1.0 INTRODUCTION

1.1.1 This Servicing Strategy has been prepared by Cameron Rose Associates on behalf of Aldi Stores Ltd in order to provide details of servicing arrangements for the proposed development of an a 1,534sqm GFA food store on land bound by the A6 to the north, the A624 Foresters Way to the south east and Bowden Lane to the south west, in Chapel-en-le-Frith.

1.1.2 As an international food retailer with over 5,600 stores, Aldi have considerable experience of running efficient service delivery operations to their stores throughout the world.

1.1.3 Each potential new site is looked at on its merits and careful consideration is given to the access arrangements for customers, staff and deliveries by Aldi. Aldi are able to draw on considerable experience from their existing stores when considering new site layouts and access arrangements.

1.1.4 Section 2.0 of this report provides an overview of the scale of Aldi's operation and details the common attributes of each store that relate to deliveries and servicing.

1.1.5 Section 3.0 concentrates on Aldi's operations in the Middleton region. This represents the region in which the proposed stores are located. This chapter provides information about the fleet of vehicles delivering to the existing stores in the region.

1.1.6 Section 4.0 provides a detailed commentary on the servicing requirements at the proposed stores, including a swept path analysis of an articulated vehicle carrying out a standard delivery, which demonstrates the ready accessibility of the proposed service facilities.

1.1.7 This note is completed in Section 5.0, which draws conclusions on the sites service delivery operations.

2.0 DEVELOPMENT SITE

2.1 The Company

2.1.1 Aldi have over 5,600 stores across the world, of which more than 380 are located in the UK. Aldi continues to grow through a multi-million pound investment programme in people, stores and distribution facilities.

2.1.2 The scale of Aldi's international operation affords them significant buying power so they can buy at better rates. They also reduce their costs by cutting out gimmicks. The resultant savings are substantial and are passed on to customers as discounted prices.

2.2 The Aldi Store

2.2.1 An Aldi store is a modest scale supermarket, generally fulfilling a neighbourhood shopping role. Aldi is complementary to the existing pattern of trade within the local area.

2.2.2 The total range of products sold in an Aldi store is limited to approximately 850 lines. This compares with many retailers like Tesco and Sainsbury selling between 25,000 and 30,000 products. This has a significant impact on the frequency and type of delivery vehicles to each store.

2.2.3 A range of 60 seasonal fruit and vegetable items are delivered fresh to the store on a daily basis, sourced from local suppliers where possible. Around 15 products in Aldi's bread and morning goods range are managed and procured in the same way. Milk is also sourced locally.

2.2.4 Aldi have a policy of limited trading hours, which are generally as follows:

- Monday – Saturday 08:00 – 22:00
- Sunday 10:00 – 16:00

2.2.5 Main deliveries may occur whilst the store is opening, however, site constraints at some stores require deliveries to take place outside normal trading hours.

2.2.6 Between 25 and 30 staff are employed at each store, comprising a Store Manager, Assistant Store Manager and Store Assistants.

3.0 REGIONAL OPERATIONS

3.1 Aldi's Regional Logistics

3.1.1 Aldi's operations for the proposed store would be run from the Middleton regional distribution centre.

3.1.2 From the Middleton distribution centre a fleet of vehicles service all stores within the region. Each of these vehicles is a 16.5m fully articulated lorry with rear wheel steering and a maximum gross weight of 44 tonnes.

3.1.3 Delivery routes are planned to minimise distances travelled by each vehicle and maximise efficiency of goods per delivery. This practice is economically prudent for Aldi but also sustainable by virtue of reducing vehicle kilometres travelled.

3.1.4 Each vehicle will visit between one and six stores depending on the nature of the delivery and the geographical location of the stores. On average each store will have only one delivery by articulated lorry per day plus a smaller vehicle delivering locally sourced products. This compares with an average of six to 10 articulated lorries and up to a 20 subsidiary vehicles (including HGVs) per day usually associated with the larger supermarkets.

3.1.5 Each store manager will have an allotted time each day by which the main delivery will have taken place. Each driver is furnished with a mobile phone and is able to inform the distribution centre if any delay is likely. However, this is very rare and allocated delivery times are consistently met by the distribution teams.

3.1.6 Delivery practices are identical at each store. Goods delivery is a one-man function carried out by the driver. The vehicle is reversed down the delivery ramp to the loading bay which is fitted with a "dock leveller" to provide a flush ramp from the floor of the lorry to the floor of the storage area.

3.1.7 The driver gains access to the building by means of a "driver's door" located next to the loading bay. The driver opens the roller shutter door from within the building then unloads the goods directly into the storage area. The driver is then responsible for locking the shutter and the side door before leaving. Contact with the store manager is only required where site-specific special arrangements dictate.

3.1.8 At sites where entrance barriers are installed, the delivery vehicles are fitted with transponders, which activate the barriers automatically.

4.0 SITE SPECIFIC ARRANGEMENTS

4.1 Site Layout

4.1.1 Drawing 052-01/ATR-01 attached in **Appendix B** of the Transport Assessment (TA) illustrates the swept path of an articulated vehicle accessing and egressing the proposed site.

4.2 Site Location and Access

4.2.1 The site is located within the town of Chapel-en-le-Frith, approximately 800 metres north of the town centre. The site is located on land to the south of the A6 and adjacent to the Fallow Deer public house.

4.2.2 Surrounding land uses included the Fallow Deer public house located adjacent to the proposed development site, light industrial units/ office development located on Bowden Lane, Federal Mogul located to the west of the site off Hayfield Road and residential development to the south and south west. A full description of site location and access is contained in Sections 3.0 and 4.0 of the Transport Assessment.

4.2.3 The servicing arrangements at the proposed site have been designed to operate without detriment to the operation of the highway network or customer safety.

