

	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2036 Traffic + Development Traffic + Phase 1 - 2036 + Development + Phase 1													
Stream B-AC	A7 D13	1.0	18.03	0.51	C	2.83	6 % [Stream B-AC]	A7 D14	0.6	18.14	0.39	C	1.63	10 % [Stream B-AC]
Stream C-B		0.9	14.46	0.47	B				0.3	10.81	0.25	B		

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. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	28/11/2025
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ARDENTCE\Transportation
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

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75					✓	Delay	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)	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓
D4	2030	PM	ONE HOUR	16:45	18:15	15	✓
D5	2030 + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓
D6	2030 + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓
D7	2030 + Development + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓
D8	2030 + Development + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓
D9	2036	AM	ONE HOUR	07:45	09:15	15	✓
D10	2036	PM	ONE HOUR	16:45	18:15	15	✓
D11	2036 + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓
D12	2036 + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓
D13	2036 + Development + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓
D14	2036 + Development + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓

Base Year Traffic - 2025, AM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base Year Traffic	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.38	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	17	Stream B-AC	1.38	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D1	2025	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	845	100.000
B		FLAT	✓	69	100.000
C		FLAT	✓	1202	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	32	813
	B	3	0	66
	C	1017	185	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	3	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.17	10.73	0.2	B	69	104
C-A					1017	1526
C-B	0.38	11.76	0.6	B	185	278
A-B					32	48
A-C					813	1220

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	405	0.170	68	0.0	0.2	10.657	B
C-A	1017	254			1017				
C-B	185	46	491	0.377	183	0.0	0.6	11.586	B
A-B	32	8			32				
A-C	813	203			813				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	404	0.171	69	0.2	0.2	10.730	B
C-A	1017	254			1017				
C-B	185	46	491	0.377	185	0.6	0.6	11.759	B
A-B	32	8			32				
A-C	813	203			813				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	404	0.171	69	0.2	0.2	10.730	B
C-A	1017	254			1017				
C-B	185	46	491	0.377	185	0.6	0.6	11.761	B
A-B	32	8			32				
A-C	813	203			813				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	404	0.171	69	0.2	0.2	10.730	B
C-A	1017	254			1017				
C-B	185	46	491	0.377	185	0.6	0.6	11.761	B
A-B	32	8			32				
A-C	813	203			813				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	404	0.171	69	0.2	0.2	10.730	B
C-A	1017	254			1017				
C-B	185	46	491	0.377	185	0.6	0.6	11.761	B
A-B	32	8			32				
A-C	813	203			813				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	69	17	404	0.171	69	0.2	0.2	10.730	B
C-A	1017	254			1017				
C-B	185	46	491	0.377	185	0.6	0.6	11.761	B
A-B	32	8			32				
A-C	813	203			813				

Base Year Traffic - 2025, PM

Data Errors and Warnings

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

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Base Year Traffic	✓	✓	D1,D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	23	Stream B-AC	0.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D2	2025	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	930	100.000
B		FLAT	✓	79	100.000
C		FLAT	✓	877	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	7	923
	B	15	0	64
	C	846	31	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	14.33	0.3	B	79	119
C-A					846	1269
C-B	0.07	8.26	0.1	A	31	47
A-B					7	11
A-C					923	1385

