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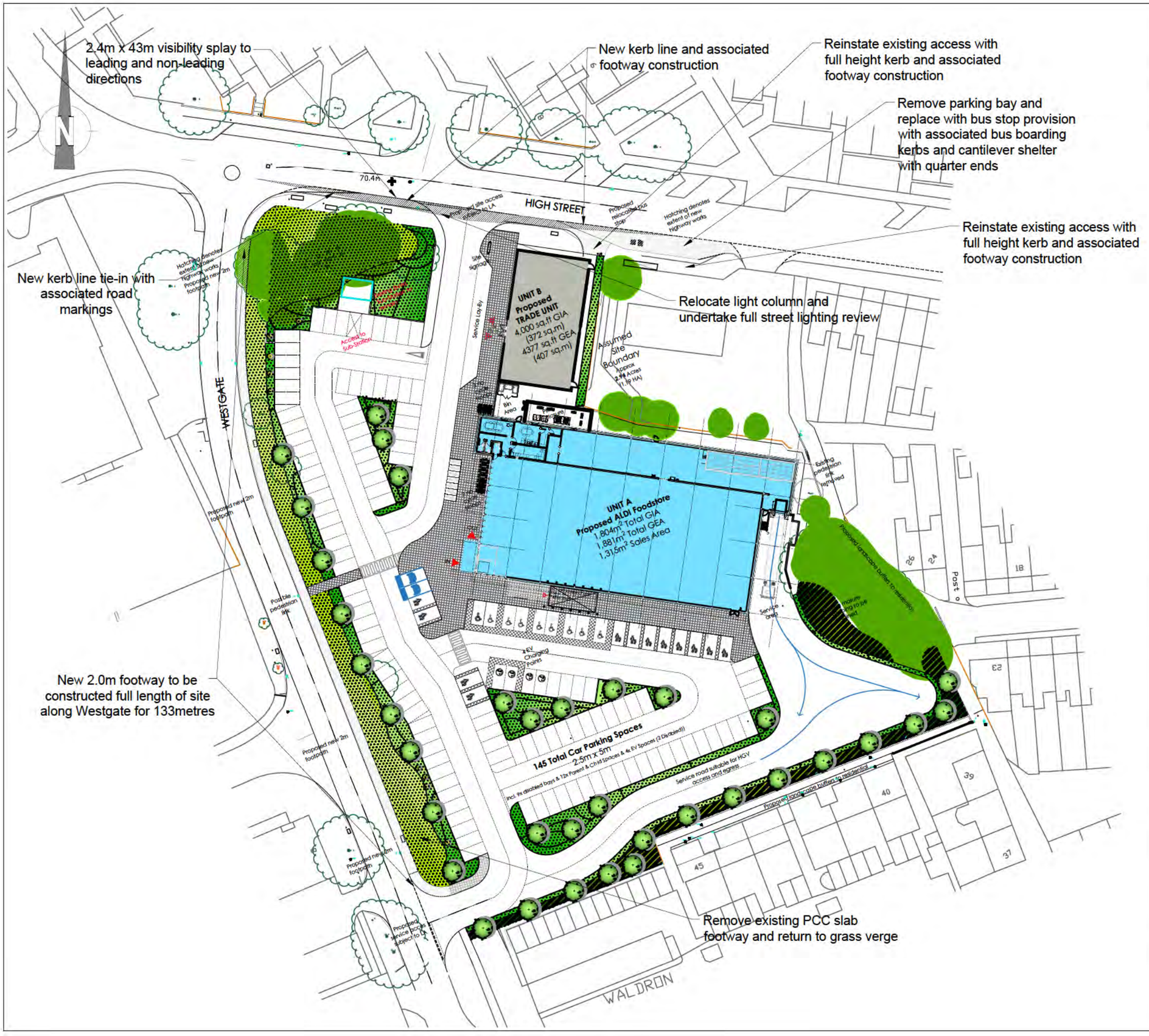
APPENDIX C

GENERAL ACCESS ARRANGEMENT AND SWEPT PATH AUTOTRACK ANALYSIS



• Revision History		• Date
A	Updated Design Proposals	16/10/18
B	Updated Layout	10/12/18
C	Updated Layout	17/08/21
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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CAMERON ROSE ASSOCIATES

client: Aldi Stores Limited

project: Westgate Skelmersdale

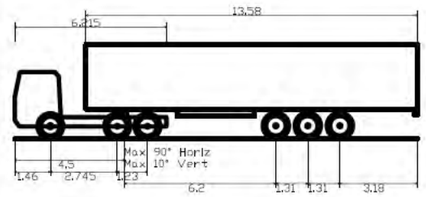
drawing title: Site Access and Off-Site Highway Works Preliminary Design

scale(s)	1/750	date	19/12/17	drawn by	checked
drawing number	449-01/GA-01			IJM	CAB
xrefs				status: Information	
				rev: C	

DATE PRINTED

Aldi 16.5m Articulated Service Vehicle
Entry Manoeuvre

Aldi 16.5m Articulated Service Vehicle
Exit Manoeuvre



Aldi Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.600m
Overall Body Height	3.863m
Min Body Ground Clearance	0.511m
Max Track Width	2.500m
Lock to lock time	8.00s
Wall to Wall Turning Radius	8.250m

•	Revision History	• Date
A	Revised Layout	10/12/18
B	Revised Site Layout	17/08/21
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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CAMERON ROSE ASSOCIATES

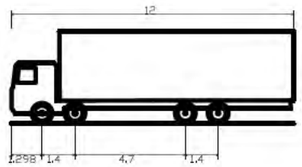
client: Aldi Stores Limited

project: Westgate Skelmersdale

drawing title: Site Access and Track Plot Analysis Entry and Exit Manoeuvre

scale(s)	1/750	date	16/10/18	drawn by	checked
drawing number	449-01/ATR-01			IJM	CAB
xrefs				status: Information	
				rev: B	

DATE PRINTED



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

12m Rigid Service Vehicle
Exit Manoeuvre

12m Rigid Service Vehicle
Entry Manoeuvre

• Revision History		• Date
A	Revised Layout	10/12/18
B	Revised Site Layout	17/08/21
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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CAMERON ROSE ASSOCIATES

client: Aldi Stores Limited

project: Westgate Skelmersdale

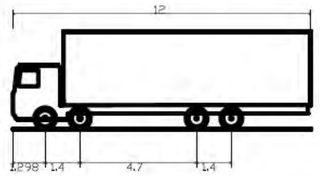
drawing title: Retail Terrace
Track Plot Analysis - South to North
Entry and Exit Manoeuvre

scale(s)	1/750	date	16/10/18	drawn by	checked
drawing number	449-01/ATR-02			IJM	CAB
xrefs				status: Information	
				rev: B	

DATE PRINTED

Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.



Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

12m Rigid Service Vehicle
Exit Manoeuvre

12m Rigid Service Vehicle
Entry Manoeuvre

• Revision History		• Date
A	Revised Layout	10/12/18
B	Revised Site Layout	17/08/21
C	desc	date c
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

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client	Aldi Stores Limited
project	Westgate Skelmersdale
drawing title	Retail Terrace Track Plot Analysis - North to South Entry and Exit Manoeuvre

scale(s)	1/750	date	16/10/18	drawn by	checked
drawing number	449-01/ATR-03			IJM	CAB
xrefs				status: Information	
				rev: B	

DATE PRINTED

APPENDIX D

INTERIM TRAVEL PLAN

ALDI FOOD STORES

HIGH STREET, SKELMERSDALE

FRAMEWORK TRAVEL PLAN

PREPARED ON BEHALF OF:

ALDI STORES LIMITED

CAMERON ROSE ASSOCIATES

Lymedale Business Centre,
Hooters Hall Road,
Newcastle-under-Lyme,
Staffordshire, ST5 9QF

CONTENTS

1.0 INTRODUCTION

1.1.1 This Travel Plan Framework has been produced by Cameron Rose Associates on behalf of Aldi Stores Limited, in support of their application for an Aldi food store with a GEA of 1,881 sqm and a trade counter (Use Class B8) with a GEA of 407 sqm. . This document is relevant to both staff and customers of the proposed development and will suggest initiatives to maximise the sustainable transport opportunities of the site and will, prior to trading, be developed as a stand-alone document.

1.1.2 This Framework Travel Plan sets out the overall outcomes, targets and indicators for the site. Aldi will administer the Plan centrally. The Travel Plan will be consistent with the wider targets and requirements set out in the Framework Travel Plan. The Travel Plan will be completed within six months of occupation of the site, to allow time for travel characteristic surveys to be undertaken and suitable consultation with Lancashire County Council.