4.3 Aldi Site Specific Operational Requirements

- There will normally be one Articulated HGV delivery per day;
- The daily HGV delivery arrival journey will normally take place outside peak highway network hours;
- The standard delivery period is ½ hour;
- Vehicular access to the service yard will be through the car park. In addition, all manoeuvring will be supervised and assisted as necessary by the store manager; and
- Any non-staff vehicles remaining anywhere in the car park once the store is closed will be warned/ fined and eventually removed.

4.4 Additional Safety Benefits

4.4.1 It should be noted that over recent years Aldi's service vehicles have benefited from operational safety improvements including:

- Rear Cameras;
- Audible Warning Systems; and
- Reversing Object Sensors.

CAMERON ROSE
ASSOCIATES

APPENDIX F

TEMPRO GROWTH FACTORS

TEMPRO GROWTH FACTORS - OPENING YEAR

Dataset Version:	62
Results Type:	Trip ends by time period
Base Year:	2012
Future Year:	2015
Trip Purpose Group:	All purposes
Time Period:	Weekday AM peak period (0700 - 0959)
Trip End Type:	Origin/ Destinations
Alternative Assumptions Applied:	No

Level	Area	Local Growth Factor
Authority	High Peak	1.0173

Dataset Version:	62
Results Type:	Trip ends by time period
Base Year:	2012
Future Year:	2015
Trip Purpose Group:	All purposes
Time Period:	Weekday PM peak period (1600 - 1859)
Trip End Type:	Origin/ Destinations
Alternative Assumptions Applied:	No

Level	Area	Local Growth Factor
Authority	High Peak	1.0188

Dataset Version:	62
Results Type:	Trip ends by time period
Base Year:	2012
Future Year:	2015
Trip Purpose Group:	All purposes
Time Period:	Saturday (all times of the day)
Trip End Type:	Origin/ Destinations
Alternative Assumptions Applied:	No

Level	Area	Local Growth Factor
Authority	High Peak	1.0203

CAMERON ROSE
ASSOCIATES

APPENDIX G

PERSONAL INJURY ACCIDENT DATA

CAMERON ROSE
ASSOCIATES

APPENDIX H

TRICS DATA

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

08	**NORTH WEST**		
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 865 to 1360 (units: sqm)

Date Range: 01/01/95 to 20/06/07

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3
High Street	1
No Sub Category	2

Optional parameter selection:

Use Class:

A1	7 days

Population within 1 mile:

15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days
500,001 or More	1 days

Car ownership within 5 miles:

0.6 to 1.0	7 days

Optional parameter selection (Cont.):

Petrol filling station:	
Excluded from count or no filling station	7 days
Included in the survey count	0 days

Travel Plan:	
Not Known	6 days
No	1 days

LIST OF SITES relevant to selection parameters

1 **GM-01-C-01** **NETTO,BOLTON** **GREATER MANCHESTER**
A579 ST HELENS ROAD
DAUBHILL
BOLTON
Total Gross floor area: 1022 sqm
Survey date: FRIDAY 14/03/97 Survey Type: MANUAL

2 **GM-01-C-02** **ALDI,NEAR OLDHAM** **GREATER MANCHESTER**
GREENFIELD LANE
SHAW
NEAR OLDHAM
Total Gross floor area: 1011 sqm
Survey date: THURSDAY 02/11/95 Survey Type: MANUAL

3 **GM-01-C-08** **ALDI,BURY** **GREATER MANCHESTER**
B6222 BELL LANE

BURY
Total Gross floor area: 1192 sqm
Survey date: THURSDAY 24/10/96 Survey Type: MANUAL

4 **GM-01-C-09** **NETTO, MANCHESTER** **GREATER MANCHESTER**
BEVENDON SQUARE
HIGHER BROUGHTON
MANCHESTER
Total Gross floor area: 1115 sqm
Survey date: FRIDAY 17/03/95 Survey Type: MANUAL

5 **LC-01-C-04** **ALDI,BURNLEY** **LANCASHIRE**
ACTIVE WAY

BURNLEY
Total Gross floor area: 1200 sqm
Survey date: FRIDAY 01/12/95 Survey Type: MANUAL

6 **LC-01-C-05** **KWIK SAVE,PRESTON** **LANCASHIRE**
A6063 DEEPDALE ROAD

PRESTON
Total Gross floor area: 1360 sqm
Survey date: FRIDAY 07/06/96 Survey Type: MANUAL

7 **MS-01-C-03** **ALDI, LIVERPOOL** **MERSEYSIDE**
LAUREL ROAD
ELM PARK
LIVERPOOL
Total Gross floor area: 1165 sqm
Survey date: WEDNESDAY 20/06/07 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	0	0	0.000	0	0	0.000	0	0	0.000
08:00 - 09:00	4	1187	0.737	4	1187	0.316	4	1187	1.053
09:00 - 10:00	7	1152	4.910	7	1152	3.087	7	1152	7.997
10:00 - 11:00	7	1152	5.840	7	1152	4.885	7	1152	10.725
11:00 - 12:00	7	1152	6.175	7	1152	6.485	7	1152	12.660
12:00 - 13:00	7	1152	6.311	7	1152	6.609	7	1152	12.920
13:00 - 14:00	7	1152	6.386	7	1152	5.245	7	1152	11.631
14:00 - 15:00	**7**	**1152**	**6.782**	**7**	**1152**	**7.278**	**7**	**1152**	**14.060**
15:00 - 16:00	7	1152	6.274	7	1152	6.187	7	1152	12.461
16:00 - 17:00	7	1152	6.410	7	1152	7.229	7	1152	13.639
17:00 - 18:00	7	1152	5.059	7	1152	6.125	7	1152	11.184
18:00 - 19:00	5	1172	4.128	5	1172	4.623	5	1172	8.751
19:00 - 20:00	5	1172	1.962	5	1172	3.037	5	1172	4.999
20:00 - 21:00	3	1194	0.335	3	1194	1.368	3	1194	1.703
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			61.309			62.474			123.783

