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Filename: Stations Roundabout 240617 (HOUR).j9

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

Report generation date: 17/06/2024 19:24:31

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- »Nutfield - 2024 Base + Com Devs, AM (08:00-09:00)
 - »Nutfield - 2024 Base + Com Devs, PM (17:00-18:00)
 - »Nutfield - 2024 Base + Com Devs, PM (16:00-17:00)
 - »Nutfield - 2024 Base + Com Dev + Dev, AM (08:00-09:00)
 - »Nutfield - 2024 Base + Com Dev + Dev, PM (17:00-18:00)
 - »Nutfield - 2024 Base + Com Dev + Dev, PM (16:00-17:00)
 - »Nutfield - 2029 Future Base + Com Dev, AM (08:00-09:00)
 - »Nutfield - 2029 Future Base + Com Dev, PM (17:00-18:00)
 - »Nutfield - 2029 Future Base + Com Dev, PM (16:00-17:00)
 - »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 - 2024 Base + Com Dev + Dev (Adjusted), AM (08:00-09:00)
 - »Nutfield - 2024 Base + Com Dev + Dev (Adjusted), PM (17:00-18:00)
 - »Nutfield - 2024 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 - 2024 Base + Com Devs															
5 - Princess Way	D1	1.8	6.86	0.65	A	D2	3.9	12.93	0.80	B	D3	2.7	9.20	0.74	A
1 - A23		2.4	10.92	0.71	B		0.9	6.03	0.46	A		0.8	5.65	0.43	A
2 - Marketfield Way		1.0	5.55	0.51	A		1.5	6.15	0.60	A		1.2	5.29	0.55	A
3 - Station Road		0.1	18.00	0.09	C		0.1	17.07	0.05	C		0.0	13.83	0.02	B
4 - Quadrant Access		0.1	7.71	0.12	A		0.2	7.63	0.15	A		0.1	6.95	0.10	A
Nutfield - 2024 Base + Com Dev + Dev															
5 - Princess Way	D4	2.0	7.37	0.67	A	D5	4.6	14.80	0.83	B	D6	3.2	10.48	0.77	B
1 - A23		2.1	9.90	0.68	A		1.0	6.44	0.50	A		0.9	6.14	0.48	A
2 - Marketfield Way		1.0	5.36	0.50	A		1.6	6.53	0.62	A		1.3	5.64	0.57	A
3 - Station Road		0.1	16.63	0.08	C		0.1	18.66	0.05	C		0.0	15.17	0.03	C
4 - Quadrant Access		0.1	8.00	0.12	A		0.2	7.91	0.16	A		0.1	7.22	0.11	A
Nutfield - 2029 Future Base + Com Dev															
5 - Princess Way	D7	2.0	7.32	0.67	A	D8	4.7	15.36	0.83	C	D9	3.1	10.24	0.76	B
1 - A23		2.7	12.15	0.73	B		0.9	6.36	0.48	A		0.8	5.91	0.45	A
2 - Marketfield Way		1.1	5.82	0.53	A		1.6	6.58	0.62	A		1.3	5.56	0.56	A
3 - Station Road		0.1	19.39	0.10	C		0.1	18.67	0.05	C		0.0	14.72	0.03	B
4 - Quadrant Access		0.1	7.99	0.12	A		0.2	7.98	0.16	A		0.1	7.19	0.11	A
Nutfield - 2029 Future Base + Com Dev + Dev															
5 - Princess Way	D10	2.3	7.94	0.70	A	D11	5.7	18.02	0.86	C	D12	3.7	11.86	0.79	B
1 - A23		2.3	10.90	0.70	B		1.1	6.82	0.52	A		1.0	6.46	0.50	A
2 - Marketfield Way		1.1	5.61	0.52	A		1.8	7.01	0.64	A		1.4	5.95	0.59	A
3 - Station Road		0.1	17.84	0.09	C		0.1	20.58	0.06	C		0.0	16.25	0.03	C
4 - Quadrant Access		0.1	8.31	0.13	A		0.2	8.28	0.17	A		0.1	7.48	0.11	A
Nutfield - 2024 Base + Com Dev + Dev (Adjusted)															
5 - Princess Way	D13	2.0	7.20	0.67	A	D14	4.3	14.03	0.82	B	D15	3.1	10.03	0.76	B
1 - A23		1.9	9.50	0.66	A		0.9	6.31	0.49	A		0.9	5.96	0.46	A
2 - Marketfield Way		1.0	5.30	0.50	A		1.6	6.40	0.61	A		1.3	5.52	0.56	A
3 - Station Road		0.1	16.24	0.08	C		0.1	18.09	0.05	C		0.0	14.69	0.03	B
4 - Quadrant Access		0.1	7.91	0.12	A		0.2	7.83	0.16	A		0.1	7.12	0.11	A
Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted)															
5 - Princess Way	D16	2.2	7.74	0.69	A	D17	5.3	16.84	0.85	C	D18	3.5	11.27	0.78	B
1 - A23		2.2	10.42	0.69	B		1.0	6.67	0.51	A		0.9	6.26	0.48	A
2 - Marketfield Way		1.1	5.55	0.52	A		1.7	6.86	0.63	A		1.4	5.81	0.58	A
3 - Station Road		0.1	17.40	0.09	C		0.1	19.90	0.06	C		0.0	15.70	0.03	C
4 - Quadrant Access		0.1	8.22	0.13	A		0.2	8.17	0.16	A		0.1	7.38	0.11	A

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

File summary

File Description

Title	
Location	
Site number	
Date	07/08/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	SLR\ethan.terry
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 Base + Com Devs	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D2	2024 Base + Com Devs	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D3	2024 Base + Com Devs	PM (16:00-17:00)	ONE HOUR	15:45	17:15	15
D4	2024 Base + Com Dev + Dev	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D5	2024 Base + Com Dev + Dev	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D6	2024 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	2024 Base + Com Dev + Dev (Adjusted)	AM (08:00-09:00)	ONE HOUR	07:45	09:15	15
D14	2024 Base + Com Dev + Dev (Adjusted)	PM (17:00-18:00)	ONE HOUR	16:45	18:15	15
D15	2024 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 - 2024 Base + Com Devs, AM (08:00-09:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

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

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
5 - Princess Way	5.79	7.82	2.6	19.9	42.0	61.5	
1 - A23	4.10	8.00	6.6	40.0	50.0	43.3	
2 - Marketfield Way	5.68	7.23	3.2	26.0	42.0	46.3	
3 - Station Road	2.22	4.56	4.3	7.0	42.0	49.9	
4 - Quadrant Access	3.92	7.33	14.1	6.9	42.0	38.3	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
5 - Princess Way	0.608	1719
1 - A23	0.586	1615
2 - Marketfield Way	0.647	1817
3 - Station Road	0.406	780
4 - Quadrant Access	0.572	1555