2.0 DEVELOPMENT PROPOSALS

2.1.1 The development proposals include the provision of an Aldi food store with a GEA of 1,881 sqm and a trade counter (Use Class B8) with a GEA of 407 sqm. The remainder of the site would be used to provide car parking spaces and stands to accommodate up to 20 bicycles (seven Sheffield type stands for the Aldi foodstore and three Sheffield type stands for the trade counter).

2.1.2 The proposed site layout is included as **Appendix A** to the Transport Assessment (TA).

2.1.3 The existing highway infrastructure has been discussed in **Section 3.0** of the TA and the full details of the development proposal in **Section 4.0**. The development proposal includes provision for on-site cycle parking for staff, customers, changing and locker facilities for staff, additional pedestrian infrastructure on the local highway network and improvements to public transport facilities.

2.1.4 The proposed development would provide retail opportunity within a reasonable walking and cycling distance of a large residential catchment, reducing the need for these residents to travel further for their food shopping needs. Frequent bus services to a range of local destinations can be accessed within a short walk of the site, with services operating from on High Street and on the B5312.

3.0 PROPOSED TRAVEL PLAN INITIATIVES

3.1.1 The primary source of traffic generation and therefore greatest opportunity for modal shift is customers. It is clear however, that the end users cannot dictate their customers' choice of transport but can seek to influence it by provision of adequate facilities and information.

3.1.2 Features of the development proposal that would encourage non-car trips to the site include:

- Frequent bus services to a number of local destinations accessible within a short walking distance of the site;
- 14 cycle parking spaces, through the provision of seven Sheffield hoop stands at the Aldi foodstore and six cycle parking spaces, through the provision of three Sheffield hoop stands at the trade counter (Use Class B8). A total provision of 20 cycle parking spaces at the development;
- Changing and locker facilities would be provided for staff;
- Pedestrian and cycle links from the store to the local highway network;
- Upgrade of bus stop to be relocated on High Street to Quality Bus Standard; and
- Provision of a new 2.0 metre footway on Westgate along the site boundary.

3.2 Other Initiatives

3.2.1 Staff and customers will be encouraged to use sustainable forms of transport such as walking, cycling and bus travel to access the store by the provision of appropriate facilities and providing the relevant information on-site.

3.2.2 To further encourage travel to the site by modes other than the private car, Aldi will consider other modal initiatives, further details of which are provided below.

3.3 Cycling

3.3.1 Cycling is a key mode of sustainable transport and it is therefore important to encourage cycling as part of the site's Travel Plan; this will be achieved by implementing the initiatives detailed below;

- The provision of safe and convenient cycle parking facilities for shoppers and employees as described above;
- Provision for in-store cycle equipment storage facilities for employees;
- Bicycles and cycling equipment are regularly available as 'special purchases' within Aldi stores. This provides a good opportunity for staff and customers alike to purchase bicycles at greatly discounted rates thus encouraging this mode of transport; and
- Aldi employees also have access to a Bike 2 Work scheme, which is available through their employee benefits. Employees can choose a bike from participating retailers such as Halfords, Tresz, Cycle Republic and a growing range of independent shops. The scheme allows employees to choose a bike and cycle safety accessories to the value of £1,000, to be paid for over a 12 month period through a salary sacrifice arrangement. All relevant information is available with employee starter packs and via the company's employee benefits website www.aldibenefits.co.uk/

3.4 Walking

3.4.1 The pedestrian environment has to be such that it provides pedestrians with safe and convenient routes to and from their origin/ destinations. To encourage this mode of transport, Aldi will provide the following:

- Improved footway connections between the site and the surrounding network, through the provision of a footway on Westgate, along the boundary of the site;
- Direct pedestrian links within the site by means of suitable footpaths and pedestrian crossings; and

- The provision of adequate street lighting and lighting within the site to provide pedestrians with a well-lit environment hence enhancing safety and encouraging pedestrian movements.

3.5 Car Sharing Scheme

3.5.1 The availability of car sharing schemes is limited in the case of food retail, as the stores cannot dictate car sharing among customers and employee numbers are small. Nevertheless employees from the store will be supported and encouraged to car-share if another member of staff lives close by and shift patterns align.

3.5.2 The Travel Plan Co-ordinator will promote the use of car sharing amongst employees and will promote national car sharing schemes such as Lift Share (www.liftshare.com). These schemes will be promoted to employees upon commencement of employment and continually promoted through promotional material displayed on notice boards, within the staff room. This information will be provided by the Travel Plan Co-ordinator within three months of the stores opening and continually monitored to ensure the information provided is up to date.

3.6 Electric Charge Points

3.6.1 The development proposals will include four fast charge point with passive infrastructure (physical conduits to support future charging points, and the reservation of electrical capacity) for a further 20 electric charge point, for the use by both staff and customers.

3.7 Servicing

3.7.1 As is common practice in Aldi foodstores and in line with the current servicing arrangement of the store, service vehicles would access the store via the customer access off Westgate for the Aldi food store and off High Street for the trade counter (Use Class B8).

3.7.2 Aldi service deliveries are carried out in such a way as to minimise vehicle kilometres travelled. Each store receives an average of four deliveries by articulated lorry per day, in addition to a milk delivery and bin collection via rigid vehicle. This is substantially lower than the delivery pattern associated with larger food superstores.

3.7.3 The articulated vehicles operate from a central distribution centre. Each lorry delivers to a number of stores in a specific circuit and in this way minimises vehicle kilometres and therefore reduces emissions.

3.7.4 Deliveries to the store will aim to arrive outside of the established highway peak periods namely 0800 - 0900 during the morning and 1500 – 1600 during the evening

3.8 Provision of Information

3.8.1 Each new member of staff will be briefed on all aspects of the Travel Plan as part of their staff induction. In this way, each new member of staff will be aware of the advantages, accessibility and convenience of non-car modes of transport to and from the site.

3.8.2 If the message is to be portrayed to staff and customers that sustainable forms of transport are preferable to the private car, then it is essential that adequate information is available; to this end:

- Bus stop location, timetable information and route plans will be provided;
- The above information will be provided to new employees as part of the staff induction process;
- Information on the beneficial effects of cycling on both health and the environment will be provided in the form of leaflets to all staff; and
- Copies of relevant cycle maps will be provided, thus encouraging sustainable forms of transport.

3.8.3 The Travel Plan Co-ordinator will be responsible for co-ordinating the Travel Plan across the site and ensuring that the information is up to date and accessible to employees.

4.0 IMPLEMENTATION AND REVIEW

4.1.1 In order to establish an effective Travel Plan, a coherent understanding of staff travel patterns and attitudes to travel will need to be collected. A Travel Plan Co-ordinator will be appointed who will be responsible for on-going monitoring and annual surveys. Information gathered will be submitted to Lancashire County Council.

4.1.2 A Travel Plan Co-ordinator will be appointed prior to the opening of the store, to implement the Travel Plan and to promote the aims and objectives of the Plan amongst employees and visitors of the site. The Travel Plan Co-ordinator will play a key role in the promotion of the Plan across the site and in the delivery of the Plan measures.

4.1.3 The Final Travel Plan will set out specific details on the role of the Travel Plan Co-ordinator.

4.1.4 The Travel Plan Co-ordinator will oversee the overall operation of the Travel Plan and be responsible for monitoring the effectiveness of the Plan and liaising with Lancashire County Council.

4.1.5 The Travel Plan Co-ordinator will be responsible for the preparation of the Final Travel Plan and will be required to develop and implement the Travel Plan and to monitor the effectiveness of the Plan.

4.1.6 Lancashire County Council will be notified of the name of the Travel Plan Co-ordinator upon their appointment and similarly the Travel Plan Co-ordinator will be advised of the names of the relevant contact details at the various organisations with whom they will be required to consult, including Lancashire County Council's Travel Planning officers, public transport operators and other key stakeholders.

4.1.7 It is envisaged that the Travel Plan Co-ordinators role at Aldi will be fulfilled by the Store Manager. The Travel Plan Co-ordinators role at the office will be undertaken by a member of staff. The contact details of the Store Manager and office employee will be provided to Lancashire County Council, prior to the stores opening.

4.1.8 The Travel Plan Co-ordinator will be the first point of contact for employees, visitors and other outside organisations in all matters regarding the detailed Travel Plan that will be developed.

4.1.9 The general responsibilities of the Travel Plan Co-ordinator will include:

- Implementing Travel Plan measures across the site and for ensuring that these measures are realistic and achievable, through continued review and assessment of their success;
- Developing, managing and implementing the Travel Plan strategy so that effective sustainable transport solutions can be achieved;
- On-going review and assessment of the Travel Plan to determine if objectives are being achieved and initiating new measures when required. The Travel Plan Co-ordinator will also be expected to update the Travel Plan to ensure their success;
- Ensuring that all employees and visitors have good travel information and are made aware of all of the travel choices they have available to them, to promote sustainable travel;
- To use effective marketing and awareness-raising schemes to assist in the promotion of the Travel Plan and sustainable travel across the site; and
- To work together with the local highway authority to ensure that the management and monitoring of the Travel Plan is efficiently and effectively undertaken and that the Travel Plan measures are being delivered.