Parameter summary

Trip rate parameter range selected:	865 - 1360 (units: sqm)
Survey date date range:	01/01/95 - 20/06/07
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

VEHICLES

Selected regions and areas:

08	**NORTH WEST**		
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 865 to 1682 (units: sqm)

Date Range: 01/01/95 to 20/06/07

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3
High Street	1
No Sub Category	2

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00

Under 6 Surveys Included, 15th/85th Percentile Not Highlighted

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	GM-01-C-01	NETTO,BOLTON	GREATER MANCHESTER	1022	Fri	14/03/97	0.978	0.783	1.761	
2	LC-01-C-04	ALDI,BURNLEY	LANCASHIRE	1200	Fri	01/12/95	1.000	0.333	1.333	
3	MS-01-C-03	ALDI, LIVERPOOL	MERSEYSIDE	1165	Wed	20/06/07	0.773	0.172	0.945	
4	LC-01-C-05	KWIK SAVE,PRESTON	LANCASHIRE	1360	Fri	07/06/96	0.294	0.074	0.368	

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES
VEHICLES

Selected regions and areas:

08	**NORTH WEST**		
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	2 days
	MS	MERSEYSIDE	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 865 to 1682 (units: sqm)

Date Range: 01/01/95 to 20/06/07

Selected survey days:

Wednesday	1 days
Thursday	2 days
Friday	4 days

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	5

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	3
High Street	1
No Sub Category	2

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES
VEHICLES

Ranking Type: **TOTALS** Time Range : 16:00 - 17:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 6
85th Percentile = No. 2

Median Values:
Arrivals: 4.843
Departures: 5.740
Totals: 10.583

Rank	Site Ref	Description	Town/City	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
								Arrivals	Departures	Totals	
1	LC-01-C-04	ALDI	BURNLEY	LANCASHIRE	1200	Fri	01/12/95	10.167	12.583	22.750	
2	**GM-01-C-01**	**NETTO**	**BOLTON**	**GREATER MANCHESTER**	**1022**	**Fri**	**14/03/97**	**10.176**	**9.002**	**19.178**	
3	GM-01-C-02	ALDI	NEAR OLDHAM	GREATER MANCHESTER	1011	Thu	02/11/95	8.210	10.089	18.299	
4	GM-01-C-09	NETTO	MANCHESTER	GREATER MANCHESTER	1115	Fri	17/03/95	4.843	5.740	10.583	
5	GM-01-C-08	ALDI	BURY	GREATER MANCHESTER	1192	Thu	24/10/96	4.614	5.621	10.235	
6	**LC-01-C-05**	**KWIK SAVE**	**PRESTON**	**LANCASHIRE**	**1360**	**Fri**	**07/06/96**	**4.926**	**4.926**	**9.852**	
7	NO-01-C-01	LIDL	SCUNTHORPE	NORTH LINCOLNSHIRE	1323	Wed	24/11/99	2.494	2.268	4.762	

This section displays actual (not average) trip rates for each of the survey days in the selected set, and ranks them in order of relative trip rate intensity, for a given time period (or peak period irrespective of time) selected by the user. The count type and direction are both displayed just above the table, along with the rows within the table representing the 85th and 15th percentile trip rate figures (highlighted in bold within the table itself).

The table itself displays details of each individual survey, alongside arrivals, departures and totals trip rates, sorted by whichever of the three directional options has been chosen by the user. As with the preceeding trip rate calculation results table, the trip rates shown are per the calculation factor (e.g. per 100m2 GFA, per employee, per hectare, etc). Note that if the peak period option has been selected (as opposed to a specific chosen time period), the peak period for each individual survey day in the table is also displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	2 days
09	**NORTH**		
	CB	CUMBRIA	1 days
10	**WALES**		
	CP	CAERPHILLY	1 days
	SW	SWANSEA	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 865 to 1360 (units: sqm)

Date Range: 01/01/95 to 20/06/07

Selected survey days:

Saturday	11 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Built-Up Zone	4
High Street	1
No Sub Category	3

Optional parameter selection:

Use Class:

A1	11 days

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	4 days

Optional parameter selection (Cont.):

Population within 5 miles:	
5,001 to 25,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	4 days

Car ownership within 5 miles:	
0.6 to 1.0	10 days
1.1 to 1.5	1 days

Petrol filling station:	
Excluded from count or no filling station	11 days
Included in the survey count	0 days