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2024 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 (%)
5 - Princess Way		✓	887	100.000
1 - A23		✓	725	100.000
2 - Marketfield Way		✓	607	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	80	290	506	2	9
	1 - A23	375	0	261	1	88
	2 - Marketfield Way	452	132	14	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	19	10	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.65	6.86	1.8	A
1 - A23	0.71	10.92	2.4	B
2 - Marketfield Way	0.51	5.55	1.0	A
3 - Station Road	0.09	18.00	0.1	C
4 - Quadrant Access	0.12	7.71	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	668	146	1548	0.431	665	0.8	4.062	A
1 - A23	546	479	1262	0.432	543	0.8	4.983	A
2 - Marketfield Way	457	416	1441	0.317	455	0.5	3.647	A
3 - Station Road	14	868	385	0.035	13	0.0	9.677	A
4 - Quadrant Access	42	803	672	0.063	42	0.1	5.707	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	797	175	1528	0.522	796	1.1	4.907	A
1 - A23	652	574	1205	0.541	650	1.2	6.464	A
2 - Marketfield Way	546	498	1388	0.393	545	0.6	4.264	A
3 - Station Road	16	1039	316	0.051	16	0.1	12.015	B
4 - Quadrant Access	50	961	612	0.082	50	0.1	6.412	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	977	214	1502	0.650	974	1.8	6.780	A
1 - A23	798	701	1129	0.707	794	2.3	10.600	B
2 - Marketfield Way	668	608	1318	0.507	667	1.0	5.513	A
3 - Station Road	20	1270	222	0.089	20	0.1	17.808	C
4 - Quadrant Access	62	1175	530	0.116	61	0.1	7.684	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	977	215	1501	0.651	977	1.8	6.858	A
1 - A23	798	703	1127	0.708	798	2.4	10.916	B
2 - Marketfield Way	668	611	1316	0.508	668	1.0	5.554	A
3 - Station Road	20	1275	220	0.090	20	0.1	18.001	C
4 - Quadrant Access	62	1179	528	0.117	62	0.1	7.714	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	797	176	1528	0.522	800	1.1	4.969	A
1 - A23	652	577	1204	0.542	656	1.2	6.637	A
2 - Marketfield Way	546	502	1386	0.394	547	0.7	4.302	A
3 - Station Road	16	1046	313	0.052	16	0.1	12.142	B
4 - Quadrant Access	50	967	609	0.083	51	0.1	6.442	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	668	147	1547	0.432	669	0.8	4.105	A
1 - A23	546	482	1260	0.433	548	0.8	5.062	A
2 - Marketfield Way	457	419	1438	0.318	458	0.5	3.672	A
3 - Station Road	14	874	383	0.035	14	0.0	9.748	A
4 - Quadrant Access	42	808	670	0.063	42	0.1	5.735	A

Nutfield - 2024 Base + Com Devs, PM (17:00-18:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	9.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2024 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 (%)
5 - Princess Way		✓	1016	100.000
1 - A23		✓	468	100.000
2 - Marketfield Way		✓	791	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	76	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	109	399	487	2	19
	1 - A23	272	1	184	1	10
	2 - Marketfield Way	420	313	44	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	25	18	32	0	1

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.80	12.93	3.9	B
1 - A23	0.46	6.03	0.9	A
2 - Marketfield Way	0.60	6.15	1.5	A
3 - Station Road	0.05	17.07	0.1	C
4 - Quadrant Access	0.15	7.63	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	765	310	1487	0.514	761	1.0	4.926	A
1 - A23	352	521	1257	0.280	351	0.4	3.965	A
2 - Marketfield Way	596	311	1551	0.384	593	0.6	3.748	A
3 - Station Road	8	899	400	0.019	7	0.0	9.168	A
4 - Quadrant Access	57	876	727	0.079	57	0.1	5.367	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	913	371	1448	0.631	911	1.7	6.663	A
1 - A23	421	624	1196	0.352	420	0.5	4.635	A
2 - Marketfield Way	711	372	1511	0.471	710	0.9	4.489	A
3 - Station Road	9	1077	325	0.028	9	0.0	11.386	B
4 - Quadrant Access	68	1049	655	0.104	68	0.1	6.134	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1119	453	1396	0.801	1110	3.8	12.246	B
1 - A23	515	761	1115	0.462	514	0.8	5.980	A
2 - Marketfield Way	871	455	1457	0.598	869	1.5	6.093	A
3 - Station Road	11	1317	224	0.049	11	0.1	16.918	C
4 - Quadrant Access	84	1283	557	0.150	83	0.2	7.599	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1119	455	1395	0.802	1118	3.9	12.929	B
1 - A23	515	766	1112	0.463	515	0.9	6.033	A
2 - Marketfield Way	871	457	1456	0.598	871	1.5	6.153	A
3 - Station Road	11	1321	222	0.050	11	0.1	17.067	C
4 - Quadrant Access	84	1287	555	0.151	84	0.2	7.632	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	913	373	1447	0.631	922	1.7	6.963	A
1 - A23	421	631	1192	0.353	422	0.5	4.684	A
2 - Marketfield Way	711	375	1509	0.471	713	0.9	4.535	A
3 - Station Road	9	1083	323	0.028	9	0.0	11.485	B
4 - Quadrant Access	68	1055	652	0.105	69	0.1	6.169	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	765	312	1486	0.515	768	1.1	5.031	A
1 - A23	352	526	1254	0.281	353	0.4	3.995	A
2 - Marketfield Way	596	313	1550	0.384	597	0.6	3.783	A
3 - Station Road	8	905	398	0.019	8	0.0	9.227	A
4 - Quadrant Access	57	882	725	0.079	57	0.1	5.392	A

Nutfield - 2024 Base + Com Devs, PM (16:00-17:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.14	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	2024 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 (%)
5 - Princess Way		✓	993	100.000
1 - A23		✓	440	100.000
2 - Marketfield Way		✓	741	100.000
3 - Station Road		✓	6	100.000
4 - Quadrant Access		✓	53	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	94	403	487	0	9
	1 - A23	257	0	175	0	8
	2 - Marketfield Way	490	209	29	2	11
	3 - Station Road	3	1	1	0	1
	4 - Quadrant Access	17	11	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access	
5 - Princess Way	8	2	2	0	0	
1 - A23	4	0	7	0	0	
2 - Marketfield Way	4	1	0	0	9	
3 - Station Road	0	0	0	0	0	
4 - Quadrant Access	47	36	52	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.74	9.20	2.7	A
1 - A23	0.43	5.65	0.8	A
2 - Marketfield Way	0.55	5.29	1.2	A
3 - Station Road	0.02	13.83	0.0	B
4 - Quadrant Access	0.10	6.95	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	748	207	1545	0.484	744	0.9	4.470	A
1 - A23	331	483	1254	0.264	330	0.4	3.888	A
2 - Marketfield Way	558	276	1582	0.353	556	0.5	3.500	A
3 - Station Road	5	830	431	0.010	4	0.0	8.447	A
4 - Quadrant Access	40	813	730	0.055	40	0.1	5.216	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	893	248	1520	0.587	891	1.4	5.708	A
1 - A23	396	579	1199	0.330	395	0.5	4.476	A
2 - Marketfield Way	666	330	1546	0.431	665	0.8	4.084	A
3 - Station Road	5	994	362	0.015	5	0.0	10.105	B
4 - Quadrant Access	48	973	665	0.072	48	0.1	5.829	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1093	303	1484	0.737	1088	2.7	8.965	A
1 - A23	484	707	1124	0.431	483	0.7	5.612	A
2 - Marketfield Way	816	404	1498	0.545	814	1.2	5.255	A
3 - Station Road	7	1216	268	0.025	7	0.0	13.766	B
4 - Quadrant Access	58	1191	578	0.101	58	0.1	6.930	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1093	304	1484	0.737	1093	2.7	9.196	A
1 - A23	484	710	1122	0.432	484	0.8	5.646	A
2 - Marketfield Way	816	405	1497	0.545	816	1.2	5.285	A
3 - Station Road	7	1219	267	0.025	7	0.0	13.831	B
4 - Quadrant Access	58	1193	576	0.101	58	0.1	6.948	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	893	249	1519	0.588	898	1.4	5.843	A
1 - A23	396	583	1196	0.331	397	0.5	4.509	A
2 - Marketfield Way	666	332	1545	0.431	668	0.8	4.113	A
3 - Station Road	5	998	360	0.015	5	0.0	10.160	B
4 - Quadrant Access	48	977	663	0.072	48	0.1	5.847	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	748	208	1545	0.484	750	0.9	4.538	A
1 - A23	331	487	1252	0.265	332	0.4	3.914	A
2 - Marketfield Way	558	278	1581	0.353	559	0.5	3.527	A
3 - Station Road	5	835	429	0.011	5	0.0	8.490	A
4 - Quadrant Access	40	817	728	0.055	40	0.1	5.233	A