4.1.10 The Travel Plan will be implemented and monitored as set out below:

- Prior to development occupation a final travel plan and staff travel survey pro-forma will be agreed;

- Three months after occupation the initial staff travel survey will be undertaken and reported to Lancashire County Council within two months (this information will be gathered after this time to ensure representative data once staff have established themselves into their new travel routine); and

- Annually thereafter for a period of five year after occupation the staff travel survey will be undertaken and reported to Lancashire County Council within two months of survey completion.

4.2 Summary of Framework for Implementation

4.2.1 There are a number of elements of the Travel Plan which will need to be submitted, agreed and implemented at different timescales.

4.2.2 The following table therefore summarises the key areas of implementation and sets the framework which will form the basis of the agreement between Aldi and Lancashire County Council.

Table 4.1: Framework for Implementation

Item/Measure	Timescale
Agreement of Framework Travel Plan	Prior to issue of planning permission
Issue draft Final Travel Plan (excluding details of staff travel patterns) to Lancashire County Council for approval	3 months prior to occupation of the development
Undertake staff travel surveys	Within 3 months of opening of food store/ office. Then annually for a period of five years.
Issue Travel Plan with staff travel patterns and set targets	Within 2 months of undertaking surveys
Infrastructure measures (pedestrian/ cycle access, cycle parking, off-site highway works) to be implemented	Prior to occupation of the development
Appointment of Travel Plan Co-ordinator	3 months prior to occupation of the development
Issue 'Employee Travel Packs' to all employees	At commencement of employment
Develop/ promote car-share scheme	Within travel packs & on notice boards.
Period of formal monitoring of Travel Plan by the Developer	5 years from Occupation of the Development

5.0 TARGETS - STAFF

5.1.1 Travel Plan targets will be formally set following the initial employee surveys and updated annually. The Travel Plan Co-ordinator will liaise with the Council to set suitable targets.

5.1.2 Travel Plans evolve over time and adapt to changing conditions. As the staff travel patterns may be liable to change over time, it will be necessary to carry out reviews of staff travel behaviour. The results from these reviews will enable the Travel Plan initiatives to be adapted as necessary.

5.1.3 It should be recognised that a genuine modal shift ultimately relates to an individual choosing an alternative means of travel to the private car rather than any apparent modal shifts caused by staff turnover (i.e. a cyclist replaced by a car driver or vice versa). Specific circumstances will be taken into account at the time of the annual reviews.

6.0 CONCLUSIONS

6.1.1 To achieve the target set out within this Travel Plan, Aldi will encourage its employees and customers alike, to take into account the benefits of sustainable forms of transport that are available to them given the highly accessible location of the site.

6.1.2 Aldi will undertake local infrastructure improvements to further enhance sustainable transport options in the vicinity of the site. This, allied with progressive management practices and the provision of adequate information, will influence and encourage staff and customers to choose sustainable transport options in preference to the private car.

6.1.3 The Travel Plan will seek to achieve significant reductions in car usage for journeys to and from the store. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic generation associated with the development.

CAMERON ROSE
ASSOCIATES

APPENDIX E

TRAFFIC COUNT DATA

Skelmersdale - Manual Traffic Survey, Friday 2nd November 2018

Junction: (1) High Street / Westgate

Approach: High Street

	Left to Westgate (South)								Ahead to Westgate (West)								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0730 - 0745	0	0	4	4	0	0	1	**9**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
0745 - 0800	1	0	9	1	0	0	1	**12**	0	0	9	3	0	0	0	**12**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**13**	**5**	**0**	**0**	**2**	**21**	**0**	**0**	**13**	**3**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	17	3	0	0	1	**21**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	15	6	0	0	1	**22**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	14	2	1	0	1	**18**	0	0	23	3	0	0	0	**26**	0	0	0	1	0	0	0	**1**
0845 - 0900	0	0	7	0	1	0	0	**8**	0	0	30	1	0	0	0	**31**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**53**	**11**	**2**	**0**	**3**	**69**	**0**	**0**	**72**	**5**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	6	2	0	0	2	**10**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	6	0	0	0	0	**6**	0	0	11	1	1	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**12**	**2**	**0**	**0**	**2**	**16**	**0**	**0**	**22**	**1**	**1**	**0**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**78**	**18**	**2**	**0**	**7**	**106**	**0**	**0**	**107**	**9**	**1**	**0**	**0**	**117**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1500 - 1515	0	0	16	0	0	0	1	**17**	1	0	37	3	0	0	0	**41**	0	0	0	0	0	0	0	**0**
1515 - 1530	0	0	11	3	0	0	1	**15**	0	0	16	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
1530 - 1545	0	0	18	2	0	0	2	**22**	0	0	6	0	0	0	0	**6**	0	0	0	0	0	0	0	**0**
1545 - 1600	0	0	12	0	0	0	1	**13**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**57**	**5**	**0**	**0**	**5**	**67**	**1**	**0**	**67**	**4**	**0**	**0**	**0**	**72**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	12	2	0	0	0	**14**	0	0	19	0	0	0	0	**19**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	12	3	0	0	2	**17**	0	0	12	2	0	0	0	**14**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	10	1	0	0	0	**11**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	7	0	0	0	2	**9**	0	0	16	3	0	0	0	**19**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**41**	**6**	**0**	**0**	**4**	**51**	**0**	**0**	**59**	**6**	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	11	1	0	0	2	**14**	0	0	16	2	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	8	2	0	0	0	**10**	1	0	14	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	11	1	0	0	0	**12**	0	0	15	1	0	0	0	**16**	0	0	1	0	0	0	0	**1**
1745 - 1800	0	0	11	0	0	0	2	**13**	0	0	13	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**41**	**4**	**0**	**0**	**4**	**49**	**1**	**0**	**58**	**7**	**0**	**0**	**0**	**66**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	16	0	0	0	1	**17**	0	0	12	0	0	0	0	**12**	0	0	1	0	0	0	0	**1**
1815 - 1830	0	0	10	1	0	0	1	**12**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**26**	**1**	**0**	**0**	**2**	**29**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**165**	**16**	**0**	**0**	**15**	**196**	**2**	**0**	**205**	**17**	**0**	**0**	**0**	**224**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Skelmersdale - Manual Traffic Survey, Friday 2nd November 2018

Junction: (1) High Street / Westgate

Approach: Westgate (South)

	Left to Westgate (West)								Right to High Street							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0730 - 0745	0	0	17	2	0	0	0	**19**	0	0	4	3	0	0	2	**9**
0745 - 0800	0	0	12	3	0	0	0	**15**	0	0	1	1	0	0	2	**4**
Hourly Total	**0**	**0**	**29**	**5**	**0**	**0**	**0**	**34**	**0**	**0**	**5**	**4**	**0**	**0**	**4**	**13**
0800 - 0815	0	0	8	2	1	0	0	**11**	0	0	4	1	0	0	3	**8**
0815 - 0830	0	0	22	3	2	0	0	**27**	0	0	6	3	0	0	0	**9**
0830 - 0845	0	0	33	1	0	0	0	**34**	0	0	9	5	0	0	3	**17**
0845 - 0900	0	0	46	2	0	0	0	**48**	0	0	4	2	0	0	1	**7**
Hourly Total	**0**	**0**	**109**	**8**	**3**	**0**	**0**	**120**	**0**	**0**	**23**	**11**	**0**	**0**	**7**	**41**
0900 - 0915	0	0	22	3	0	0	0	**25**	0	0	4	2	0	0	0	**6**
0915 - 0930	0	0	17	2	0	0	0	**19**	0	0	4	1	0	0	1	**6**
Hourly Total	**0**	**0**	**39**	**5**	**0**	**0**	**0**	**44**	**0**	**0**	**8**	**3**	**0**	**0**	**1**	**12**
Session Total	**0**	**0**	**177**	**18**	**3**	**0**	**0**	**198**	**0**	**0**	**36**	**18**	**0**	**0**	**12**	**66**
1500 - 1515	0	0	22	2	0	0	0	**24**	0	0	13	3	0	0	1	**17**
1515 - 1530	0	0	20	1	0	0	0	**21**	0	1	16	2	0	0	1	**20**
1530 - 1545	0	0	16	3	0	0	0	**19**	0	0	15	1	0	0	1	**17**
1545 - 1600	0	0	16	1	0	0	0	**17**	0	0	13	1	0	0	1	**15**
Hourly Total	**0**	**0**	**74**	**7**	**0**	**0**	**0**	**81**	**0**	**1**	**57**	**7**	**0**	**0**	**4**	**69**
1600 - 1615	0	0	19	1	1	0	0	**21**	0	0	13	5	0	0	0	**18**
1615 - 1630	0	0	11	6	0	0	0	**17**	0	0	12	1	0	0	1	**14**
1630 - 1645	0	0	13	0	0	0	0	**13**	0	0	10	2	0	0	1	**13**
1645 - 1700	0	0	21	0	0	0	0	**21**	0	0	10	5	0	0	0	**15**
Hourly Total	**0**	**0**	**64**	**7**	**1**	**0**	**0**	**72**	**0**	**0**	**45**	**13**	**0**	**0**	**2**	**60**
1700 - 1715	0	0	18	2	0	0	0	**20**	0	0	12	2	0	0	1	**15**
1715 - 1730	0	0	21	1	0	0	0	**22**	0	0	15	4	0	0	0	**19**
1730 - 1745	0	0	21	2	0	0	0	**23**	1	0	21	2	0	0	0	**24**
1745 - 1800	0	0	15	0	0	0	0	**15**	0	0	19	0	0	0	0	**19**
Hourly Total	**0**	**0**	**75**	**5**	**0**	**0**	**0**	**80**	**1**	**0**	**67**	**8**	**0**	**0**	**1**	**77**
1800 - 1815	0	0	18	2	0	0	0	**20**	0	0	17	1	0	0	1	**19**
1815 - 1830	1	0	20	0	0	0	0	**21**	0	0	19	1	0	0	2	**22**
Hourly Total	**1**	**0**	**38**	**2**	**0**	**0**	**0**	**41**	**0**	**0**	**36**	**2**	**0**	**0**	**3**	**41**
Session Total	**1**	**0**	**251**	**21**	**1**	**0**	**0**	**274**	**1**	**1**	**205**	**30**	**0**	**0**	**10**	**247**