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	330	0.239	78	0.0	0.3	14.193	B
C-A	846	212			846				
C-B	31	8	467	0.066	31	0.0	0.1	8.248	A
A-B	7	2			7				
A-C	923	231			923				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	330	0.239	79	0.3	0.3	14.330	B
C-A	846	212			846				
C-B	31	8	467	0.066	31	0.1	0.1	8.258	A
A-B	7	2			7				
A-C	923	231			923				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	330	0.239	79	0.3	0.3	14.333	B
C-A	846	212			846				
C-B	31	8	467	0.066	31	0.1	0.1	8.258	A
A-B	7	2			7				
A-C	923	231			923				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	330	0.239	79	0.3	0.3	14.333	B
C-A	846	212			846				
C-B	31	8	467	0.066	31	0.1	0.1	8.258	A
A-B	7	2			7				
A-C	923	231			923				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	330	0.239	79	0.3	0.3	14.333	B
C-A	846	212			846				
C-B	31	8	467	0.066	31	0.1	0.1	8.258	A
A-B	7	2			7				
A-C	923	231			923				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	79	20	330	0.239	79	0.3	0.3	14.333	B
C-A	846	212			846				
C-B	31	8	467	0.066	31	0.1	0.1	8.258	A
A-B	7	2			7				
A-C	923	231			923				

2030 Traffic - 2030, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2030 Traffic	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.45	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream B-AC	1.45	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D3	2030	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	876	100.000
B		FLAT	✓	71	100.000
C		FLAT	✓	1247	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	33	843
	B	3	0	68
	C	1055	192	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.18	11.41	0.2	B	71	107
C-A					1055	1583
C-B	0.40	12.37	0.7	B	192	288
A-B					33	50
A-C					843	1265

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	387	0.183	70	0.0	0.2	11.310	B
C-A	1055	264			1055				
C-B	192	48	483	0.398	189	0.0	0.6	12.164	B
A-B	33	8			33				
A-C	843	211			843				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	386	0.184	71	0.2	0.2	11.411	B
C-A	1055	264			1055				
C-B	192	48	483	0.398	192	0.6	0.7	12.373	B
A-B	33	8			33				
A-C	843	211			843				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	386	0.184	71	0.2	0.2	11.412	B
C-A	1055	264			1055				
C-B	192	48	483	0.398	192	0.7	0.7	12.374	B
A-B	33	8			33				
A-C	843	211			843				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	386	0.184	71	0.2	0.2	11.412	B
C-A	1055	264			1055				
C-B	192	48	483	0.398	192	0.7	0.7	12.374	B
A-B	33	8			33				
A-C	843	211			843				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	386	0.184	71	0.2	0.2	11.412	B
C-A	1055	264			1055				
C-B	192	48	483	0.398	192	0.7	0.7	12.374	B
A-B	33	8			33				
A-C	843	211			843				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	71	18	386	0.184	71	0.2	0.2	11.412	B
C-A	1055	264			1055				
C-B	192	48	483	0.398	192	0.7	0.7	12.374	B
A-B	33	8			33				
A-C	843	211			843				

2030 Traffic - 2030, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2030 Traffic	✓	✓	D3,D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	21	Stream B-AC	0.71	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D4	2030	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	966	100.000
B		FLAT	✓	78	100.000
C		FLAT	✓	911	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	7	959
	B	12	0	66
	C	879	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.24	14.27	0.3	B	78	117
C-A					879	1319
C-B	0.07	8.48	0.1	A	32	48
A-B					7	11
A-C					959	1439

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	330	0.236	77	0.0	0.3	14.132	B
C-A	879	220			879				
C-B	32	8	456	0.070	32	0.0	0.1	8.473	A
A-B	7	2			7				
A-C	959	240			959				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	330	0.236	78	0.3	0.3	14.269	B
C-A	879	220			879				
C-B	32	8	456	0.070	32	0.1	0.1	8.485	A
A-B	7	2			7				
A-C	959	240			959				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	330	0.236	78	0.3	0.3	14.269	B
C-A	879	220			879				
C-B	32	8	456	0.070	32	0.1	0.1	8.485	A
A-B	7	2			7				
A-C	959	240			959				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	330	0.236	78	0.3	0.3	14.269	B
C-A	879	220			879				
C-B	32	8	456	0.070	32	0.1	0.1	8.485	A
A-B	7	2			7				
A-C	959	240			959				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	330	0.236	78	0.3	0.3	14.269	B
C-A	879	220			879				
C-B	32	8	456	0.070	32	0.1	0.1	8.485	A
A-B	7	2			7				
A-C	959	240			959				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	78	20	330	0.236	78	0.3	0.3	14.269	B
C-A	879	220			879				
C-B	32	8	456	0.070	32	0.1	0.1	8.485	A
A-B	7	2			7				
A-C	959	240			959				