Nutfield - 2024 Base + Com Dev + Dev, AM (08:00-09:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.67	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2024 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 (%)
5 - Princess Way		✓	914	100.000
1 - A23		✓	689	100.000
2 - Marketfield Way		✓	619	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	80	317	506	2	9
	1 - A23	405	0	277	1	6
	2 - Marketfield Way	452	144	14	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	19	10	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access	
5 - Princess Way	15	4	3	0	0	
1 - A23	4	0	6	0	0	
2 - Marketfield Way	6	8	0	0	12	
3 - Station Road	17	0	0	0	0	
4 - Quadrant Access	63	49	59	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.67	7.37	2.0	A
1 - A23	0.68	9.90	2.1	A
2 - Marketfield Way	0.50	5.36	1.0	A
3 - Station Road	0.08	16.63	0.1	C
4 - Quadrant Access	0.12	8.00	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	688	155	1543	0.446	685	0.8	4.180	A
1 - A23	519	479	1256	0.413	516	0.7	4.847	A
2 - Marketfield Way	466	377	1466	0.318	464	0.5	3.586	A
3 - Station Road	14	838	397	0.034	13	0.0	9.390	A
4 - Quadrant Access	42	834	661	0.064	42	0.1	5.807	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	822	186	1522	0.540	820	1.2	5.117	A
1 - A23	619	573	1199	0.516	618	1.1	6.178	A
2 - Marketfield Way	556	451	1418	0.392	556	0.6	4.169	A
3 - Station Road	16	1003	329	0.049	16	0.1	11.498	B
4 - Quadrant Access	50	999	598	0.084	50	0.1	6.567	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1006	227	1494	0.673	1003	2.0	7.274	A
1 - A23	759	701	1123	0.676	755	2.0	9.676	A
2 - Marketfield Way	682	551	1354	0.503	680	1.0	5.327	A
3 - Station Road	20	1227	238	0.083	20	0.1	16.481	C
4 - Quadrant Access	62	1221	513	0.120	61	0.1	7.960	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1006	228	1494	0.674	1006	2.0	7.373	A
1 - A23	759	703	1122	0.676	758	2.1	9.904	A
2 - Marketfield Way	682	554	1353	0.504	682	1.0	5.363	A
3 - Station Road	20	1231	236	0.084	20	0.1	16.626	C
4 - Quadrant Access	62	1225	512	0.120	62	0.1	7.996	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	822	187	1522	0.540	825	1.2	5.193	A
1 - A23	619	577	1197	0.517	623	1.1	6.312	A
2 - Marketfield Way	556	455	1416	0.393	558	0.7	4.202	A
3 - Station Road	16	1009	327	0.050	16	0.1	11.600	B
4 - Quadrant Access	50	1005	596	0.084	51	0.1	6.600	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	688	156	1542	0.446	690	0.8	4.228	A
1 - A23	519	482	1254	0.414	520	0.7	4.918	A
2 - Marketfield Way	466	380	1464	0.318	467	0.5	3.613	A
3 - Station Road	14	843	394	0.034	14	0.0	9.457	A
4 - Quadrant Access	42	840	659	0.064	42	0.1	5.836	A

Nutfield - 2024 Base + Com Dev + Dev, PM (17:00-18:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	10.08	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	2024 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 (%)
5 - Princess Way		✓	1043	100.000
1 - A23		✓	508	100.000
2 - Marketfield Way		✓	808	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	109	426	487	2	19
	1 - A23	296	1	199	1	11
	2 - Marketfield Way	420	330	44	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	25	19	32	0	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	1	1	0	0
	1 - A23	3	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	37	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.83	14.80	4.6	B
1 - A23	0.50	6.44	1.0	A
2 - Marketfield Way	0.62	6.53	1.6	A
3 - Station Road	0.05	18.66	0.1	C
4 - Quadrant Access	0.16	7.91	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	785	323	1485	0.529	781	1.1	5.080	A
1 - A23	382	521	1264	0.302	381	0.4	4.067	A
2 - Marketfield Way	608	330	1541	0.395	606	0.6	3.837	A
3 - Station Road	8	931	388	0.019	7	0.0	9.458	A
4 - Quadrant Access	58	907	718	0.081	58	0.1	5.447	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	938	387	1445	0.649	935	1.8	7.022	A
1 - A23	457	624	1203	0.380	456	0.6	4.816	A
2 - Marketfield Way	726	395	1499	0.485	725	0.9	4.646	A
3 - Station Road	9	1115	310	0.029	9	0.0	11.937	B
4 - Quadrant Access	69	1086	643	0.108	69	0.1	6.268	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1148	473	1390	0.826	1138	4.4	13.769	B
1 - A23	559	760	1122	0.499	558	1.0	6.368	A
2 - Marketfield Way	890	482	1442	0.617	887	1.6	6.453	A
3 - Station Road	11	1363	206	0.053	11	0.1	18.452	C
4 - Quadrant Access	85	1328	542	0.156	85	0.2	7.867	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1148	475	1389	0.827	1148	4.6	14.802	B
1 - A23	559	766	1118	0.500	559	1.0	6.440	A
2 - Marketfield Way	890	484	1441	0.617	890	1.6	6.528	A
3 - Station Road	11	1367	204	0.054	11	0.1	18.655	C
4 - Quadrant Access	85	1332	540	0.157	85	0.2	7.907	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	938	389	1443	0.650	948	1.9	7.424	A
1 - A23	457	632	1198	0.381	458	0.6	4.877	A
2 - Marketfield Way	726	398	1497	0.485	729	1.0	4.702	A
3 - Station Road	9	1121	308	0.029	9	0.0	12.063	B
4 - Quadrant Access	69	1092	640	0.108	69	0.1	6.309	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	785	325	1484	0.529	788	1.1	5.197	A
1 - A23	382	526	1261	0.303	383	0.4	4.102	A
2 - Marketfield Way	608	332	1540	0.395	609	0.7	3.876	A
3 - Station Road	8	937	385	0.020	8	0.0	9.530	A
4 - Quadrant Access	58	913	716	0.081	58	0.1	5.476	A