Skelmersdale - Manual Traffic Survey, Friday 2nd November 2018

Junction: (1) High Street / Westgate

Approach: Westgate (West)

	Ahead to High Street								Right to Westgate (South)								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0730 - 0745	1	0	4	0	0	0	0	**5**	0	0	7	2	1	0	0	**10**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	7	1	0	0	0	**8**	0	0	7	0	0	0	0	**7**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**11**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**14**	**2**	**1**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	6	4	0	0	0	**10**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	5	1	1	0	0	**7**	0	0	10	2	0	0	0	**12**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	9	1	0	0	0	**10**	0	0	8	1	2	0	0	**11**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	17	3	0	0	0	**20**	1	0	28	2	0	0	0	**31**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**37**	**9**	**1**	**0**	**0**	**47**	**1**	**0**	**61**	**6**	**2**	**0**	**0**	**70**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	18	1	0	0	0	**19**	0	0	15	3	0	0	0	**18**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	12	0	0	0	0	**12**	0	1	15	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**30**	**1**	**0**	**0**	**0**	**31**	**0**	**1**	**30**	**4**	**0**	**0**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**78**	**11**	**1**	**0**	**0**	**91**	**1**	**1**	**105**	**12**	**3**	**0**	**0**	**122**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	7	2	0	0	0	**9**	0	0	21	3	0	0	0	**24**	0	0	0	0	0	0	0	**0**
1515 - 1530	1	0	31	0	0	0	0	**32**	0	0	20	2	0	0	0	**22**	0	0	1	0	0	0	0	**1**
1530 - 1545	0	0	19	2	0	0	0	**21**	0	0	17	2	0	0	0	**19**	0	0	0	0	0	0	0	**0**
1545 - 1600	0	0	12	1	0	0	0	**13**	0	0	16	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**69**	**5**	**0**	**0**	**0**	**75**	**0**	**0**	**74**	**8**	**0**	**0**	**0**	**82**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1600 - 1615	0	0	20	0	0	0	0	**20**	0	0	13	2	1	0	0	**16**	0	0	0	0	0	0	0	**0**
1615 - 1630	0	0	13	1	0	0	0	**14**	0	0	15	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	14	3	0	0	0	**17**	0	0	19	1	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	26	0	0	0	0	**26**	0	0	27	0	0	0	0	**27**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**73**	**4**	**0**	**0**	**0**	**77**	**0**	**0**	**74**	**5**	**1**	**0**	**0**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	25	1	0	0	0	**26**	0	0	21	2	0	0	0	**23**	0	0	0	0	0	0	0	**0**
1715 - 1730	2	0	25	2	0	0	0	**29**	0	0	18	1	0	0	0	**19**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	21	1	0	0	0	**22**	0	0	27	1	0	0	0	**28**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	17	3	0	0	0	**20**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**0**	**88**	**7**	**0**	**0**	**0**	**97**	**0**	**0**	**78**	**5**	**0**	**0**	**0**	**83**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	16	1	0	0	0	**17**	0	0	15	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	14	1	0	0	0	**15**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**30**	**2**	**0**	**0**	**0**	**32**	**0**	**0**	**22**	**1**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**0**	**260**	**18**	**0**	**0**	**0**	**281**	**0**	**0**	**248**	**19**	**1**	**0**	**0**	**268**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

Skelmersdale - Manual Traffic Survey, Saturday 3rd November 2018

Junction: (1) High Street / Westgate

Approach: High Street

	Left to Westgate (South)								Ahead to Westgate (West)								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
1000 - 1015	0	0	8	1	0	0	2	**11**	0	0	15	0	0	0	0	**15**	0	0	0	0	0	0	0	**0**
1015 - 1030	0	0	11	2	0	0	0	**13**	0	0	11	1	0	0	0	**12**	0	0	0	0	0	0	0	**0**
1030 - 1045	0	0	11	2	0	0	1	**14**	0	0	10	3	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1045 - 1100	0	0	5	1	0	0	1	**7**	0	0	8	1	0	0	0	**9**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**35**	**6**	**0**	**0**	**4**	**45**	**0**	**0**	**44**	**5**	**0**	**0**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1100 - 1115	0	0	11	1	0	0	0	**12**	0	0	7	0	0	0	0	**7**	0	0	1	0	0	0	0	**1**
1115 - 1130	0	0	11	0	0	0	1	**12**	2	0	14	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1130 - 1145	0	0	5	3	1	0	1	**10**	0	1	14	3	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1145 - 1200	0	0	7	2	0	0	1	**10**	0	0	16	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**34**	**6**	**1**	**0**	**3**	**44**	**2**	**1**	**51**	**3**	**0**	**0**	**0**	**57**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1200 - 1215	0	0	10	0	0	0	1	**11**	1	0	7	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1215 - 1230	0	0	14	2	0	0	1	**17**	0	0	9	1	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1230 - 1245	0	0	9	0	0	0	1	**10**	0	0	11	2	0	0	0	**13**	0	0	1	0	0	0	0	**1**
1245 - 1300	0	0	10	0	0	0	1	**11**	0	0	8	2	0	0	0	**10**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**43**	**2**	**0**	**0**	**4**	**49**	**1**	**0**	**35**	**5**	**0**	**0**	**0**	**41**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1300 - 1315	0	0	7	1	0	0	1	**9**	0	0	9	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
1315 - 1330	0	0	16	1	0	0	1	**18**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1330 - 1345	0	0	12	1	0	0	1	**14**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
1345 - 1400	0	0	14	1	0	0	1	**16**	0	0	7	2	0	0	0	**9**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**49**	**4**	**0**	**0**	**4**	**57**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	6	0	0	0	1	**7**	0	0	5	0	0	0	0	**5**	0	0	0	0	0	0	0	**0**
1415 - 1430	0	0	6	1	0	0	1	**8**	0	1	8	0	0	0	0	**9**	0	0	0	0	0	0	0	**0**
1430 - 1445	0	0	8	1	0	0	1	**10**	0	0	10	0	0	0	0	**10**	0	0	0	0	0	0	0	**0**
1445 - 1500	0	1	8	0	0	0	1	**10**	0	0	4	0	0	0	0	**4**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**28**	**2**	**0**	**0**	**4**	**35**	**0**	**1**	**27**	**0**	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**0**	**1**	**189**	**20**	**1**	**0**	**19**	**230**	**3**	**2**	**194**	**15**	**0**	**0**	**0**	**214**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

Skelmersdale - Manual Traffic Survey, Saturday 3rd November 2018

Junction: (1) High Street / Westgate

Approach: Westgate (South)