Travel Plan:	
Not Known	6 days
No	5 days

LIST OF SITES relevant to selection parameters

1	**BR-01-C-01**	**LIDL, BRISTOL**		**BRISTOL CITY**
	LAWRENCE HILL			
	LAWRENCE HILL			
	BRISTOL			
	Total Gross floor area:		1007 sqm	
	Survey date: SATURDAY		17/05/03	Survey Type: MANUAL
2	**CB-01-C-01**	**ALDI, CARLISLE**		**CUMBRIA**
	KINGSTOWN ROAD			
	KINGSTOWN			
	CARLISLE			
	Total Gross floor area:		1216 sqm	
	Survey date: SATURDAY		07/09/02	Survey Type: MANUAL
3	**CP-01-C-01**	**KWIK SAVE, RISCA**		**CAERPHILLY**
	FIELDS ROAD			
	PONTYMINSTER			
	RISCA			
	Total Gross floor area:		900 sqm	
	Survey date: SATURDAY		03/09/05	Survey Type: MANUAL
4	**GM-01-C-01**	**NETTO,BOLTON**		**GREATER MANCHESTER**
	A579 ST HELENS ROAD			
	DAUBHILL			
	BOLTON			
	Total Gross floor area:		1022 sqm	
	Survey date: SATURDAY		22/03/97	Survey Type: MANUAL
5	**GM-01-C-02**	**ALDI,NEAR OLDHAM**		**GREATER MANCHESTER**
	GREENFIELD LANE			
	SHAW			
	NEAR OLDHAM			
	Total Gross floor area:		1011 sqm	
	Survey date: SATURDAY		28/10/95	Survey Type: MANUAL
6	**GM-01-C-08**	**ALDI,BURY**		**GREATER MANCHESTER**
	B6222 BELL LANE			
	BURY			
	Total Gross floor area:		1192 sqm	
	Survey date: SATURDAY		26/10/96	Survey Type: MANUAL
7	**GM-01-C-09**	**NETTO, MANCHESTER**		**GREATER MANCHESTER**
	BEVENDON SQUARE			
	HIGHER BROUGHTON			
	MANCHESTER			
	Total Gross floor area:		1115 sqm	
	Survey date: SATURDAY		18/03/95	Survey Type: MANUAL
8	**HE-01-C-01**	**ALDI, HEREFORD**		**HEREFORDSHIRE**
	EIGN STREET			
	HEREFORD			
	Total Gross floor area:		1219 sqm	
	Survey date: SATURDAY		04/03/06	Survey Type: MANUAL
9	**LC-01-C-04**	**ALDI,BURNLEY**		**LANCASHIRE**
	ACTIVE WAY			
	BURNLEY			
	Total Gross floor area:		1200 sqm	
	Survey date: SATURDAY		02/12/95	Survey Type: MANUAL
10	**LC-01-C-05**	**KWIK SAVE,PRESTON**		**LANCASHIRE**
	A6063 DEEPDALE ROAD			
	PRESTON			
	Total Gross floor area:		1360 sqm	
	Survey date: SATURDAY		08/06/96	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

11 SW-01-C-01 LIDL, SWANSEA **SWANSEA**

PENTREGETHIN ROAD
PEN-LAN
SWANSEA
Total Gross floor area: 969 sqm
Survey date: SATURDAY 14/09/02 Survey Type: MANUAL

TRIP RATE for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	3	1147	0.261	3	1147	0.116	3	1147	0.377
08:00 - 09:00	9	1121	1.745	9	1121	0.932	9	1121	2.677
09:00 - 10:00	11	1110	5.176	11	1110	4.250	11	1110	9.426
10:00 - 11:00	11	1110	7.411	11	1110	6.150	11	1110	13.561
11:00 - 12:00	11	1110	8.304	11	1110	8.050	11	1110	16.354
12:00 - 13:00	11	1110	7.813	11	1110	7.829	11	1110	15.642
13:00 - 14:00	11	1110	8.099	11	1110	8.116	11	1110	16.215
14:00 - 15:00	**11**	**1110**	**8.476**	**11**	**1110**	**8.296**	**11**	**1110**	**16.772**
15:00 - 16:00	11	1110	7.256	11	1110	7.886	11	1110	15.142
16:00 - 17:00	11	1110	6.208	11	1110	7.223	11	1110	13.431
17:00 - 18:00	11	1110	3.268	11	1110	4.602	11	1110	7.870
18:00 - 19:00	7	1099	1.118	7	1099	1.742	7	1099	2.860
19:00 - 20:00	1	900	1.111	1	900	1.889	1	900	3.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			66.246			67.081			133.327

Parameter summary

Trip rate parameter range selected:	865 - 1360 (units: sqm)
Survey date date range:	01/01/95 - 20/06/07
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	11
Number of Sundays:	0
Optional parameters used in selection:	NO
Surveys manually removed from selection:	8

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : C - DISCOUNT FOOD STORES

VEHICLES

Selected regions and areas:

03	**SOUTH WEST**		
	BR	BRISTOL CITY	1 days
06	**WEST MIDLANDS**		
	HE	HEREFORDSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	4 days
	LC	LANCASHIRE	2 days
09	**NORTH**		
	CB	CUMBRIA	1 days
10	**WALES**		
	CP	CAERPHILLY	1 days
	SW	SWANSEA	1 days

Main parameter selection:

Parameter: Gross floor area
Range: 865 to 1682 (units: sqm)

Date Range: 01/01/95 to 20/06/07

Selected survey days:

Saturday	11 days

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	7
Edge of Town	1

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	2
Built-Up Zone	4
High Street	1
No Sub Category	3

RANK ORDER for Land Use 01 - RETAIL/C - DISCOUNT FOOD STORES

VEHICLES

Ranking Type: **TOTALS** Time Range: 12:00-13:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under 20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. **9 (**)**