2030 Traffic + Phase 1 - 2030 + Phase 1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2030 Traffic + Phase 1	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	11	Stream B-AC	2.10	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D5	2030 + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	882	100.000
B		FLAT	✓	157	100.000
C		FLAT	✓	1287	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	39	843
	B	3	0	154
	C	1079	208	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	13.71	0.6	B	157	236
C-A					1079	1619
C-B	0.43	13.18	0.8	B	208	312
A-B					39	59
A-C					843	1265

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.373	155	0.0	0.6	13.436	B
C-A	1079	270			1079				
C-B	208	52	481	0.432	205	0.0	0.7	12.907	B
A-B	39	10			39				
A-C	843	211			843				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	157	0.6	0.6	13.703	B
C-A	1079	270			1079				
C-B	208	52	481	0.432	208	0.7	0.8	13.174	B
A-B	39	10			39				
A-C	843	211			843				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	157	0.6	0.6	13.706	B
C-A	1079	270			1079				
C-B	208	52	481	0.432	208	0.8	0.8	13.177	B
A-B	39	10			39				
A-C	843	211			843				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	157	0.6	0.6	13.709	B
C-A	1079	270			1079				
C-B	208	52	481	0.432	208	0.8	0.8	13.180	B
A-B	39	10			39				
A-C	843	211			843				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	157	0.6	0.6	13.709	B
C-A	1079	270			1079				
C-B	208	52	481	0.432	208	0.8	0.8	13.180	B
A-B	39	10			39				
A-C	843	211			843				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	157	39	420	0.374	157	0.6	0.6	13.709	B
C-A	1079	270			1079				
C-B	208	52	481	0.432	208	0.8	0.8	13.180	B
A-B	39	10			39				
A-C	843	211			843				

2030 Traffic + Phase 1 - 2030 + Phase 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2030 Traffic + Phase 1	✓	✓	D5,D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.22	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	15	Stream B-AC	1.22	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D6	2030 + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	986	100.000
B		FLAT	✓	107	100.000
C		FLAT	✓	970	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	27	959
	B	12	0	95
	C	887	83	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.32	15.83	0.5	C	107	161
C-A					887	1331
C-B	0.18	9.80	0.2	A	83	125
A-B					27	41
A-C					959	1439

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	335	0.320	105	0.0	0.5	15.566	C
C-A	887	222			887				
C-B	83	21	450	0.184	82	0.0	0.2	9.753	A
A-B	27	7			27				
A-C	959	240			959				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	334	0.320	107	0.5	0.5	15.824	C
C-A	887	222			887				
C-B	83	21	450	0.184	83	0.2	0.2	9.799	A
A-B	27	7			27				
A-C	959	240			959				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	334	0.320	107	0.5	0.5	15.827	C
C-A	887	222			887				
C-B	83	21	450	0.184	83	0.2	0.2	9.799	A
A-B	27	7			27				
A-C	959	240			959				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	334	0.320	107	0.5	0.5	15.829	C
C-A	887	222			887				
C-B	83	21	450	0.184	83	0.2	0.2	9.799	A
A-B	27	7			27				
A-C	959	240			959				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	334	0.320	107	0.5	0.5	15.829	C
C-A	887	222			887				
C-B	83	21	450	0.184	83	0.2	0.2	9.799	A
A-B	27	7			27				
A-C	959	240			959				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	107	27	334	0.320	107	0.5	0.5	15.831	C
C-A	887	222			887				
C-B	83	21	450	0.184	83	0.2	0.2	9.799	A
A-B	27	7			27				
A-C	959	240			959				