	Left to Westgate (West)								Right to High Street								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
1000 - 1015	0	0	9	1	0	0	0	**10**	0	0	9	1	0	0	1	**11**	0	0	0	0	0	0	0	**0**
1015 - 1030	0	0	9	1	0	0	0	**10**	0	0	6	0	0	0	1	**7**	0	0	0	0	0	0	0	**0**
1030 - 1045	0	0	13	1	0	0	0	**14**	0	0	9	1	0	0	1	**11**	0	0	0	0	0	0	0	**0**
1045 - 1100	0	0	10	2	0	0	0	**12**	0	0	2	0	0	0	1	**3**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**41**	**5**	**0**	**0**	**0**	**46**	**0**	**0**	**26**	**2**	**0**	**0**	**4**	**32**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1100 - 1115	0	0	10	2	0	0	0	**12**	0	0	4	0	0	0	1	**5**	0	0	0	0	0	0	0	**0**
1115 - 1130	0	0	13	1	0	0	0	**14**	0	0	9	0	1	0	1	**11**	0	0	0	0	0	0	0	**0**
1130 - 1145	0	0	12	1	0	0	0	**13**	0	0	12	0	0	0	1	**13**	0	0	0	0	0	0	0	**0**
1145 - 1200	0	0	16	0	0	0	0	**16**	0	0	9	3	0	0	1	**13**	0	0	1	0	0	0	0	**1**
Hourly Total	**0**	**0**	**51**	**4**	**0**	**0**	**0**	**55**	**0**	**0**	**34**	**3**	**1**	**0**	**4**	**42**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1200 - 1215	0	0	16	1	0	0	0	**17**	0	0	11	1	0	0	1	**13**	0	0	0	0	0	0	0	**0**
1215 - 1230	0	1	19	2	0	0	0	**22**	0	0	14	2	0	0	1	**17**	0	0	0	0	0	0	0	**0**
1230 - 1245	2	0	18	0	0	0	0	**20**	0	0	9	0	0	0	1	**10**	0	0	1	0	0	0	0	**1**
1245 - 1300	0	0	13	1	0	0	0	**14**	0	0	9	4	0	0	1	**14**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**1**	**66**	**4**	**0**	**0**	**0**	**73**	**0**	**0**	**43**	**7**	**0**	**0**	**4**	**54**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1300 - 1315	0	0	21	0	0	0	0	**21**	0	0	17	1	0	0	1	**19**	0	0	0	0	0	0	0	**0**
1315 - 1330	0	1	12	1	0	0	0	**14**	0	0	8	0	0	0	1	**9**	0	0	0	0	0	0	0	**0**
1330 - 1345	0	0	7	2	0	0	0	**9**	0	0	11	1	0	0	1	**13**	0	0	1	0	0	0	0	**1**
1345 - 1400	0	0	13	1	0	0	0	**14**	0	0	8	3	0	0	1	**12**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**53**	**4**	**0**	**0**	**0**	**58**	**0**	**0**	**44**	**5**	**0**	**0**	**4**	**53**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1400 - 1415	0	0	12	1	0	0	0	**13**	0	1	9	2	0	0	0	**12**	0	0	0	0	0	0	0	**0**
1415 - 1430	0	0	6	0	0	0	0	**6**	0	0	11	1	0	0	1	**13**	0	0	0	0	0	0	0	**0**
1430 - 1445	0	0	14	0	0	0	0	**14**	0	0	12	0	0	0	0	**12**	0	0	0	0	0	0	0	**0**
1445 - 1500	0	0	12	0	0	0	0	**12**	0	1	18	2	0	0	3	**24**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**44**	**1**	**0**	**0**	**0**	**45**	**0**	**2**	**50**	**5**	**0**	**0**	**4**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**2**	**2**	**255**	**18**	**0**	**0**	**0**	**277**	**0**	**2**	**197**	**22**	**1**	**0**	**20**	**242**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**

Skelmersdale - Manual Traffic Survey, Saturday 3rd November 2018

Junction: (1) High Street / Westgate

Approach: Westgate (West)

	Ahead to High Street								Right to Westgate (South)								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
1000 - 1015	0	0	8	2	0	0	0	**10**	0	0	13	0	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1015 - 1030	0	0	7	1	0	0	0	**8**	0	0	13	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1030 - 1045	0	0	16	2	0	0	0	**18**	0	0	7	2	0	0	0	**9**	0	0	0	0	0	0	0	**0**
1045 - 1100	2	0	11	1	0	0	0	**14**	0	0	5	1	0	0	0	**6**	0	0	1	0	0	0	0	**1**
Hourly Total	**2**	**0**	**42**	**6**	**0**	**0**	**0**	**50**	**0**	**0**	**38**	**6**	**0**	**0**	**0**	**44**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1100 - 1115	0	0	13	1	0	0	0	**14**	0	0	9	1	0	0	1	**11**	0	0	0	0	0	0	0	**0**
1115 - 1130	1	0	11	1	0	0	0	**13**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1130 - 1145	1	0	13	0	0	0	0	**14**	0	0	14	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1145 - 1200	0	0	15	2	0	0	0	**17**	0	0	15	2	0	0	0	**17**	0	0	1	0	0	0	0	**1**
Hourly Total	**2**	**0**	**52**	**4**	**0**	**0**	**0**	**58**	**0**	**0**	**53**	**6**	**0**	**0**	**1**	**60**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1200 - 1215	0	0	16	0	0	0	0	**16**	0	0	18	2	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1215 - 1230	1	0	13	0	0	0	0	**14**	0	1	16	1	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1230 - 1245	0	0	17	0	0	0	0	**17**	0	0	15	2	0	0	0	**17**	0	0	1	0	0	0	0	**1**
1245 - 1300	0	0	10	1	0	0	0	**11**	0	0	11	0	0	0	0	**11**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**56**	**1**	**0**	**0**	**0**	**58**	**0**	**1**	**60**	**5**	**0**	**0**	**0**	**66**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1300 - 1315	1	0	15	1	0	0	0	**17**	0	1	13	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1315 - 1330	0	0	12	0	0	0	0	**12**	0	0	23	1	0	0	0	**24**	0	0	0	0	0	0	0	**0**
1330 - 1345	0	0	13	1	0	0	0	**14**	0	1	13	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1345 - 1400	0	0	12	0	0	0	0	**12**	0	0	7	1	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**52**	**2**	**0**	**0**	**0**	**55**	**0**	**2**	**56**	**6**	**0**	**0**	**0**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1400 - 1415	0	0	9	1	0	0	0	**10**	0	0	13	1	0	0	0	**14**	0	0	0	0	0	0	0	**0**
1415 - 1430	0	0	9	1	0	0	0	**10**	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**
1430 - 1445	0	0	10	0	0	0	0	**10**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
1445 - 1500	0	0	10	0	0	0	0	**10**	0	0	8	0	0	0	0	**8**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**38**	**2**	**0**	**0**	**0**	**40**	**0**	**0**	**41**	**2**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
TOTAL	**6**	**0**	**240**	**15**	**0**	**0**	**0**	**261**	**0**	**3**	**248**	**25**	**0**	**0**	**1**	**277**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**

Skelmersdale - Manual Traffic Survey, Friday 2nd November 2018

Junction: (4) Westgate / Railway Road

Approach: Westgate

	Left to Railway Road (East)								Right to Railway Road (West)								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	5	1	0	0	1	**7**	0	0	9	5	1	0	0	**15**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	9	3	0	0	1	**13**	0	0	14	3	0	0	0	**17**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**14**	**4**	**0**	**0**	**2**	**20**	**0**	**0**	**23**	**8**	**1**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	12	2	0	0	1	**15**	0	0	23	9	0	0	0	**32**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	11	1	0	0	1	**13**	0	0	15	6	0	0	0	**21**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	14	2	0	0	1	**17**	0	0	12	2	3	0	0	**17**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	0	10	2	0	0	0	**12**	0	0	25	1	1	0	0	**27**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**47**	**7**	**0**	**0**	**3**	**57**	**0**	**0**	**75**	**18**	**4**	**0**	**0**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	12	2	0	0	0	**14**	0	0	16	5	0	0	0	**21**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	11	1	0	0	0	**12**	0	0	14	1	0	0	0	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**	**0**	**0**	**30**	**6**	**0**	**0**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**84**	**14**	**0**	**0**	**5**	**103**	**0**	**0**	**128**	**32**	**5**	**0**	**0**	**165**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1500 - 1515	0	0	20	5	0	0	1	**26**	0	0	29	3	1	0	0	**33**	0	0	0	0	0	0	0	**0**
1515 - 1530	0	0	24	5	0	0	1	**30**	0	0	15	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**
1530 - 1545	0	0	17	1	0	0	1	**19**	0	0	22	5	1	0	1	**29**	0	0	0	0	0	0	0	**0**
1545 - 1600	0	0	14	1	0	0	1	**16**	0	0	19	4	0	0	0	**23**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**75**	**12**	**0**	**0**	**4**	**91**	**0**	**0**	**85**	**14**	**2**	**0**	**1**	**102**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1600 - 1615	0	0	19	4	1	0	0	**24**	0	0	20	5	0	0	0	**25**	0	0	0	1	0	0	0	**1**
1615 - 1630	0	0	18	5	0	0	2	**25**	0	0	17	3	0	0	0	**20**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	20	1	0	0	0	**21**	0	0	21	3	0	0	0	**24**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	21	1	0	0	1	**23**	0	0	23	4	0	0	1	**28**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**78**	**11**	**1**	**0**	**3**	**93**	**0**	**0**	**81**	**15**	**0**	**0**	**1**	**97**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1700 - 1715	1	0	21	2	0	0	2	**26**	0	0	22	4	0	0	0	**26**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	10	0	0	0	0	**10**	0	0	24	3	0	0	0	**27**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	23	2	0	0	0	**25**	0	0	22	1	0	0	0	**23**	0	0	1	0	0	0	0	**1**
1745 - 1800	0	0	24	1	0	0	2	**27**	0	0	22	1	0	0	0	**23**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**0**	**78**	**5**	**0**	**0**	**4**	**88**	**0**	**0**	**90**	**9**	**0**	**0**	**0**	**99**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	19	2	0	0	1	**22**	0	0	18	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	8	1	0	0	1	**10**	0	0	13	3	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**27**	**3**	**0**	**0**	**2**	**32**	**0**	**0**	**31**	**3**	**0**	**0**	**0**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**1**	**0**	**258**	**31**	**1**	**0**	**13**	**304**	**0**	**0**	**287**	**41**	**2**	**0**	**2**	**332**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**