85th Percentile = No. **3 (**)**

Rank	Site-Ref	Description	Area	GFA	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
							Arrivals	Departures	Totals	
1	GM-01-C-02	ALDI,NEAR OLDHAM	GREATER MANCHESTER	1011	Sat	28/10/95	11.869	10.188	22.057	
2	GM-01-C-01	NETTO,BOLTON	GREATER MANCHESTER	1022	Sat	22/03/97	9.883	10.078	19.961	
**3 **	**LC-01-C-04**	**ALDI,BURNLEY**	**LANCASHIRE**	**1200**	**Sat**	**02/12/95**	**10.083**	**9.833**	**19.916**	
4	CP-01-C-01	KWIK SAVE, RISCA	CAERPHILLY	900	Sat	03/09/05	9.222	9.778	19.000	
5	HE-01-C-01	ALDI, HEREFORD	HEREFORDSHIRE	1219	Sat	04/03/06	7.547	7.055	14.602	
6	SW-01-C-01	LIDL, SWANSEA	SWANSEA	969	Sat	14/09/02	7.224	6.295	13.519	
7	GM-01-C-09	NETTO, MANCHESTER	GREATER MANCHESTER	1115	Sat	18/03/95	6.547	6.726	13.273	
8	GM-01-C-08	ALDI,BURY	GREATER MANCHESTER	1192	Sat	26/10/96	6.544	6.544	13.088	
**9 **	**LC-01-C-05**	**KWIK SAVE,PRESTON**	**LANCASHIRE**	**1360**	**Sat**	**08/06/96**	**5.735**	**7.206**	**12.941**	
10	BR-01-C-01	LIDL, BRISTOL	BRISTOL CITY	1007	Sat	17/05/03	6.455	6.455	12.910	
11	CB-01-C-01	ALDI, CARLISLE	CUMBRIA	1216	Sat	07/09/02	6.003	6.661	12.664	

CAMERON ROSE

ASSOCIATES

APPENDIX I

MODEL OUTPUT DATA

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

Filename: Foresters Way_Site Access.arc8
Path: D:\Cameron Rose Associates\Projects\052_Aldi, Chapel en le Frith\ANALYSIS\Junctions 8
Report generation date: 01/08/2013 09:10:49

Summary of junction performance

	AM			
	Queue (Veh)	Delay (s)	RFC	LOS
	Existing Layout - 2015 Base			
Stream B-C	0.00	0.00	0.00	A
Stream B-A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-
Stream C-B	0.00	0.00	0.00	A
Stream A-B	-	-	-	-
Stream A-C	-	-	-	-

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

"D1 - 2015 Base, AM" model duration: 07:45 - 09:15
"D2 - 2015 Base, PM" model duration: 16:15 - 17:45
"D3 - 2015 Base, Saturday" model duration: 11:45 - 13:15
"D4 - 2015 Base plus Development - Average, AM" model duration: 07:45 - 09:15
"D5 - 2015 Base plus Development - Average, PM" model duration: 16:15 - 17:45
"D6 - 2015 Base plus Development - Average, Saturday" model duration: 11:45 - 13:15
"D7 - 2015 Base plus Development - 85th, AM" model duration: 07:45 - 09:15
"D8 - 2015 Base plus Development - 85th, PM" model duration: 16:15 - 17:45
"D9 - 2015 Base plus Development - 85th, Saturday" model duration: 11:45 - 13:15
"D10 - 2018 Base, AM" model duration: 07:45 - 09:15
"D11 - 2018 Base, PM" model duration: 16:15 - 17:45
"D12 - 2018 Base, Saturday" model duration: 11:45 - 13:15
"D13 - 2018 Base plus Development - Average, AM" model duration: 07:45 - 09:15
"D14 - 2018 Base plus Development - Average, PM" model duration: 16:15 - 17:45
"D15 - 2018 Base plus Development - Average, Saturday" model duration: 11:45 - 13:15
"D16 - 2018 Base plus Development - 85th, AM" model duration: 07:45 - 09:15
"D17 - 2018 Base plus Development - 85th, PM" model duration: 16:15 - 17:45
"D18 - 2018 Base plus Development - 85th, Saturday" model duration: 11:45 - 13:15

Run using Junctions 8.0.2.316 at 01/08/2013 09:09:38

File summary

File Description

Title	A624 Foresters Way/ Site Access
Location	Chapel-en-le-Frith
Site Number	
Date	17/07/2013
Version	
Status	
Identifier	
Client	Aldi Food Stores
Jobnumber	052
Enumerator	Cheryl Barratt
Description	

Analysis Options

Vehicle Length (m)	Do Queue Variations	Calculate Residual Capacity	Residual Capacity Criteria Type	RFC Threshold	Average Delay Threshold (s)	Queue Threshold (PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m	mph	PCU	Veh	perHour	s	-Min	perMin

Existing Layout - 2015 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Base, AM	2015 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	0.00	F

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Foresters Way (w)		Major
B	Site Access		Minor
C	Foresters Way (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.00		0.00	✓	3.00	70.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor	Lane	Lane	Lane	Width	Width	Width	Width	Width	Estimate	Flare	Visibility	Visibility

	Arm Type	Width (m)	Width (Left) (m)	Width (Right) (m)	at give-way (m)	at 5m (m)	at 10m (m)	at 15m (m)	at 20m (m)	Flare Length	Length (PCU)	To Left (m)	To Right (m)
B	One lane plus flare				10.00	8.50	5.00	3.80	3.60	✓	2.00	.40	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	546.271	0.087	0.219	0.138	0.312
1	B-C	694.944	0.093	0.234	-	-
1	C-B	668.004	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	489.00	100.000
B	ONE HOUR	✓	0.00	100.000
C	ONE HOUR	✓	300.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From \ To	A	B	C
A	0.000	0.000	489.000
B	0.000	0.000	0.000
C	300.000	0.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From \ To	A	B	C
A	0.00	0.00	1.00
B	0.33	0.33	0.33
C	1.00	0.00	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From \ To	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.00	0.00	0.00	A
B-A	0.00	0.00	0.00	A
C-A				
C-B	0.00	0.00	0.00	A
A-B				
A-C				

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	608.76	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	434.70	0.000	0.00	0.000	A
C-A	225.86	225.86	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	585.16	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00				-	-
A-C	368.14	368.14	0.00				-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS

B-C	0.00	0.00	0.00	592.03	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	413.05	0.000	0.00	0.000	A
C-A	269.69	269.69	0.00					
C-B	0.00	0.00	0.00	569.08	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00					
A-C	439.60	439.60	0.00					