2030 Traffic + Development Traffic + Phase 1

Traffic - 2030 + Development + Phase 1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2030 Traffic + Development Traffic + Phase 1 Traffic	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.64	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	Stream B-AC	2.64	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D7	2030 + Development + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	886	100.000
B		FLAT	✓	206	100.000
C		FLAT	✓	1309	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	43	843
	B	3	0	203
	C	1092	217	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.48	16.38	0.9	C	206	309
C-A					1092	1638
C-B	0.45	13.69	0.8	B	217	326
A-B					43	65
A-C					843	1265

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	52	427	0.483	202	0.0	0.9	15.820	C
C-A	1092	273			1092				
C-B	217	54	480	0.452	214	0.0	0.8	13.372	B
A-B	43	11			43				
A-C	843	211			843				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	52	426	0.484	206	0.9	0.9	16.360	C
C-A	1092	273			1092				
C-B	217	54	480	0.452	217	0.8	0.8	13.682	B
A-B	43	11			43				
A-C	843	211			843				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	52	426	0.484	206	0.9	0.9	16.375	C
C-A	1092	273			1092				
C-B	217	54	480	0.452	217	0.8	0.8	13.687	B
A-B	43	11			43				
A-C	843	211			843				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	52	426	0.484	206	0.9	0.9	16.380	C
C-A	1092	273			1092				
C-B	217	54	480	0.452	217	0.8	0.8	13.687	B
A-B	43	11			43				
A-C	843	211			843				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	52	426	0.484	206	0.9	0.9	16.380	C
C-A	1092	273			1092				
C-B	217	54	480	0.452	217	0.8	0.8	13.690	B
A-B	43	11			43				
A-C	843	211			843				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	206	52	426	0.484	206	0.9	0.9	16.380	C
C-A	1092	273			1092				
C-B	217	54	480	0.452	217	0.8	0.8	13.690	B
A-B	43	11			43				
A-C	843	211			843				

2030 Traffic + Development Traffic + Phase 1

Traffic - 2030 + Development + Phase 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2030 Traffic + Development Traffic + Phase 1 Traffic	✓	✓	D7,D8	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.56	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	12	Stream B-AC	1.56	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D8	2030 + Development + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	997	100.000
B		FLAT	✓	124	100.000
C		FLAT	✓	1002	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	38	959
	B	12	0	112
	C	891	111	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.37	17.18	0.6	C	124	186
C-A					891	1337
C-B	0.25	10.71	0.3	B	111	167
A-B					38	57
A-C					959	1439

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	31	334	0.371	122	0.0	0.6	16.786	C
C-A	891	223			891				
C-B	111	28	447	0.248	110	0.0	0.3	10.631	B
A-B	38	10			38				
A-C	959	240			959				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	31	334	0.372	124	0.6	0.6	17.169	C
C-A	891	223			891				
C-B	111	28	447	0.248	111	0.3	0.3	10.711	B
A-B	38	10			38				
A-C	959	240			959				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	31	334	0.372	124	0.6	0.6	17.175	C
C-A	891	223			891				
C-B	111	28	447	0.248	111	0.3	0.3	10.711	B
A-B	38	10			38				
A-C	959	240			959				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	31	334	0.372	124	0.6	0.6	17.176	C
C-A	891	223			891				
C-B	111	28	447	0.248	111	0.3	0.3	10.711	B
A-B	38	10			38				
A-C	959	240			959				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	31	334	0.372	124	0.6	0.6	17.178	C
C-A	891	223			891				
C-B	111	28	447	0.248	111	0.3	0.3	10.711	B
A-B	38	10			38				
A-C	959	240			959				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	124	31	334	0.372	124	0.6	0.6	17.178	C
C-A	891	223			891				
C-B	111	28	447	0.248	111	0.3	0.3	10.711	B
A-B	38	10			38				
A-C	959	240			959				