Nutfield - 2024 Base + Com Dev + Dev, PM (16:00-17:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.91	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	2024 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 (%)
5 - Princess Way		✓	1024	100.000
1 - A23		✓	487	100.000
2 - Marketfield Way		✓	762	100.000
3 - Station Road		✓	6	100.000
4 - Quadrant Access		✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	94	434	487	0	9
	1 - A23	285	0	193	0	9
	2 - Marketfield Way	490	230	29	2	11
	3 - Station Road	3	1	1	0	1
	4 - Quadrant Access	17	12	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
From		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
	5 - Princess Way	8	2	2	0	0
	1 - A23	4	0	7	0	0
	2 - Marketfield Way	4	1	0	0	9
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	47	33	52	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.77	10.48	3.2	B
1 - A23	0.48	6.14	0.9	A
2 - Marketfield Way	0.57	5.64	1.3	A
3 - Station Road	0.03	15.17	0.0	C
4 - Quadrant Access	0.11	7.22	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	771	223	1536	0.502	767	1.0	4.657	A
1 - A23	367	483	1255	0.292	365	0.4	4.039	A
2 - Marketfield Way	574	297	1569	0.366	571	0.6	3.603	A
3 - Station Road	5	867	415	0.011	4	0.0	8.766	A
4 - Quadrant Access	41	849	719	0.057	40	0.1	5.301	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	921	268	1508	0.610	918	1.5	6.081	A
1 - A23	438	579	1199	0.365	437	0.6	4.722	A
2 - Marketfield Way	685	356	1530	0.448	684	0.8	4.251	A
3 - Station Road	5	1039	343	0.016	5	0.0	10.664	B
4 - Quadrant Access	49	1017	651	0.075	48	0.1	5.970	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1127	327	1470	0.767	1121	3.1	10.124	B
1 - A23	536	706	1124	0.477	535	0.9	6.095	A
2 - Marketfield Way	839	436	1478	0.568	837	1.3	5.601	A
3 - Station Road	7	1270	245	0.027	7	0.0	15.079	C
4 - Quadrant Access	59	1244	559	0.106	59	0.1	7.195	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1127	328	1470	0.767	1127	3.2	10.481	B
1 - A23	536	710	1122	0.478	536	0.9	6.144	A
2 - Marketfield Way	839	437	1477	0.568	839	1.3	5.642	A
3 - Station Road	7	1274	244	0.027	7	0.0	15.170	C
4 - Quadrant Access	59	1247	558	0.107	59	0.1	7.217	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	921	269	1507	0.611	927	1.6	6.270	A
1 - A23	438	584	1196	0.366	439	0.6	4.767	A
2 - Marketfield Way	685	358	1529	0.448	687	0.8	4.286	A
3 - Station Road	5	1043	341	0.016	5	0.0	10.735	B
4 - Quadrant Access	49	1022	650	0.075	49	0.1	5.992	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	771	225	1535	0.502	773	1.0	4.739	A
1 - A23	367	487	1252	0.293	367	0.4	4.072	A
2 - Marketfield Way	574	300	1567	0.366	575	0.6	3.631	A
3 - Station Road	5	873	413	0.011	5	0.0	8.818	A
4 - Quadrant Access	41	855	717	0.057	41	0.1	5.323	A

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.53	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2029 Future Base + 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 (%)
5 - Princess Way		✓	913	100.000
1 - A23		✓	744	100.000
2 - Marketfield Way		✓	626	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	58	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	82	299	521	2	9
	1 - A23	386	0	269	1	88
	2 - Marketfield Way	466	136	15	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	20	10	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.67	7.32	2.0	A
1 - A23	0.73	12.15	2.7	B
2 - Marketfield Way	0.53	5.82	1.1	A
3 - Station Road	0.10	19.39	0.1	C
4 - Quadrant Access	0.12	7.99	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	687	151	1545	0.445	684	0.8	4.167	A
1 - A23	560	493	1253	0.447	557	0.8	5.145	A
2 - Marketfield Way	471	425	1435	0.329	469	0.5	3.721	A
3 - Station Road	14	892	376	0.036	13	0.0	9.933	A
4 - Quadrant Access	44	826	663	0.066	43	0.1	5.808	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	821	180	1525	0.538	819	1.2	5.093	A
1 - A23	669	590	1195	0.560	667	1.3	6.796	A
2 - Marketfield Way	563	509	1381	0.407	562	0.7	4.391	A
3 - Station Road	16	1068	304	0.053	16	0.1	12.501	B
4 - Quadrant Access	52	990	600	0.087	52	0.1	6.564	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1005	221	1497	0.671	1002	2.0	7.218	A
1 - A23	819	722	1116	0.734	814	2.6	11.695	B
2 - Marketfield Way	689	622	1310	0.526	688	1.1	5.771	A
3 - Station Road	20	1305	208	0.095	20	0.1	19.137	C
4 - Quadrant Access	64	1209	516	0.124	64	0.1	7.948	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1005	221	1497	0.672	1005	2.0	7.318	A
1 - A23	819	724	1115	0.735	819	2.7	12.146	B
2 - Marketfield Way	689	625	1307	0.527	689	1.1	5.823	A
3 - Station Road	20	1310	205	0.096	20	0.1	19.393	C
4 - Quadrant Access	64	1214	515	0.124	64	0.1	7.986	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	821	181	1524	0.539	824	1.2	5.167	A
1 - A23	669	594	1193	0.561	674	1.3	7.016	A
2 - Marketfield Way	563	515	1378	0.408	564	0.7	4.434	A
3 - Station Road	16	1075	301	0.054	16	0.1	12.658	B
4 - Quadrant Access	52	997	598	0.087	52	0.1	6.603	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	687	152	1544	0.445	689	0.8	4.217	A
1 - A23	560	496	1251	0.448	562	0.8	5.238	A
2 - Marketfield Way	471	429	1432	0.329	472	0.5	3.754	A
3 - Station Road	14	898	373	0.036	14	0.0	10.017	B
4 - Quadrant Access	44	832	661	0.066	44	0.1	5.836	A

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	10.35	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2029 Future Base + 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 (%)
5 - Princess Way		✓	1048	100.000
1 - A23		✓	483	100.000
2 - Marketfield Way		✓	817	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

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

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.83	15.36	4.7	C
1 - A23	0.48	6.36	0.9	A
2 - Marketfield Way	0.62	6.58	1.6	A
3 - Station Road	0.05	18.67	0.1	C
4 - Quadrant Access	0.16	7.98	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	789	320	1481	0.533	784	1.1	5.139	A
1 - A23	364	538	1247	0.292	362	0.4	4.058	A
2 - Marketfield Way	615	321	1545	0.398	612	0.7	3.850	A
3 - Station Road	8	929	388	0.019	7	0.0	9.461	A
4 - Quadrant Access	60	905	716	0.083	59	0.1	5.481	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	942	383	1441	0.654	939	1.8	7.140	A
1 - A23	434	644	1184	0.367	434	0.6	4.790	A
2 - Marketfield Way	734	384	1503	0.489	733	0.9	4.668	A
3 - Station Road	9	1112	310	0.029	9	0.0	11.943	B
4 - Quadrant Access	71	1083	641	0.111	71	0.1	6.314	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1154	469	1386	0.832	1143	4.5	14.209	B
1 - A23	532	784	1101	0.483	530	0.9	6.291	A
2 - Marketfield Way	900	469	1448	0.621	897	1.6	6.503	A
3 - Station Road	11	1359	206	0.054	11	0.1	18.465	C
4 - Quadrant Access	87	1324	540	0.161	87	0.2	7.938	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1154	470	1385	0.833	1153	4.7	15.356	C
1 - A23	532	790	1098	0.485	532	0.9	6.362	A
2 - Marketfield Way	900	471	1446	0.622	899	1.6	6.578	A
3 - Station Road	11	1364	204	0.054	11	0.1	18.672	C
4 - Quadrant Access	87	1329	538	0.162	87	0.2	7.982	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	942	385	1439	0.655	953	1.9	7.575	A
1 - A23	434	653	1179	0.368	436	0.6	4.851	A
2 - Marketfield Way	734	387	1501	0.489	737	1.0	4.725	A
3 - Station Road	9	1119	307	0.029	9	0.0	12.069	B
4 - Quadrant Access	71	1090	638	0.111	71	0.1	6.353	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	789	322	1479	0.533	792	1.2	5.264	A
1 - A23	364	543	1244	0.292	364	0.4	4.094	A
2 - Marketfield Way	615	323	1543	0.399	616	0.7	3.888	A
3 - Station Road	8	935	385	0.020	8	0.0	9.535	A
4 - Quadrant Access	60	911	713	0.083	60	0.1	5.509	A