Skelmersdale - Manual Traffic Survey, Friday 2nd November 2018

Junction: (4) Westgate / Railway Road

Approach: Railway Road (East)

	Ahead to Railway Road (West)								Right to Westgate								U-Turn							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0730 - 0745	0	0	70	11	2	1	0	**84**	0	0	14	7	0	0	2	**23**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	55	17	1	1	2	**76**	0	0	15	5	0	0	0	**20**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**125**	**28**	**3**	**2**	**2**	**160**	**0**	**0**	**29**	**12**	**0**	**0**	**2**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	2	67	15	4	0	0	**88**	0	0	19	4	2	0	2	**27**	0	0	0	0	0	0	0	**0**
0815 - 0830	0	0	66	15	3	1	0	**85**	0	0	15	3	0	0	0	**18**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	1	78	16	3	0	1	**99**	0	0	16	1	0	0	0	**17**	0	0	0	0	0	0	0	**0**
0845 - 0900	0	1	65	11	5	0	0	**82**	0	0	20	2	0	0	1	**23**	0	0	0	1	0	0	0	**1**
Hourly Total	**0**	**4**	**276**	**57**	**15**	**1**	**1**	**354**	**0**	**0**	**70**	**10**	**2**	**0**	**3**	**85**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0900 - 0915	0	0	63	20	1	0	1	**85**	0	0	17	4	1	1	0	**23**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	57	17	0	0	0	**74**	0	0	14	2	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**120**	**37**	**1**	**0**	**1**	**159**	**0**	**0**	**31**	**6**	**1**	**1**	**0**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**4**	**521**	**122**	**19**	**3**	**4**	**673**	**0**	**0**	**130**	**28**	**3**	**1**	**5**	**167**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1500 - 1515	1	1	74	20	0	0	0	**96**	0	0	19	4	0	0	1	**24**	0	0	0	0	0	0	0	**0**
1515 - 1530	0	0	70	17	3	0	1	**91**	0	0	20	3	0	0	0	**23**	0	0	0	1	0	0	0	**1**
1530 - 1545	0	1	70	10	4	0	0	**85**	0	0	14	3	0	0	1	**18**	0	0	0	0	0	0	0	**0**
1545 - 1600	0	1	59	12	1	3	0	**76**	0	0	18	4	0	0	1	**23**	0	0	0	0	0	0	0	**0**
Hourly Total	**1**	**3**	**273**	**59**	**8**	**3**	**1**	**348**	**0**	**0**	**71**	**14**	**0**	**0**	**3**	**88**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1600 - 1615	0	2	64	3	1	0	1	**71**	0	0	23	6	1	0	0	**30**	0	0	0	0	0	0	0	**0**
1615 - 1630	2	0	76	3	1	0	1	**83**	0	0	8	6	0	0	1	**15**	0	0	0	0	0	0	0	**0**
1630 - 1645	0	0	72	13	0	0	0	**85**	0	0	13	1	1	0	1	**16**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	61	7	0	0	0	**68**	0	0	15	1	0	0	0	**16**	0	0	0	0	0	0	0	**0**
Hourly Total	**2**	**2**	**273**	**26**	**2**	**0**	**2**	**307**	**0**	**0**	**59**	**14**	**2**	**0**	**2**	**77**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	1	88	5	1	0	0	**95**	0	0	13	3	0	0	1	**17**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	78	10	0	0	0	**88**	0	0	16	0	0	0	0	**16**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	64	11	1	0	0	**76**	0	0	10	1	0	0	0	**11**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	66	7	0	0	0	**73**	0	0	18	0	0	0	0	**18**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**296**	**33**	**2**	**0**	**0**	**332**	**0**	**0**	**57**	**4**	**0**	**0**	**1**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	2	83	7	0	0	0	**92**	0	0	12	1	0	0	1	**14**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	40	3	0	0	0	**43**	0	0	12	1	0	0	2	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**2**	**123**	**10**	**0**	**0**	**0**	**135**	**0**	**0**	**24**	**2**	**0**	**0**	**3**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**3**	**8**	**965**	**128**	**12**	**3**	**3**	**1122**	**0**	**0**	**211**	**34**	**2**	**0**	**9**	**256**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**

Skelmersdale - Manual Traffic Survey, Friday 2nd November 2018

Junction: (4) Westgate / Railway Road

Approach: Railway Road (West)

	Left to Westgate								Ahead to Railway Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
0730 - 0745	0	0	14	8	0	0	0	**22**	1	0	61	8	1	0	0	**71**
0745 - 0800	0	0	11	9	0	0	1	**21**	0	0	62	9	2	1	1	**75**
Hourly Total	**0**	**0**	**25**	**17**	**0**	**0**	**1**	**43**	**1**	**0**	**123**	**17**	**3**	**1**	**1**	**146**
0800 - 0815	0	0	7	3	0	0	0	**10**	0	0	66	11	3	0	1	**81**
0815 - 0830	0	0	14	2	0	0	0	**16**	0	0	54	5	1	1	0	**61**
0830 - 0845	0	0	21	4	0	0	0	**25**	0	0	61	6	2	0	0	**69**
0845 - 0900	0	0	30	4	1	0	0	**35**	0	1	76	6	2	1	2	**88**
Hourly Total	**0**	**0**	**72**	**13**	**1**	**0**	**0**	**86**	**0**	**1**	**257**	**28**	**8**	**2**	**3**	**299**
0900 - 0915	0	0	19	4	0	0	0	**23**	0	0	63	13	1	2	0	**79**
0915 - 0930	0	0	14	2	0	0	0	**16**	0	0	54	11	2	0	0	**67**
Hourly Total	**0**	**0**	**33**	**6**	**0**	**0**	**0**	**39**	**0**	**0**	**117**	**24**	**3**	**2**	**0**	**146**
Session Total	**0**	**0**	**130**	**36**	**1**	**0**	**1**	**168**	**1**	**1**	**497**	**69**	**14**	**5**	**4**	**591**
1500 - 1515	0	0	21	3	0	0	0	**24**	0	0	68	10	2	1	0	**81**
1515 - 1530	1	1	25	5	2	0	1	**35**	0	1	55	10	1	0	0	**67**
1530 - 1545	0	0	23	2	0	0	0	**25**	0	1	90	13	2	1	0	**107**
1545 - 1600	0	0	19	0	0	0	0	**19**	0	0	68	13	0	2	0	**83**
Hourly Total	**1**	**1**	**88**	**10**	**2**	**0**	**1**	**103**	**0**	**2**	**281**	**46**	**5**	**4**	**0**	**338**
1600 - 1615	0	0	25	4	0	0	0	**29**	0	0	62	8	2	1	1	**74**
1615 - 1630	0	0	21	4	0	0	0	**25**	0	1	46	6	1	0	0	**54**
1630 - 1645	0	0	19	2	0	0	0	**21**	0	0	73	7	0	1	0	**81**
1645 - 1700	0	0	17	5	0	0	0	**22**	0	0	80	2	1	1	1	**85**
Hourly Total	**0**	**0**	**82**	**15**	**0**	**0**	**0**	**97**	**0**	**1**	**261**	**23**	**4**	**3**	**2**	**294**
1700 - 1715	0	0	21	2	0	0	0	**23**	0	0	79	5	3	0	1	**88**
1715 - 1730	0	0	23	5	0	0	0	**28**	0	0	80	5	0	0	0	**85**
1730 - 1745	1	0	31	5	0	0	0	**37**	0	1	71	7	0	0	1	**80**
1745 - 1800	0	1	24	1	0	0	0	**26**	0	0	50	3	0	1	0	**54**
Hourly Total	**1**	**1**	**99**	**13**	**0**	**0**	**0**	**114**	**0**	**1**	**280**	**20**	**3**	**1**	**2**	**307**
1800 - 1815	0	0	30	3	0	0	0	**33**	0	1	60	3	0	0	0	**64**
1815 - 1830	0	0	27	1	0	0	0	**28**	0	0	60	5	0	0	0	**65**
Hourly Total	**0**	**0**	**57**	**4**	**0**	**0**	**0**	**61**	**0**	**1**	**120**	**8**	**0**	**0**	**0**	**129**
Session Total	**2**	**2**	**326**	**42**	**2**	**0**	**1**	**375**	**0**	**5**	**942**	**97**	**12**	**8**	**4**	**1068**