2036 Traffic - 2036, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	2036 Traffic	✓	✓	D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream B-AC	1.54	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
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)	Run automatically
D9	2036	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	903	100.000
B		FLAT	✓	74	100.000
C		FLAT	✓	1284	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	34	869
	B	3	0	71
	C	1086	198	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.20	12.25	0.3	B	74	111
C-A					1086	1629
C-B	0.42	13.00	0.7	B	198	297
A-B					34	51
A-C					869	1304

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	19	369	0.200	73	0.0	0.2	12.115	B
C-A	1086	272			1086				
C-B	198	50	475	0.417	195	0.0	0.7	12.751	B
A-B	34	9			34				
A-C	869	217			869				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	19	368	0.201	74	0.2	0.2	12.251	B
C-A	1086	272			1086				
C-B	198	50	475	0.417	198	0.7	0.7	12.994	B
A-B	34	9			34				
A-C	869	217			869				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	19	368	0.201	74	0.2	0.3	12.252	B
C-A	1086	272			1086				
C-B	198	50	475	0.417	198	0.7	0.7	12.997	B
A-B	34	9			34				
A-C	869	217			869				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	19	368	0.201	74	0.3	0.3	12.252	B
C-A	1086	272			1086				
C-B	198	50	475	0.417	198	0.7	0.7	13.000	B
A-B	34	9			34				
A-C	869	217			869				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	19	368	0.201	74	0.3	0.3	12.252	B
C-A	1086	272			1086				
C-B	198	50	475	0.417	198	0.7	0.7	13.000	B
A-B	34	9			34				
A-C	869	217			869				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	74	19	368	0.201	74	0.3	0.3	12.252	B
C-A	1086	272			1086				
C-B	198	50	475	0.417	198	0.7	0.7	13.000	B
A-B	34	9			34				
A-C	869	217			869				

2036 Traffic - 2036, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	2036 Traffic	✓	✓	D9,D10	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	19	Stream B-AC	0.74	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D10	2036	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	973	100.000
B		FLAT	✓	80	100.000
C		FLAT	✓	917	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	7	966
	B	13	0	67
	C	885	32	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.25	14.85	0.3	B	80	120
C-A					885	1328
C-B	0.07	8.53	0.1	A	32	48
A-B					7	11
A-C					966	1449

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	322	0.248	79	0.0	0.3	14.695	B
C-A	885	221			885				
C-B	32	8	454	0.070	32	0.0	0.1	8.515	A
A-B	7	2			7				
A-C	966	242			966				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	322	0.248	80	0.3	0.3	14.849	B
C-A	885	221			885				
C-B	32	8	454	0.070	32	0.1	0.1	8.526	A
A-B	7	2			7				
A-C	966	242			966				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	322	0.248	80	0.3	0.3	14.852	B
C-A	885	221			885				
C-B	32	8	454	0.070	32	0.1	0.1	8.526	A
A-B	7	2			7				
A-C	966	242			966				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	322	0.248	80	0.3	0.3	14.852	B
C-A	885	221			885				
C-B	32	8	454	0.070	32	0.1	0.1	8.526	A
A-B	7	2			7				
A-C	966	242			966				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	322	0.248	80	0.3	0.3	14.852	B
C-A	885	221			885				
C-B	32	8	454	0.070	32	0.1	0.1	8.526	A
A-B	7	2			7				
A-C	966	242			966				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	80	20	322	0.248	80	0.3	0.3	14.852	B
C-A	885	221			885				
C-B	32	8	454	0.070	32	0.1	0.1	8.526	A
A-B	7	2			7				
A-C	966	242			966				

2036 Traffic + Phase 1 - 2036 + Phase 1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	2036 Traffic + Phase 1	✓	✓	D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.23	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	8	Stream B-AC	2.23	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D11	2036 + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	909	100.000
B		FLAT	✓	159	100.000
C		FLAT	✓	1324	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
From		A	B	C
	A	0	40	869
	B	3	0	156
	C	1110	214	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
From		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.40	14.83	0.7	B	159	239
C-A					1110	1665
C-B	0.45	13.89	0.8	B	214	321
A-B					40	60
A-C					869	1304