Nutfield - 2029 Future Base + Com Dev, PM (16:00-17:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.75	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 (%)
5 - Princess Way		✓	1024	100.000
1 - A23		✓	454	100.000
2 - Marketfield Way		✓	764	100.000
3 - Station Road		✓	6	100.000
4 - Quadrant Access		✓	55	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	97	416	502	0	9
	1 - A23	265	0	181	0	8
	2 - Marketfield Way	505	216	30	2	11
	3 - Station Road	3	1	1	0	1
	4 - Quadrant Access	18	11	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	2	2	0	0
	1 - A23	4	0	7	0	0
	2 - Marketfield Way	4	1	0	0	9
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	47	36	52	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.76	10.24	3.1	B
1 - A23	0.45	5.91	0.8	A
2 - Marketfield Way	0.56	5.56	1.3	A
3 - Station Road	0.03	14.72	0.0	B
4 - Quadrant Access	0.11	7.19	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	771	214	1541	0.500	767	1.0	4.627	A
1 - A23	342	498	1246	0.274	340	0.4	3.970	A
2 - Marketfield Way	575	284	1577	0.365	573	0.6	3.580	A
3 - Station Road	5	855	420	0.011	4	0.0	8.663	A
4 - Quadrant Access	41	838	719	0.058	41	0.1	5.309	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	921	256	1514	0.608	918	1.5	6.017	A
1 - A23	408	596	1188	0.344	408	0.5	4.609	A
2 - Marketfield Way	687	340	1540	0.446	686	0.8	4.212	A
3 - Station Road	5	1024	349	0.015	5	0.0	10.482	B
4 - Quadrant Access	49	1004	652	0.076	49	0.1	5.969	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1127	313	1478	0.763	1121	3.1	9.912	A
1 - A23	500	728	1111	0.450	499	0.8	5.867	A
2 - Marketfield Way	841	416	1490	0.565	839	1.3	5.517	A
3 - Station Road	7	1253	252	0.026	7	0.0	14.640	B
4 - Quadrant Access	61	1228	562	0.108	60	0.1	7.172	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1127	314	1478	0.763	1127	3.1	10.244	B
1 - A23	500	732	1109	0.451	500	0.8	5.909	A
2 - Marketfield Way	841	417	1489	0.565	841	1.3	5.556	A
3 - Station Road	7	1256	251	0.026	7	0.0	14.723	B
4 - Quadrant Access	61	1231	561	0.108	61	0.1	7.192	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	921	257	1514	0.608	927	1.6	6.196	A
1 - A23	408	602	1185	0.344	409	0.5	4.648	A
2 - Marketfield Way	687	342	1538	0.446	689	0.8	4.247	A
3 - Station Road	5	1029	347	0.016	5	0.0	10.546	B
4 - Quadrant Access	49	1008	651	0.076	50	0.1	5.993	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	771	215	1540	0.500	773	1.0	4.705	A
1 - A23	342	502	1243	0.275	342	0.4	3.999	A
2 - Marketfield Way	575	286	1575	0.365	576	0.6	3.605	A
3 - Station Road	5	861	418	0.011	5	0.0	8.711	A
4 - Quadrant Access	41	843	717	0.058	41	0.1	5.331	A

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.28	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)
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 (%)
5 - Princess Way		✓	940	100.000
1 - A23		✓	708	100.000
2 - Marketfield Way		✓	638	100.000
3 - Station Road		✓	19	100.000
4 - Quadrant Access		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	82	326	521	2	9
	1 - A23	416	0	285	1	6
	2 - Marketfield Way	466	148	15	1	8
	3 - Station Road	6	12	1	0	0
	4 - Quadrant Access	20	11	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access	
5 - Princess Way	15	4	3	0	0	
1 - A23	4	0	6	0	0	
2 - Marketfield Way	6	8	0	0	12	
3 - Station Road	17	0	0	0	0	
4 - Quadrant Access	63	49	59	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.70	7.94	2.3	A
1 - A23	0.70	10.90	2.3	B
2 - Marketfield Way	0.52	5.61	1.1	A
3 - Station Road	0.09	17.84	0.1	C
4 - Quadrant Access	0.13	8.31	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	708	161	1539	0.460	704	0.8	4.296	A
1 - A23	533	493	1247	0.427	530	0.7	5.000	A
2 - Marketfield Way	480	386	1460	0.329	478	0.5	3.658	A
3 - Station Road	14	862	388	0.037	14	0.0	9.622	A
4 - Quadrant Access	44	859	652	0.068	44	0.1	5.915	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	845	193	1518	0.557	843	1.2	5.327	A
1 - A23	636	590	1189	0.535	635	1.1	6.478	A
2 - Marketfield Way	574	463	1411	0.406	573	0.7	4.290	A
3 - Station Road	17	1032	318	0.054	17	0.1	11.942	B
4 - Quadrant Access	53	1028	588	0.090	53	0.1	6.732	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1035	236	1488	0.695	1031	2.2	7.802	A
1 - A23	780	722	1111	0.702	775	2.3	10.585	B
2 - Marketfield Way	702	565	1346	0.522	701	1.1	5.571	A
3 - Station Road	21	1261	224	0.093	21	0.1	17.654	C
4 - Quadrant Access	65	1257	500	0.130	65	0.1	8.267	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1035	237	1488	0.696	1035	2.3	7.937	A
1 - A23	780	724	1109	0.703	779	2.3	10.902	B
2 - Marketfield Way	702	568	1344	0.523	702	1.1	5.614	A
3 - Station Road	21	1266	223	0.094	21	0.1	17.845	C
4 - Quadrant Access	65	1262	498	0.130	65	0.1	8.307	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	845	194	1517	0.557	849	1.3	5.422	A
1 - A23	636	594	1187	0.536	641	1.2	6.649	A
2 - Marketfield Way	574	467	1408	0.407	575	0.7	4.327	A
3 - Station Road	17	1039	316	0.054	17	0.1	12.068	B
4 - Quadrant Access	53	1035	585	0.091	53	0.1	6.771	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	708	162	1538	0.460	709	0.9	4.353	A
1 - A23	533	497	1245	0.428	535	0.8	5.080	A
2 - Marketfield Way	480	390	1458	0.329	481	0.5	3.689	A
3 - Station Road	14	868	386	0.037	14	0.0	9.699	A
4 - Quadrant Access	44	865	650	0.068	45	0.1	5.945	A

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	11.68	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)
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 (%)
5 - Princess Way		✓	1075	100.000
1 - A23		✓	523	100.000
2 - Marketfield Way		✓	834	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	80	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	112	439	502	2	20
	1 - A23	305	1	205	1	11
	2 - Marketfield Way	434	340	46	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	26	20	33	0	1

Vehicle Mix

Heavy Vehicle Percentages

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	1	1	0	0
	1 - A23	3	0	2	0	0
	2 - Marketfield Way	6	1	0	0	0
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	32	37	53	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.86	18.02	5.7	C
1 - A23	0.52	6.82	1.1	A
2 - Marketfield Way	0.64	7.01	1.8	A
3 - Station Road	0.06	20.58	0.1	C
4 - Quadrant Access	0.17	8.28	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	809	333	1479	0.547	805	1.2	5.305	A
1 - A23	394	537	1255	0.314	392	0.5	4.165	A
2 - Marketfield Way	628	339	1535	0.409	625	0.7	3.945	A
3 - Station Road	8	960	376	0.020	7	0.0	9.774	A
4 - Quadrant Access	60	935	707	0.085	60	0.1	5.564	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	966	399	1437	0.673	963	2.0	7.550	A
1 - A23	470	643	1191	0.395	469	0.6	4.982	A
2 - Marketfield Way	750	406	1491	0.503	748	1.0	4.838	A
3 - Station Road	9	1150	296	0.030	9	0.0	12.549	B
4 - Quadrant Access	72	1120	629	0.114	72	0.1	6.457	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1184	488	1380	0.858	1170	5.4	16.207	C
1 - A23	576	782	1108	0.520	574	1.1	6.717	A
2 - Marketfield Way	918	496	1433	0.641	915	1.7	6.911	A
3 - Station Road	11	1405	188	0.059	11	0.1	20.294	C
4 - Quadrant Access	88	1369	525	0.168	88	0.2	8.232	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1184	490	1379	0.858	1182	5.7	18.015	C
1 - A23	576	790	1104	0.522	576	1.1	6.816	A
2 - Marketfield Way	918	499	1432	0.641	918	1.8	7.010	A
3 - Station Road	11	1410	186	0.059	11	0.1	20.584	C
4 - Quadrant Access	88	1374	523	0.169	88	0.2	8.283	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	966	402	1435	0.673	981	2.1	8.155	A
1 - A23	470	654	1185	0.397	472	0.7	5.061	A
2 - Marketfield Way	750	410	1489	0.504	753	1.0	4.908	A
3 - Station Road	9	1157	292	0.031	9	0.0	12.712	B
4 - Quadrant Access	72	1127	626	0.115	72	0.1	6.503	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	809	336	1477	0.548	813	1.2	5.450	A
1 - A23	394	543	1251	0.315	395	0.5	4.205	A
2 - Marketfield Way	628	342	1533	0.410	629	0.7	3.989	A
3 - Station Road	8	967	373	0.020	8	0.0	9.856	A
4 - Quadrant Access	60	942	704	0.086	60	0.1	5.595	A