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	568.90	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	383.10	0.000	0.00	0.000	A
C-A	330.31	330.31	0.00					
C-B	0.00	0.00	0.00	546.84	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00					
A-C	538.40	538.40	0.00					

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	568.90	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	383.10	0.000	0.00	0.000	A
C-A	330.31	330.31	0.00					
C-B	0.00	0.00	0.00	546.84	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00					
A-C	538.40	538.40	0.00					

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	592.03	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	413.05	0.000	0.00	0.000	A
C-A	269.69	269.69	0.00					
C-B	0.00	0.00	0.00	569.08	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00					
A-C	439.60	439.60	0.00					

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	0.00	0.00	0.00	608.76	0.000	0.00	0.000	A
B-A	0.00	0.00	0.00	434.70	0.000	0.00	0.000	A
C-A	225.86	225.86	0.00					
C-B	0.00	0.00	0.00	585.16	0.000	0.00	0.000	A
A-B	0.00	0.00	0.00					
A-C	368.14	368.14	0.00					

Existing Layout - 2015 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Base, PM	2015 Base	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Foresters Way (w)		Major
B	Site Access		Minor
C	Foresters Way (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.00		0.00	✓	3.00	70.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.50	5.00	3.80	3.60	✓	2.00	40	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept	Slope	Slope	Slope	Slope

		(Veh/hr)	for A-B	for A-C	for C-A	for C-B
1	B-A	565.056	0.089	0.226	0.142	0.323
1	B-C	671.046	0.089	0.226	-	-
1	C-B	668.004	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	361.00	100.000
B	ONE HOUR	✓	24.00	100.000
C	ONE HOUR	✓	516.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From \ To	A	B	C
A	0.000	14.000	347.000
B	14.000	0.000	10.000
C	496.000	20.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From \ To	A	B	C
A	0.00	0.04	0.96
B	0.58	0.00	0.42
C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From \ To	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.36	0.02	A
B-A	0.04	9.55	0.04	A
C-A	-	-	-	
C-B	0.04	6.47	0.04	A
A-B				
A-C				

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.53	7.48	0.00	607.44	0.012	0.01	6.000	A
B-A	10.54	10.44	0.00	447.02	0.024	0.02	8.244	A
C-A	373.41	373.41	0.00	-	-	-	-	-
C-B	15.06	14.96	0.00	606.84	0.025	0.03	6.082	A
A-B	10.54	10.54	0.00	-	-	-	-	-
A-C	261.24	261.24	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.99	8.98	0.00	594.79	0.015	0.02	6.144	A
B-A	12.59	12.56	0.00	424.17	0.030	0.03	8.746	A
C-A	445.89	445.89	0.00	-	-	-	-	-
C-B	17.98	17.96	0.00	594.97	0.030	0.03	6.238	A
A-B	12.59	12.59	0.00	-	-	-	-	-
A-C	311.95	311.95	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.01	10.99	0.00	577.39	0.019	0.02	6.355	A
B-A	15.41	15.37	0.00	392.49	0.039	0.04	9.544	A
C-A	546.11	546.11	0.00	-	-	-	-	-
C-B	22.02	21.99	0.00	578.56	0.038	0.04	6.467	A
A-B	15.41	15.41	0.00	-	-	-	-	-
A-C	382.05	382.05	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.01	11.01	0.00	577.30	0.019	0.02	6.356	A
B-A	15.41	15.41	0.00	392.52	0.039	0.04	9.545	A
C-A	546.11	546.11	0.00					
C-B	22.02	22.02	0.00	578.56	0.038	0.04	6.467	A
A-B	15.41	15.41	0.00					
A-C	382.05	382.05	0.00					

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.99	9.01	0.00	594.63	0.015	0.02	6.146	A
B-A	12.59	12.62	0.00	424.24	0.030	0.03	8.748	A
C-A	445.89	445.89	0.00					
C-B	17.98	18.01	0.00	594.97	0.030	0.03	6.241	A
A-B	12.59	12.59	0.00					
A-C	311.95	311.95	0.00					

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.53	7.54	0.00	607.18	0.012	0.01	6.005	A
B-A	10.54	10.57	0.00	447.13	0.024	0.02	8.247	A
C-A	373.41	373.41	0.00					
C-B	15.06	15.08	0.00	606.84	0.025	0.03	6.083	A
A-B	10.54	10.54	0.00					
A-C	261.24	261.24	0.00					

Existing Layout - 2015 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Base, Saturday	2015 Base	Saturday		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	7.22	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Foresters Way (w)		Major
B	Site Access		Minor
C	Foresters Way (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.00		0.00	✓	3.00	70.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.50	5.00	3.80	3.60	✓	2.00	40	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	546.271	0.087	0.219	0.138	0.312
1	B-C	694.944	0.093	0.234	-	-
1	C-B	668.004	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	381.00	100.000
B	ONE HOUR	✓	20.00	100.000
C	ONE HOUR	✓	364.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	12.000	369.000
	B	10.000	0.000	10.000
	C	351.000	13.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.03	0.97
	B	0.50	0.00	0.50
	C	0.96	0.04	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.02	6.17	0.02	A
B-A	0.03	9.28	0.03	A
C-A				
C-B	0.02	6.44	0.03	A
A-B				
A-C				

Main Results for each time segment

Main results: (11:45-12:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.53	7.48	0.00	626.41	0.012	0.01	5.816	A
B-A	7.53	7.46	0.00	445.33	0.017	0.02	8.220	A
C-A	264.25	264.25	0.00					
C-B	9.79	9.72	0.00	603.45	0.016	0.02	6.063	A
A-B	9.03	9.03	0.00					
A-C	277.80	277.80	0.00					