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	403	0.395	156	0.0	0.6	14.464	B
C-A	1110	278			1110				
C-B	214	54	473	0.452	211	0.0	0.8	13.566	B
A-B	40	10			40				
A-C	869	217			869				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	402	0.396	159	0.6	0.6	14.823	B
C-A	1110	278			1110				
C-B	214	54	473	0.452	214	0.8	0.8	13.883	B
A-B	40	10			40				
A-C	869	217			869				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	402	0.396	159	0.6	0.6	14.830	B
C-A	1110	278			1110				
C-B	214	54	473	0.452	214	0.8	0.8	13.889	B
A-B	40	10			40				
A-C	869	217			869				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	402	0.396	159	0.6	0.7	14.830	B
C-A	1110	278			1110				
C-B	214	54	473	0.452	214	0.8	0.8	13.889	B
A-B	40	10			40				
A-C	869	217			869				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	402	0.396	159	0.7	0.7	14.833	B
C-A	1110	278			1110				
C-B	214	54	473	0.452	214	0.8	0.8	13.891	B
A-B	40	10			40				
A-C	869	217			869				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	159	40	402	0.396	159	0.7	0.7	14.834	B
C-A	1110	278			1110				
C-B	214	54	473	0.452	214	0.8	0.8	13.891	B
A-B	40	10			40				
A-C	869	217			869				

2036 Traffic + Phase 1 - 2036 + Phase 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	2036 Traffic + Phase 1	✓	✓	D11,D12	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.26	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	14	Stream B-AC	1.26	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D12	2036 + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	993	100.000
B		FLAT	✓	109	100.000
C		FLAT	✓	973	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	27	966
	B	13	0	96
	C	890	83	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.33	16.56	0.5	C	109	164
C-A					890	1335
C-B	0.19	9.85	0.2	A	83	125
A-B					27	41
A-C					966	1449

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	327	0.334	107	0.0	0.5	16.256	C
C-A	890	223			890				
C-B	83	21	448	0.185	82	0.0	0.2	9.809	A
A-B	27	7			27				
A-C	966	242			966				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	326	0.334	109	0.5	0.5	16.555	C
C-A	890	223			890				
C-B	83	21	448	0.185	83	0.2	0.2	9.855	A
A-B	27	7			27				
A-C	966	242			966				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	326	0.334	109	0.5	0.5	16.560	C
C-A	890	223			890				
C-B	83	21	448	0.185	83	0.2	0.2	9.855	A
A-B	27	7			27				
A-C	966	242			966				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	326	0.334	109	0.5	0.5	16.561	C
C-A	890	223			890				
C-B	83	21	448	0.185	83	0.2	0.2	9.855	A
A-B	27	7			27				
A-C	966	242			966				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	326	0.334	109	0.5	0.5	16.561	C
C-A	890	223			890				
C-B	83	21	448	0.185	83	0.2	0.2	9.855	A
A-B	27	7			27				
A-C	966	242			966				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	109	27	326	0.334	109	0.5	0.5	16.563	C
C-A	890	223			890				
C-B	83	21	448	0.185	83	0.2	0.2	9.855	A
A-B	27	7			27				
A-C	966	242			966				

2036 Traffic + Development Traffic + Phase 1 - 2036 + Development + Phase 1, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A7	2036 Traffic + Development Traffic + Phase 1	✓	✓	D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.83	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	6	Stream B-AC	2.83	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D13	2036 + Development + Phase 1	AM	ONE HOUR	07:45	09:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	913	100.000
B		FLAT	✓	208	100.000
C		FLAT	✓	1347	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
	A	0	44	869
	B	3	0	205
	C	1124	223	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.51	18.03	1.0	C	208	312
C-A					1124	1686
C-B	0.47	14.46	0.9	B	223	335
A-B					44	66
A-C					869	1304