Skelmersdale - Manual Traffic Survey, Saturday 3rd November 2018

Junction: (4) Westgate / Railway Road

Approach: Westgate

	Left to Railway Road (East)								Right to Railway Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
1000 - 1015	0	0	9	2	0	0	2	**13**	0	0	18	1	0	0	0	**19**
1015 - 1030	0	0	9	4	0	0	0	**13**	0	0	19	1	0	0	0	**20**
1030 - 1045	0	0	11	6	0	0	1	**18**	0	0	10	3	0	0	0	**13**
1045 - 1100	0	0	5	0	0	0	1	**6**	0	0	12	0	0	0	0	**12**
Hourly Total	**0**	**0**	**34**	**12**	**0**	**0**	**4**	**50**	**0**	**0**	**59**	**5**	**0**	**0**	**0**	**64**
1100 - 1115	0	0	8	5	0	0	1	**14**	0	0	20	4	0	0	0	**24**
1115 - 1130	0	0	16	2	0	0	1	**19**	0	0	19	3	0	0	0	**22**
1130 - 1145	0	0	20	2	0	0	1	**23**	0	0	17	5	0	0	0	**22**
1145 - 1200	0	0	19	4	0	0	1	**24**	0	0	16	1	1	0	0	**18**
Hourly Total	**0**	**0**	**63**	**13**	**0**	**0**	**4**	**80**	**0**	**0**	**72**	**13**	**1**	**0**	**0**	**86**
1200 - 1215	0	0	18	4	0	0	1	**23**	0	0	16	1	0	0	0	**17**
1215 - 1230	0	0	24	2	0	0	1	**27**	0	1	23	3	0	0	0	**27**
1230 - 1245	0	0	10	1	0	0	1	**12**	0	0	36	4	0	0	0	**40**
1245 - 1300	0	0	19	1	0	0	1	**21**	0	0	21	2	0	0	0	**23**
Hourly Total	**0**	**0**	**71**	**8**	**0**	**0**	**4**	**83**	**0**	**1**	**96**	**10**	**0**	**0**	**0**	**107**
1300 - 1315	0	0	18	1	0	0	1	**20**	0	1	14	1	0	0	0	**16**
1315 - 1330	0	0	15	2	0	0	1	**18**	0	0	32	1	0	0	0	**33**
1330 - 1345	0	0	13	1	0	0	1	**15**	0	1	26	1	0	0	0	**28**
1345 - 1400	0	0	11	1	0	0	1	**13**	0	0	19	1	0	0	0	**20**
Hourly Total	**0**	**0**	**57**	**5**	**0**	**0**	**4**	**66**	**0**	**2**	**91**	**4**	**0**	**0**	**0**	**97**
1400 - 1415	0	0	8	2	0	0	1	**11**	0	0	9	2	0	0	0	**11**
1415 - 1430	0	0	7	0	0	0	1	**8**	0	0	20	3	0	0	0	**23**
1430 - 1445	0	0	13	1	0	0	1	**15**	0	0	13	1	0	0	0	**14**
1445 - 1500	0	0	15	0	0	0	1	**16**	0	1	20	2	0	0	0	**23**
Hourly Total	**0**	**0**	**43**	**3**	**0**	**0**	**4**	**50**	**0**	**1**	**62**	**8**	**0**	**0**	**0**	**71**
TOTAL	**0**	**0**	**268**	**41**	**0**	**0**	**20**	**329**	**0**	**4**	**380**	**40**	**1**	**0**	**0**	**425**

Skelmersdale - Manual Traffic Survey, Saturday 3rd November 2018

Junction: (4) Westgate / Railway Road

Approach: Railway Road (East)

	Ahead to Railway Road (West)								Right to Westgate							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
1000 - 1015	2	0	60	8	1	0	0	**71**	0	0	15	2	0	0	1	**18**
1015 - 1030	0	0	55	6	0	0	0	**61**	0	0	11	4	0	0	1	**16**
1030 - 1045	0	1	51	6	0	0	0	**58**	0	0	10	0	0	0	1	**11**
1045 - 1100	0	0	65	1	0	0	0	**66**	0	0	11	4	0	0	1	**16**
Hourly Total	**2**	**1**	**231**	**21**	**1**	**0**	**0**	**256**	**0**	**0**	**47**	**10**	**0**	**0**	**4**	**61**
1100 - 1115	1	0	48	10	0	0	0	**59**	0	0	13	4	0	0	1	**18**
1115 - 1130	0	0	63	4	0	0	0	**67**	0	0	23	1	0	0	1	**25**
1130 - 1145	0	0	65	7	0	1	0	**73**	0	0	19	2	0	0	1	**22**
1145 - 1200	0	1	68	3	0	0	0	**72**	0	0	13	3	0	0	1	**17**
Hourly Total	**1**	**1**	**244**	**24**	**0**	**1**	**0**	**271**	**0**	**0**	**68**	**10**	**0**	**0**	**4**	**82**
1200 - 1215	0	1	75	5	1	0	0	**82**	0	0	18	0	0	0	1	**19**
1215 - 1230	0	0	66	7	3	0	0	**76**	0	1	18	2	0	0	1	**22**
1230 - 1245	0	0	65	4	0	0	0	**69**	0	0	13	1	0	0	1	**15**
1245 - 1300	0	0	53	5	0	0	0	**58**	0	0	18	1	0	0	1	**20**
Hourly Total	**0**	**1**	**259**	**21**	**4**	**0**	**0**	**285**	**0**	**1**	**67**	**4**	**0**	**0**	**4**	**76**
1300 - 1315	0	0	55	5	1	0	0	**61**	0	0	20	0	0	0	1	**21**
1315 - 1330	0	0	56	6	0	0	0	**62**	0	0	19	1	0	0	1	**21**
1330 - 1345	0	0	64	5	1	0	0	**70**	0	0	11	2	0	0	1	**14**
1345 - 1400	0	2	46	1	0	2	0	**51**	0	0	12	0	0	0	1	**13**
Hourly Total	**0**	**2**	**221**	**17**	**2**	**2**	**0**	**244**	**0**	**0**	**62**	**3**	**0**	**0**	**4**	**69**
1400 - 1415	0	0	39	2	0	0	0	**41**	0	0	8	1	0	0	0	**9**
1415 - 1430	1	0	57	5	0	0	0	**63**	0	0	8	1	0	0	1	**10**
1430 - 1445	0	0	55	9	0	0	0	**64**	0	0	12	0	0	0	0	**12**
1445 - 1500	0	0	47	3	0	0	0	**50**	0	0	13	0	0	0	3	**16**
Hourly Total	**1**	**0**	**198**	**19**	**0**	**0**	**0**	**218**	**0**	**0**	**41**	**2**	**0**	**0**	**4**	**47**
TOTAL	**4**	**5**	**1153**	**102**	**7**	**3**	**0**	**1274**	**0**	**1**	**285**	**29**	**0**	**0**	**20**	**335**

Skelmersdale - Manual Traffic Survey, Saturday 3rd November 2018

Junction: (4) Westgate / Railway Road

Approach: Railway Road (West)