Main results: (12:00-12:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.99	8.98	0.00	612.87	0.015	0.01	5.960	A
B-A	8.99	8.97	0.00	425.82	0.021	0.02	8.636	A
C-A	315.54	315.54	0.00					
C-B	11.69	11.67	0.00	590.93	0.020	0.02	6.214	A
A-B	10.79	10.79	0.00					
A-C	331.72	331.72	0.00					

Main results: (12:15-12:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.01	10.99	0.00	594.29	0.019	0.02	6.171	A
B-A	11.01	10.98	0.00	398.73	0.028	0.03	9.284	A
C-A	386.46	386.46	0.00					
C-B	14.31	14.29	0.00	573.60	0.025	0.03	6.435	A
A-B	13.21	13.21	0.00					
A-C	406.28	406.28	0.00					

Main results: (12:30-12:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	11.01	11.01	0.00	594.22	0.019	0.02	6.171	A
B-A	11.01	11.01	0.00	398.76	0.028	0.03	9.283	A
C-A	386.46	386.46	0.00					
C-B	14.31	14.31	0.00	573.60	0.025	0.03	6.435	A
A-B	13.21	13.21	0.00					
A-C	406.28	406.28	0.00					

Main results: (12:45-13:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	8.99	9.01	0.00	612.73	0.015	0.01	5.962	A
B-A	8.99	9.02	0.00	425.89	0.021	0.02	8.637	A
C-A	315.54	315.54	0.00					
C-B	11.69	11.71	0.00	590.93	0.020	0.02	6.214	A

A-B	10.79	10.79	0.00					
A-C	331.72	331.72	0.00					

Main results: (13:00-13:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	7.53	7.54	0.00	626.15	0.012	0.01	5.818	A
B-A	7.53	7.55	0.00	445.47	0.017	0.02	8.220	A
C-A	264.25	264.25	0.00					
C-B	9.79	9.80	0.00	603.45	0.016	0.02	6.066	A
A-B	9.03	9.03	0.00					
A-C	277.80	277.80	0.00					

Existing Layout - 2015 Base plus Development - Average, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Base plus Development - Average, AM	2015 Base plus Development - Average	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	6.81	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Foresters Way (w)		Major
B	Site Access		Minor
C	Foresters Way (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.00		0.00	✓	3.00	70.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.50	5.00	3.80	3.60	✓	2.00	40	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	508.700	0.081	0.204	0.128	0.291
1	B-C	718.098	0.096	0.242	-	-
1	C-B	668.004	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	492.00	100.000
B	ONE HOUR	✓	5.00	100.000
C	ONE HOUR	✓	307.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

	To

		To		
		A	B	C
From	A	0.000	4.000	488.000
	B	1.000	0.000	4.000
	C	300.000	7.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.01	0.99
	B	0.20	0.00	0.80
	C	0.98	0.02	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

		To		
		A	B	C
From	A	1.000	1.000	1.000
	B	1.000	1.000	1.000
	C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	0.000	0.000
	B	0.000	0.000	0.000
	C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.01	6.18	0.01	A
B-A	0.00	10.19	0.00	B
C-A	-	-	-	-
C-B	0.01	6.69	0.01	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (07:45-08:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	3.01	2.99	0.00	628.64	0.005	0.00	5.753	A
B-A	0.75	0.75	0.00	403.18	0.002	0.00	8.945	A
C-A	225.86	225.86	0.00	-	-	-	-	-
C-B	5.27	5.23	0.00	584.65	0.009	0.01	6.212	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	367.39	367.39	0.00	-	-	-	-	-

Main results: (08:00-08:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	3.60	3.59	0.00	611.24	0.006	0.01	5.923	A
B-A	0.90	0.90	0.00	382.72	0.002	0.00	9.428	A
C-A	269.69	269.69	0.00	-	-	-	-	-
C-B	6.29	6.28	0.00	568.47	0.011	0.01	6.402	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	438.70	438.70	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.40	4.40	0.00	587.21	0.008	0.01	6.176	A
B-A	1.10	1.10	0.00	354.40	0.003	0.00	10.189	B
C-A	330.31	330.31	0.00	-	-	-	-	-
C-B	7.71	7.69	0.00	546.10	0.014	0.01	6.685	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	537.30	537.30	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	4.40	4.40	0.00	587.20	0.008	0.01	6.176	A
B-A	1.10	1.10	0.00	354.41	0.003	0.00	10.188	B
C-A	330.31	330.31	0.00	-	-	-	-	-
C-B	7.71	7.71	0.00	546.10	0.014	0.01	6.685	A
A-B	4.40	4.40	0.00	-	-	-	-	-
A-C	537.30	537.30	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	3.60	3.60	0.00	611.21	0.006	0.01	5.926	A
B-A	0.90	0.90	0.00	382.74	0.002	0.00	9.429	A
C-A	269.69	269.69	0.00	-	-	-	-	-
C-B	6.29	6.30	0.00	568.47	0.011	0.01	6.403	A
A-B	3.60	3.60	0.00	-	-	-	-	-
A-C	438.70	438.70	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	3.01	3.02	0.00	628.59	0.005	0.00	5.754	A
B-A	0.75	0.75	0.00	403.22	0.002	0.00	8.944	A
C-A	225.86	225.86	0.00	-	-	-	-	-
C-B	5.27	5.28	0.00	584.65	0.009	0.01	6.215	A
A-B	3.01	3.01	0.00	-	-	-	-	-
A-C	367.39	367.39	0.00	-	-	-	-	-