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	409	0.509	204	0.0	1.0	17.253	C
C-A	1124	281			1124				
C-B	223	56	472	0.473	220	0.0	0.9	14.078	B
A-B	44	11			44				
A-C	869	217			869				

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	408	0.510	208	1.0	1.0	18.005	C
C-A	1124	281			1124				
C-B	223	56	472	0.473	223	0.9	0.9	14.444	B
A-B	44	11			44				
A-C	869	217			869				

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	408	0.510	208	1.0	1.0	18.022	C
C-A	1124	281			1124				
C-B	223	56	472	0.473	223	0.9	0.9	14.454	B
A-B	44	11			44				
A-C	869	217			869				

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	408	0.510	208	1.0	1.0	18.028	C
C-A	1124	281			1124				
C-B	223	56	472	0.473	223	0.9	0.9	14.457	B
A-B	44	11			44				
A-C	869	217			869				

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	408	0.510	208	1.0	1.0	18.030	C
C-A	1124	281			1124				
C-B	223	56	472	0.473	223	0.9	0.9	14.457	B
A-B	44	11			44				
A-C	869	217			869				

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	208	52	408	0.510	208	1.0	1.0	18.032	C
C-A	1124	281			1124				
C-B	223	56	472	0.473	223	0.9	0.9	14.460	B
A-B	44	11			44				
A-C	869	217			869				

2036 Traffic + Development Traffic + Phase 1 - 2036 + Development + Phase 1, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	Arm C - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set(s)	Specific Demand Set(s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A7	2036 Traffic + Development Traffic + Phase 1	✓	✓	D13,D14	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	10	Stream B-AC	1.63	A

Arms

Arms

Arm	Name	Description	Arm type
A	Shaftsbury Avenue (S)		Major
B	Barrington Road		Minor
C	Shaftsbury Avenue (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	5.33		✓	2.50	250.0		-

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	One lane	4.11	21	21

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	550	0.104	0.262	0.165	0.374
B-C	708	0.111	0.280	-	-
C-B	742	0.296	0.296	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

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)	Run automatically
D14	2036 + Development + Phase 1	PM	ONE HOUR	16:45	18:15	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		FLAT	✓	1004	100.000
B		FLAT	✓	125	100.000
C		FLAT	✓	1010	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A	B	C
	A	0	38	966
	B	13	0	112
	C	898	112	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

From	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
B-AC	0.39	18.14	0.6	C	125	188
C-A					898	1347
C-B	0.25	10.81	0.3	B	112	168
A-B					38	57
A-C					966	1449

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	324	0.386	123	0.0	0.6	17.679	C
C-A	898	225			898				
C-B	112	28	445	0.252	111	0.0	0.3	10.727	B
A-B	38	10			38				
A-C	966	242			966				

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	323	0.387	125	0.6	0.6	18.131	C
C-A	898	225			898				
C-B	112	28	445	0.252	112	0.3	0.3	10.809	B
A-B	38	10			38				
A-C	966	242			966				

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	323	0.387	125	0.6	0.6	18.136	C
C-A	898	225			898				
C-B	112	28	445	0.252	112	0.3	0.3	10.809	B
A-B	38	10			38				
A-C	966	242			966				

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	323	0.387	125	0.6	0.6	18.142	C
C-A	898	225			898				
C-B	112	28	445	0.252	112	0.3	0.3	10.809	B
A-B	38	10			38				
A-C	966	242			966				

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	323	0.387	125	0.6	0.6	18.141	C
C-A	898	225			898				
C-B	112	28	445	0.252	112	0.3	0.3	10.809	B
A-B	38	10			38				
A-C	966	242			966				

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	125	31	323	0.387	125	0.6	0.6	18.144	C
C-A	898	225			898				
C-B	112	28	445	0.252	112	0.3	0.3	10.809	B
A-B	38	10			38				
A-C	966	242			966				