Nutfield - 2029 Future Base + Com Dev + Dev, PM (16:00-17:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.68	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 (%)
5 - Princess Way		✓	1055	100.000
1 - A23		✓	501	100.000
2 - Marketfield Way		✓	785	100.000
3 - Station Road		✓	6	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	97	447	502	0	9
	1 - A23	293	0	199	0	9
	2 - Marketfield Way	505	237	30	2	11
	3 - Station Road	3	1	1	0	1
	4 - Quadrant Access	18	12	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	8	2	2	0	0
	1 - A23	4	0	7	0	0
	2 - Marketfield Way	4	1	0	0	9
	3 - Station Road	0	0	0	0	0
	4 - Quadrant Access	47	33	52	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.79	11.86	3.7	B
1 - A23	0.50	6.46	1.0	A
2 - Marketfield Way	0.59	5.95	1.4	A
3 - Station Road	0.03	16.25	0.0	C
4 - Quadrant Access	0.11	7.48	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	794	230	1532	0.519	790	1.1	4.828	A
1 - A23	377	498	1246	0.303	375	0.4	4.128	A
2 - Marketfield Way	591	306	1563	0.378	589	0.6	3.684	A
3 - Station Road	5	893	404	0.011	4	0.0	9.001	A
4 - Quadrant Access	42	875	709	0.060	42	0.1	5.399	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	948	276	1503	0.631	946	1.7	6.435	A
1 - A23	450	596	1188	0.379	450	0.6	4.870	A
2 - Marketfield Way	706	366	1524	0.463	705	0.9	4.391	A
3 - Station Road	5	1069	330	0.016	5	0.0	11.085	B
4 - Quadrant Access	50	1047	639	0.079	50	0.1	6.118	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1162	337	1464	0.793	1154	3.6	11.323	B
1 - A23	552	728	1112	0.496	550	1.0	6.394	A
2 - Marketfield Way	864	448	1470	0.588	862	1.4	5.901	A
3 - Station Road	7	1307	230	0.029	7	0.0	16.128	C
4 - Quadrant Access	62	1281	544	0.113	61	0.1	7.458	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1162	338	1464	0.794	1161	3.7	11.861	B
1 - A23	552	732	1109	0.497	552	1.0	6.456	A
2 - Marketfield Way	864	449	1469	0.588	864	1.4	5.953	A
3 - Station Road	7	1311	228	0.029	7	0.0	16.249	C
4 - Quadrant Access	62	1285	543	0.114	62	0.1	7.484	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	948	277	1502	0.631	956	1.7	6.688	A
1 - A23	450	603	1185	0.380	452	0.6	4.923	A
2 - Marketfield Way	706	368	1522	0.464	708	0.9	4.435	A
3 - Station Road	5	1075	328	0.016	5	0.0	11.168	B
4 - Quadrant Access	50	1053	636	0.079	51	0.1	6.147	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	794	232	1531	0.519	797	1.1	4.922	A
1 - A23	377	502	1243	0.303	378	0.4	4.163	A
2 - Marketfield Way	591	308	1562	0.378	592	0.6	3.715	A
3 - Station Road	5	898	402	0.011	5	0.0	9.057	A
4 - Quadrant Access	42	880	706	0.060	42	0.1	5.423	A

Nutfield - 2024 Base + Com Dev + Dev (Adjusted), AM (08:00-09:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.46	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)
D13	2024 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 (%)
5 - Princess Way		✓	905	100.000
1 - A23		✓	675	100.000
2 - Marketfield Way		✓	615	100.000
3 - Station Road		✓	18	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	80	308	506	2	9
	1 - A23	396	0	272	1	6
	2 - Marketfield Way	452	140	14	1	8
	3 - Station Road	6	11	1	0	0
	4 - Quadrant Access	19	10	27	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.67	7.20	2.0	A
1 - A23	0.66	9.50	1.9	A
2 - Marketfield Way	0.50	5.30	1.0	A
3 - Station Road	0.08	16.24	0.1	C
4 - Quadrant Access	0.12	7.91	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	681	152	1544	0.441	678	0.8	4.142	A
1 - A23	508	479	1256	0.405	505	0.7	4.781	A
2 - Marketfield Way	463	370	1468	0.316	461	0.5	3.571	A
3 - Station Road	14	828	400	0.034	13	0.0	9.305	A
4 - Quadrant Access	42	824	665	0.063	42	0.1	5.776	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	814	182	1524	0.534	812	1.1	5.048	A
1 - A23	607	573	1199	0.506	605	1.0	6.050	A
2 - Marketfield Way	553	443	1421	0.389	552	0.6	4.141	A
3 - Station Road	16	992	333	0.049	16	0.1	11.343	B
4 - Quadrant Access	50	987	602	0.084	50	0.1	6.519	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	996	223	1496	0.666	993	1.9	7.109	A
1 - A23	743	701	1123	0.662	740	1.9	9.307	A
2 - Marketfield Way	677	541	1358	0.499	676	1.0	5.268	A
3 - Station Road	20	1213	243	0.082	20	0.1	16.105	C
4 - Quadrant Access	62	1207	518	0.119	61	0.1	7.883	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	996	223	1496	0.666	996	2.0	7.204	A
1 - A23	743	703	1122	0.663	743	1.9	9.503	A
2 - Marketfield Way	677	544	1356	0.499	677	1.0	5.301	A
3 - Station Road	20	1217	242	0.082	20	0.1	16.236	C
4 - Quadrant Access	62	1211	517	0.119	62	0.1	7.910	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	814	183	1523	0.534	817	1.2	5.120	A
1 - A23	607	577	1197	0.507	610	1.0	6.169	A
2 - Marketfield Way	553	447	1418	0.390	554	0.6	4.171	A
3 - Station Road	16	997	331	0.049	16	0.1	11.440	B
4 - Quadrant Access	50	993	600	0.084	51	0.1	6.551	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	681	153	1544	0.441	683	0.8	4.190	A
1 - A23	508	482	1254	0.405	510	0.7	4.848	A
2 - Marketfield Way	463	373	1466	0.316	464	0.5	3.597	A
3 - Station Road	14	834	398	0.034	14	0.0	9.367	A
4 - Quadrant Access	42	830	663	0.064	42	0.1	5.802	A

Nutfield - 2024 Base + Com Dev + Dev (Adjusted), PM (17:00-18:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	9.69	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D14	2024 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 (%)
5 - Princess Way		✓	1034	100.000
1 - A23		✓	492	100.000
2 - Marketfield Way		✓	802	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	77	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	109	417	487	2	19
	1 - A23	287	1	193	1	10
	2 - Marketfield Way	420	324	44	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	25	19	32	0	1