Existing Layout - 2015 Base plus Development - Average, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2015 Base plus Development - Average, PM	2015 Base plus Development - Average	PM		ONE HOUR	16:15	17:45	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.65	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Foresters Way (w)		Major
B	Site Access		Minor
C	Foresters Way (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.00		0.00	✓	3.00	70.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.50	5.00	3.80	3.60	✓	2.00	40	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	524.780	0.083	0.210	0.132	0.300
1	B-C	722.284	0.096	0.243	-	-
1	C-B	668.004	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	382.00	100.000
B	ONE HOUR	✓	135.00	100.000
C	ONE HOUR	✓	584.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.000	39.000	343.000
	B	53.000	0.000	82.000
	C	490.000	94.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.39	0.00	0.61
	C	0.84	0.16	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From	To A	To B	To C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From	To A	To B	To C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-C	0.15	7.08	0.18	A
B-A	0.17	12.82	0.21	B
C-A	-	-	-	
C-B	0.18	7.66	0.22	A
A-B	-	-	-	
A-C	-	-	-	

Main Results for each time segment

Main results: (16:15-16:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	61.73	61.31	0.00	640.12	0.096	0.11	6.216	A
B-A	39.90	39.46	0.00	398.08	0.100	0.11	10.026	B
C-A	368.90	368.90	0.00	-	-	-	-	-
C-B	70.77	70.24	0.00	603.28	0.117	0.13	6.746	A
A-B	29.36	29.36	0.00	-	-	-	-	-
A-C	258.23	258.23	0.00	-	-	-	-	-

Main results: (16:30-16:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	73.72	73.61	0.00	622.94	0.118	0.13	6.551	A
B-A	47.65	47.51	0.00	373.35	0.128	0.14	11.043	B
C-A	440.50	440.50	0.00	-	-	-	-	-
C-B	84.50	84.37	0.00	590.72	0.143	0.17	7.107	A
A-B	35.06	35.06	0.00	-	-	-	-	-
A-C	308.35	308.35	0.00	-	-	-	-	-

Main results: (16:45-17:00)

Stream	Total Demand	Entry Flow	Pedestrian Demand	Capacity	RFC	End Queue	Delay	LOS
B-C	90.28	90.11	0.00	598.58	0.151	0.18	7.078	A
B-A	58.35	58.11	0.00	339.23	0.172	0.20	12.796	B
C-A	539.50	539.50	0.00	-	-	-	-	-
C-B	103.50	103.29	0.00	573.35	0.181	0.22	7.654	A
A-B	42.94	42.94	0.00	-	-	-	-	-
A-C	377.65	377.65	0.00	-	-	-	-	-

Main results: (17:00-17:15)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	90.28	90.28	0.00	598.42	0.151	0.18	7.083	A
B-A	58.35	58.35	0.00	339.19	0.172	0.21	12.818	B
C-A	539.50	539.50	0.00	-	-	-	-	-
C-B	103.50	103.49	0.00	573.35	0.181	0.22	7.660	A
A-B	42.94	42.94	0.00	-	-	-	-	-
A-C	377.65	377.65	0.00	-	-	-	-	-

Main results: (17:15-17:30)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	73.72	73.88	0.00	622.68	0.118	0.14	6.561	A
B-A	47.65	47.88	0.00	373.30	0.128	0.15	11.069	B
C-A	440.50	440.50	0.00	-	-	-	-	-
C-B	84.50	84.71	0.00	590.72	0.143	0.17	7.116	A
A-B	35.06	35.06	0.00	-	-	-	-	-
A-C	308.35	308.35	0.00	-	-	-	-	-

Main results: (17:30-17:45)

Stream	Total Demand (Veh/hr)	Entry Flow (Veh/hr)	Pedestrian Demand (Ped/hr)	Capacity (Veh/hr)	RFC	End Queue (Veh)	Delay (s)	LOS
B-C	61.73	61.84	0.00	639.73	0.097	0.11	6.232	A
B-A	39.90	40.04	0.00	397.97	0.100	0.11	10.063	B
C-A	368.90	368.90	0.00	-	-	-	-	-
C-B	70.77	70.91	0.00	603.28	0.117	0.13	6.763	A
A-B	29.36	29.36	0.00	-	-	-	-	-
A-C	258.23	258.23	0.00	-	-	-	-	-

Existing Layout - 2015 Base plus Development - Average, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Existing Layout			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked

2015 Base plus Development - Average Saturday	2015 Base plus Development - Average	Saturday		ONE HOUR	11:45	13:15	90	15		

Junction Network

Junctions

Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	T-Junction	Two-way	A,B,C	8.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Foresters Way (w)		Major
B	Site Access		Minor
C	Foresters Way (e)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	9.00		0.00	✓	3.00	70.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane plus flare				10.00	8.50	5.00	3.80	3.60	✓	2.00	40	20

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	518.838	0.082	0.208	0.131	0.297
1	B-C	729.842	0.097	0.246	-	-
1	C-B	668.004	0.225	0.225	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time	Vehicle Mix Varies Over Turn	Vehicle Mix Varies Over Entry	Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		✓	✓	HV Percentages	2.00				✓	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	ONE HOUR	✓	412.00	100.000
B	ONE HOUR	✓	140.00	100.000
C	ONE HOUR	✓	441.00	100.000

Turning Proportions

Turning Counts or Proportions (PCU/hr) - Junction 1 (for whole period)

From \ To	A	B	C
A	0.000	49.000	363.000
B	45.000	0.000	95.000
C	345.000	96.000	0.000

Turning Proportions (PCU) - Junction 1 (for whole period)

From \ To	A	B	C
A	0.00	0.12	0.88
B	0.32	0.00	0.68
C	0.78	0.22	0.00

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

From \ To	A	B	C
A	1.000	1.000	1.000
B	1.000	1.000	1.000
C	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

From \ To	A	B	C
A	0.000	0.000	0.000
B	0.000	0.000	0.000
C	0.000	0.000	0.000