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.82	14.03	4.3	B
1 - A23	0.49	6.31	0.9	A
2 - Marketfield Way	0.61	6.40	1.6	A
3 - Station Road	0.05	18.09	0.1	C
4 - Quadrant Access	0.16	7.83	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	778	319	1488	0.523	774	1.1	5.015	A
1 - A23	370	521	1257	0.295	369	0.4	4.045	A
2 - Marketfield Way	604	322	1544	0.391	601	0.6	3.808	A
3 - Station Road	8	919	392	0.019	7	0.0	9.357	A
4 - Quadrant Access	58	896	721	0.080	58	0.1	5.426	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	930	381	1448	0.642	927	1.8	6.876	A
1 - A23	442	624	1196	0.370	442	0.6	4.768	A
2 - Marketfield Way	721	386	1503	0.480	720	0.9	4.591	A
3 - Station Road	9	1100	315	0.029	9	0.0	11.747	B
4 - Quadrant Access	69	1072	647	0.107	69	0.1	6.232	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1138	467	1394	0.817	1129	4.1	13.151	B
1 - A23	542	760	1115	0.486	540	0.9	6.248	A
2 - Marketfield Way	883	471	1447	0.610	881	1.5	6.328	A
3 - Station Road	11	1345	212	0.052	11	0.1	17.906	C
4 - Quadrant Access	85	1311	546	0.155	85	0.2	7.791	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1138	468	1393	0.817	1138	4.3	14.033	B
1 - A23	542	766	1112	0.487	542	0.9	6.313	A
2 - Marketfield Way	883	473	1446	0.611	883	1.6	6.395	A
3 - Station Road	11	1350	210	0.052	11	0.1	18.091	C
4 - Quadrant Access	85	1316	545	0.156	85	0.2	7.828	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	930	383	1446	0.643	939	1.8	7.234	A
1 - A23	442	632	1191	0.371	444	0.6	4.822	A
2 - Marketfield Way	721	389	1501	0.480	723	0.9	4.644	A
3 - Station Road	9	1107	313	0.029	9	0.0	11.864	B
4 - Quadrant Access	69	1079	644	0.108	69	0.1	6.268	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	778	321	1486	0.524	781	1.1	5.128	A
1 - A23	370	526	1254	0.295	371	0.4	4.078	A
2 - Marketfield Way	604	325	1543	0.391	605	0.6	3.844	A
3 - Station Road	8	925	389	0.019	8	0.0	9.428	A
4 - Quadrant Access	58	902	718	0.081	58	0.1	5.453	A

Nutfield - 2024 Base + Com Dev + Dev (Adjusted), PM (16:00-17:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	7.64	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	2024 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 (%)
5 - Princess Way		✓	1014	100.000
1 - A23		✓	471	100.000
2 - Marketfield Way		✓	755	100.000
3 - Station Road		✓	6	100.000
4 - Quadrant Access		✓	54	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	94	424	487	0	9
	1 - A23	275	0	187	0	9
	2 - Marketfield Way	490	223	29	2	11
	3 - Station Road	3	1	1	0	1
	4 - Quadrant Access	17	12	25	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access	
5 - Princess Way	8	2	2	0	0	
1 - A23	4	0	7	0	0	
2 - Marketfield Way	4	1	0	0	9	
3 - Station Road	0	0	0	0	0	
4 - Quadrant Access	47	34	52	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.76	10.03	3.1	B
1 - A23	0.46	5.96	0.9	A
2 - Marketfield Way	0.56	5.52	1.3	A
3 - Station Road	0.03	14.69	0.0	B
4 - Quadrant Access	0.11	7.12	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	763	218	1539	0.496	759	1.0	4.596	A
1 - A23	355	483	1255	0.283	353	0.4	3.987	A
2 - Marketfield Way	568	290	1573	0.361	566	0.6	3.567	A
3 - Station Road	5	855	420	0.011	4	0.0	8.654	A
4 - Quadrant Access	41	837	723	0.056	40	0.1	5.270	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	912	261	1512	0.603	909	1.5	5.958	A
1 - A23	423	579	1199	0.353	423	0.5	4.632	A
2 - Marketfield Way	679	347	1536	0.442	678	0.8	4.192	A
3 - Station Road	5	1023	349	0.015	5	0.0	10.467	B
4 - Quadrant Access	49	1002	657	0.074	48	0.1	5.920	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1116	320	1475	0.757	1110	3.0	9.725	A
1 - A23	519	707	1124	0.461	517	0.8	5.921	A
2 - Marketfield Way	831	425	1485	0.560	829	1.3	5.479	A
3 - Station Road	7	1252	253	0.026	7	0.0	14.604	B
4 - Quadrant Access	59	1226	566	0.105	59	0.1	7.102	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1116	320	1474	0.757	1116	3.1	10.034	B
1 - A23	519	710	1122	0.462	519	0.9	5.964	A
2 - Marketfield Way	831	426	1484	0.560	831	1.3	5.516	A
3 - Station Road	7	1255	252	0.026	7	0.0	14.686	B
4 - Quadrant Access	59	1229	565	0.105	59	0.1	7.122	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	912	262	1511	0.603	918	1.5	6.126	A
1 - A23	423	583	1196	0.354	425	0.6	4.675	A
2 - Marketfield Way	679	349	1534	0.442	681	0.8	4.225	A
3 - Station Road	5	1028	347	0.016	5	0.0	10.532	B
4 - Quadrant Access	49	1006	655	0.074	49	0.1	5.940	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	763	219	1538	0.496	766	1.0	4.673	A
1 - A23	355	487	1252	0.283	355	0.4	4.017	A
2 - Marketfield Way	568	292	1572	0.362	569	0.6	3.595	A
3 - Station Road	5	860	418	0.011	5	0.0	8.702	A
4 - Quadrant Access	41	842	721	0.056	41	0.1	5.291	A

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

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.02	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)
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 (%)
5 - Princess Way		✓	931	100.000
1 - A23		✓	694	100.000
2 - Marketfield Way		✓	634	100.000
3 - Station Road		✓	19	100.000
4 - Quadrant Access		✓	59	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	82	317	521	2	9
	1 - A23	407	0	280	1	6
	2 - Marketfield Way	466	144	15	1	8
	3 - Station Road	6	12	1	0	0
	4 - Quadrant Access	20	11	28	0	0

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.69	7.74	2.2	A
1 - A23	0.69	10.42	2.2	B
2 - Marketfield Way	0.52	5.55	1.1	A
3 - Station Road	0.09	17.40	0.1	C
4 - Quadrant Access	0.13	8.22	0.1	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	701	158	1540	0.455	698	0.8	4.257	A
1 - A23	522	493	1247	0.419	520	0.7	4.929	A
2 - Marketfield Way	477	380	1461	0.327	475	0.5	3.645	A
3 - Station Road	14	852	392	0.037	14	0.0	9.532	A
4 - Quadrant Access	44	849	656	0.068	44	0.1	5.883	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	837	189	1519	0.551	835	1.2	5.255	A
1 - A23	624	590	1189	0.525	622	1.1	6.337	A
2 - Marketfield Way	570	455	1413	0.403	569	0.7	4.261	A
3 - Station Road	17	1020	323	0.053	17	0.1	11.778	B
4 - Quadrant Access	53	1017	591	0.090	53	0.1	6.685	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1025	232	1490	0.688	1021	2.1	7.615	A
1 - A23	764	722	1110	0.688	760	2.1	10.148	B
2 - Marketfield Way	698	555	1349	0.518	696	1.1	5.504	A
3 - Station Road	21	1247	230	0.091	21	0.1	17.227	C
4 - Quadrant Access	65	1243	505	0.129	65	0.1	8.178	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1025	232	1490	0.688	1025	2.2	7.739	A
1 - A23	764	724	1109	0.689	764	2.2	10.419	B
2 - Marketfield Way	698	558	1347	0.518	698	1.1	5.545	A
3 - Station Road	21	1252	228	0.092	21	0.1	17.397	C
4 - Quadrant Access	65	1247	503	0.129	65	0.1	8.215	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	837	190	1518	0.551	841	1.2	5.342	A
1 - A23	624	594	1187	0.526	628	1.1	6.492	A
2 - Marketfield Way	570	459	1411	0.404	571	0.7	4.298	A
3 - Station Road	17	1027	320	0.053	17	0.1	11.896	B
4 - Quadrant Access	53	1023	589	0.090	53	0.1	6.720	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	701	159	1539	0.455	703	0.8	4.310	A
1 - A23	522	497	1245	0.420	524	0.7	5.004	A
2 - Marketfield Way	477	383	1459	0.327	478	0.5	3.673	A
3 - Station Road	14	858	389	0.037	14	0.0	9.608	A
4 - Quadrant Access	44	855	653	0.068	45	0.1	5.914	A

Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), PM (17:00-18:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	11.11	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)
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 (%)
5 - Princess Way		✓	1066	100.000
1 - A23		✓	507	100.000
2 - Marketfield Way		✓	828	100.000
3 - Station Road		✓	10	100.000
4 - Quadrant Access		✓	79	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	112	430	502	2	20
	1 - A23	295	1	199	1	11
	2 - Marketfield Way	434	334	46	3	11
	3 - Station Road	6	2	2	0	0
	4 - Quadrant Access	26	19	33	0	1

Vehicle Mix

Heavy Vehicle Percentages

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

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.85	16.84	5.3	C
1 - A23	0.51	6.67	1.0	A
2 - Marketfield Way	0.63	6.86	1.7	A
3 - Station Road	0.06	19.90	0.1	C
4 - Quadrant Access	0.16	8.17	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	803	328	1482	0.542	798	1.2	5.230	A
1 - A23	382	537	1248	0.306	380	0.4	4.141	A
2 - Marketfield Way	623	332	1538	0.405	621	0.7	3.913	A
3 - Station Road	8	948	380	0.020	7	0.0	9.667	A
4 - Quadrant Access	60	923	709	0.084	59	0.1	5.536	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	958	393	1440	0.665	955	1.9	7.373	A
1 - A23	456	644	1185	0.385	455	0.6	4.929	A
2 - Marketfield Way	744	397	1495	0.498	743	1.0	4.778	A
3 - Station Road	9	1135	301	0.030	9	0.0	12.340	B
4 - Quadrant Access	71	1106	633	0.112	71	0.1	6.406	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1174	481	1385	0.848	1161	5.0	15.342	C
1 - A23	558	783	1102	0.507	557	1.0	6.586	A
2 - Marketfield Way	912	485	1438	0.634	909	1.7	6.768	A
3 - Station Road	11	1388	194	0.057	11	0.1	19.644	C
4 - Quadrant Access	87	1351	530	0.164	87	0.2	8.124	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1174	482	1384	0.848	1173	5.3	16.841	C
1 - A23	558	790	1098	0.509	558	1.0	6.672	A
2 - Marketfield Way	912	488	1436	0.635	912	1.7	6.858	A
3 - Station Road	11	1393	192	0.057	11	0.1	19.902	C
4 - Quadrant Access	87	1356	528	0.165	87	0.2	8.171	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	958	395	1439	0.666	971	2.0	7.900	A
1 - A23	456	654	1179	0.387	457	0.6	5.002	A
2 - Marketfield Way	744	401	1493	0.499	747	1.0	4.846	A
3 - Station Road	9	1143	297	0.030	9	0.0	12.489	B
4 - Quadrant Access	71	1113	630	0.113	71	0.1	6.452	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	803	330	1480	0.542	806	1.2	5.364	A
1 - A23	382	543	1244	0.307	382	0.4	4.181	A
2 - Marketfield Way	623	334	1536	0.406	625	0.7	3.955	A
3 - Station Road	8	955	377	0.020	8	0.0	9.747	A
4 - Quadrant Access	60	930	707	0.084	60	0.1	5.565	A

Nutfield - 2029 Future Base + Com Dev + Dev (Adjusted), PM (16:00-17:00)

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Stations Roundabout	Standard Roundabout		5, 1, 2, 3, 4	8.35	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
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 (%)
5 - Princess Way		✓	1045	100.000
1 - A23		✓	485	100.000
2 - Marketfield Way		✓	777	100.000
3 - Station Road		✓	6	100.000
4 - Quadrant Access		✓	56	100.000

Origin-Destination Data

Demand (Veh/hr)

		To				
		5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access
From	5 - Princess Way	97	437	502	0	9
	1 - A23	284	0	192	0	9
	2 - Marketfield Way	505	229	30	2	11
	3 - Station Road	3	1	1	0	1
	4 - Quadrant Access	18	12	26	0	0

Vehicle Mix

Heavy Vehicle Percentages

From	To					
	5 - Princess Way	1 - A23	2 - Marketfield Way	3 - Station Road	4 - Quadrant Access	
5 - Princess Way	8	2	2	0	0	
1 - A23	4	0	7	0	0	
2 - Marketfield Way	4	1	0	0	9	
3 - Station Road	0	0	0	0	0	
4 - Quadrant Access	47	34	52	0	0	

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
5 - Princess Way	0.78	11.27	3.5	B
1 - A23	0.48	6.26	0.9	A
2 - Marketfield Way	0.58	5.81	1.4	A
3 - Station Road	0.03	15.70	0.0	C
4 - Quadrant Access	0.11	7.38	0.1	A

Main Results for each time segment

15:45 - 16:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	787	224	1535	0.513	783	1.0	4.759	A
1 - A23	365	498	1246	0.293	363	0.4	4.073	A
2 - Marketfield Way	585	299	1567	0.373	583	0.6	3.646	A
3 - Station Road	5	880	410	0.011	4	0.0	8.883	A
4 - Quadrant Access	42	862	713	0.059	42	0.1	5.367	A

16:00 - 16:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	939	268	1507	0.623	937	1.6	6.289	A
1 - A23	436	596	1188	0.367	435	0.6	4.777	A
2 - Marketfield Way	699	358	1529	0.457	698	0.8	4.326	A
3 - Station Road	5	1054	336	0.016	5	0.0	10.872	B
4 - Quadrant Access	50	1032	644	0.078	50	0.1	6.065	A

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1151	328	1469	0.783	1143	3.4	10.815	B
1 - A23	534	728	1112	0.480	533	0.9	6.199	A
2 - Marketfield Way	855	438	1476	0.580	853	1.4	5.761	A
3 - Station Road	7	1289	237	0.028	7	0.0	15.589	C
4 - Quadrant Access	62	1263	551	0.112	61	0.1	7.357	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	1151	329	1469	0.783	1150	3.5	11.270	B
1 - A23	534	732	1109	0.481	534	0.9	6.258	A
2 - Marketfield Way	855	439	1475	0.580	855	1.4	5.809	A
3 - Station Road	7	1292	236	0.028	7	0.0	15.697	C
4 - Quadrant Access	62	1266	549	0.112	62	0.1	7.381	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	939	270	1506	0.624	947	1.7	6.517	A
1 - A23	436	602	1185	0.368	437	0.6	4.823	A
2 - Marketfield Way	699	360	1527	0.457	701	0.9	4.368	A
3 - Station Road	5	1059	334	0.016	5	0.0	10.951	B
4 - Quadrant Access	50	1037	642	0.078	51	0.1	6.092	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
5 - Princess Way	787	226	1534	0.513	789	1.1	4.848	A
1 - A23	365	502	1243	0.294	366	0.4	4.106	A
2 - Marketfield Way	585	301	1566	0.374	586	0.6	3.676	A
3 - Station Road	5	886	407	0.011	5	0.0	8.938	A
4 - Quadrant Access	42	867	710	0.059	42	0.1	5.388	A