	Left to Westgate								Ahead to Railway Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	**TOTAL**
1000 - 1015	0	0	24	3	0	0	0	**27**	0	1	50	9	1	0	0	**61**
1015 - 1030	0	0	20	2	0	0	0	**22**	0	0	52	8	0	1	0	**61**
1030 - 1045	0	0	20	2	0	0	0	**22**	0	0	48	1	1	0	0	**50**
1045 - 1100	0	0	16	1	0	0	0	**17**	1	0	46	6	1	0	0	**54**
Hourly Total	**0**	**0**	**80**	**8**	**0**	**0**	**0**	**88**	**1**	**1**	**196**	**24**	**3**	**1**	**0**	**226**
1100 - 1115	0	0	11	3	0	0	0	**14**	0	0	70	14	0	0	0	**84**
1115 - 1130	0	0	17	3	0	0	0	**20**	0	0	56	8	0	0	0	**64**
1130 - 1145	0	0	19	1	0	0	0	**20**	1	0	62	7	0	0	0	**70**
1145 - 1200	0	0	22	3	0	0	0	**25**	0	0	88	11	1	1	0	**101**
Hourly Total	**0**	**0**	**69**	**10**	**0**	**0**	**0**	**79**	**1**	**0**	**276**	**40**	**1**	**1**	**0**	**319**
1200 - 1215	0	0	24	3	0	0	0	**27**	0	2	70	7	0	0	0	**79**
1215 - 1230	0	0	27	4	0	0	0	**31**	0	0	75	3	0	0	0	**78**
1230 - 1245	0	0	34	2	1	0	0	**37**	0	0	74	9	2	0	0	**85**
1245 - 1300	0	0	20	1	0	0	0	**21**	0	0	82	5	0	0	0	**87**
Hourly Total	**0**	**0**	**105**	**10**	**1**	**0**	**0**	**116**	**0**	**2**	**301**	**24**	**2**	**0**	**0**	**329**
1300 - 1315	0	0	25	0	0	0	0	**25**	1	0	52	3	0	0	0	**56**
1315 - 1330	0	1	13	0	0	0	0	**14**	0	0	57	7	0	0	0	**64**
1330 - 1345	0	0	10	3	0	0	0	**13**	0	0	59	3	0	0	0	**62**
1345 - 1400	0	0	20	4	0	0	0	**24**	0	1	73	2	0	0	0	**76**
Hourly Total	**0**	**1**	**68**	**7**	**0**	**0**	**0**	**76**	**1**	**1**	**241**	**15**	**0**	**0**	**0**	**258**
1400 - 1415	0	1	14	3	0	0	0	**18**	0	0	48	4	0	1	0	**53**
1415 - 1430	0	0	16	1	0	0	0	**17**	0	0	47	3	0	0	0	**50**
1430 - 1445	0	0	20	3	0	0	0	**23**	0	0	52	5	0	0	0	**57**
1445 - 1500	0	1	30	2	0	0	0	**33**	0	0	67	1	0	0	0	**68**
Hourly Total	**0**	**2**	**80**	**9**	**0**	**0**	**0**	**91**	**0**	**0**	**214**	**13**	**0**	**1**	**0**	**228**
TOTAL	**0**	**3**	**402**	**44**	**1**	**0**	**0**	**450**	**3**	**4**	**1228**	**116**	**6**	**3**	**0**	**1360**

CAMERON ROSE
ASSOCIATES

APPENDIX F

OFFICE TRICS DATA

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
	SC	SURREY	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	WY	WEST YORKSHIRE	2 days
08	NORTH WEST		
	LC	LANCASHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	2 days
11	SCOTLAND		
	HI	HIGHLAND	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	804 to 2725 (units: sqm)
Range Selected by User:	500 to 3000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 11/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	8 days
Wednesday	2 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	2
Development Zone	1
Residential Zone	4
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	10 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	12 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DH-02-A-02 CONSTRUCTION COMPANY DURHAM
DURHAM ROAD
NEAR DURHAM
BOWBURN
Edge of Town
Industrial Zone
Total Gross floor area: 2000 sqm
Survey date: TUESDAY *27/11/12* *Survey Type: MANUAL*

2 HI-02-A-01 OFFICE HIGHLAND
HIGHLANDER WAY
INVERNESS

Edge of Town
Development Zone
Total Gross floor area: 804 sqm
Survey date: WEDNESDAY *20/05/09* *Survey Type: MANUAL*

3 HI-02-A-02 DATA SCIENCE COMPANY HIGHLAND
TOM SEMPLE ROAD
NAIRN
BALMAKEITH BUSINESS PK
Edge of Town
Industrial Zone
Total Gross floor area: 929 sqm
Survey date: TUESDAY *09/05/06* *Survey Type: MANUAL*

4 KC-02-A-07 KCC HIGHWAYS REG. KENT
KAVELIN WAY
ASHFORD
HENWOOD IND. ESTATE
Edge of Town
Commercial Zone
Total Gross floor area: 2525 sqm
Survey date: MONDAY *05/12/11* *Survey Type: MANUAL*

5 LC-02-A-09 OFFICES LANCASHIRE
FURTHERGATE
BLACKBURN

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 2600 sqm
Survey date: TUESDAY *04/06/13* *Survey Type: MANUAL*

6 SC-02-A-15 ACCOUNTANTS SURREY
BOXGROVE ROAD
GUILDFORD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1896 sqm
Survey date: TUESDAY *05/10/10* *Survey Type: MANUAL*

7 TW-02-A-04 HOUSING CO. TYNE & WEAR
EARLSWAY
GATESHEAD
TEAM VALLEY TRAD. EST.
Edge of Town
Industrial Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY *29/09/09* *Survey Type: MANUAL*

8 TW-02-A-05 TELEVISION CO. TYNE & WEAR
DELTA BANK ROAD
GATESHEAD
METRO RIVERSIDE PARK
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 1500 sqm
Survey date: TUESDAY *29/09/09* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WM-02-A-01	COUNCIL OFFICES		WEST MIDLANDS
	A451 NORTON ROAD			
	STOURBRIDGE			
	MARY STEVENS PARK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		2725 sqm	
	Survey date: WEDNESDAY		*26/04/06*	*Survey Type: MANUAL*
10	WM-02-A-04	OFFICE		WEST MIDLANDS
	BOURNVILLE LANE			
	BIRMINGHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		1800 sqm	
	Survey date: TUESDAY		*10/11/15*	*Survey Type: MANUAL*
11	WY-02-A-03	OFFICE		WEST YORKSHIRE
	VICTORIA ROAD			
	LEEDS			
	HEADINGLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:		2696 sqm	
	Survey date: THURSDAY		*17/06/10*	*Survey Type: MANUAL*
12	WY-02-A-05	OFFICES		WEST YORKSHIRE
	PIONEER WAY			
	CASTLEFORD			
	WHITWOOD			
	Edge of Town			
	No Sub Category			
	Total Gross floor area:		1230 sqm	
	Survey date: TUESDAY		*23/05/17*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

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 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	12	1934	0.289	12	1934	0.056	12	1934	0.345
07:30 - 08:00	12	1934	0.560	12	1934	0.095	12	1934	0.655
08:00 - 08:30	12	1934	1.194	12	1934	0.159	12	1934	1.353
08:30 - 09:00	12	1934	1.405	12	1934	0.168	12	1934	1.573
09:00 - 09:30	12	1934	0.888	12	1934	0.241	12	1934	1.129
09:30 - 10:00	12	1934	0.556	12	1934	0.259	12	1934	0.815
10:00 - 10:30	12	1934	0.362	12	1934	0.271	12	1934	0.633
10:30 - 11:00	12	1934	0.246	12	1934	0.211	12	1934	0.457
11:00 - 11:30	12	1934	0.233	12	1934	0.228	12	1934	0.461
11:30 - 12:00	12	1934	0.233	12	1934	0.254	12	1934	0.487
12:00 - 12:30	12	1934	0.297	12	1934	0.414	12	1934	0.711
12:30 - 13:00	12	1934	0.470	12	1934	0.487	12	1934	0.957
13:00 - 13:30	12	1934	0.526	12	1934	0.358	12	1934	0.884
13:30 - 14:00	12	1934	0.465	12	1934	0.323	12	1934	0.788
14:00 - 14:30	12	1934	0.332	12	1934	0.280	12	1934	0.612
14:30 - 15:00	12	1934	0.215	12	1934	0.332	12	1934	0.547
15:00 - 15:30	12	1934	0.250	12	1934	0.306	12	1934	0.556
15:30 - 16:00	12	1934	0.159	12	1934	0.336	12	1934	0.495
16:00 - 16:30	12	1934	0.228	12	1934	0.707	12	1934	0.935
16:30 - 17:00	12	1934	0.203	12	1934	1.103	12	1934	1.306
17:00 - 17:30	12	1934	0.125	12	1934	1.457	12	1934	1.582
17:30 - 18:00	12	1934	0.090	12	1934	0.862	12	1934	0.952
18:00 - 18:30	11	1998	0.046	11	1998	0.355	11	1998	0.401
18:30 - 19:00	11	1998	0.014	11	1998	0.278	11	1998	0.292
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			9.386			9.540			18.926

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	804 - 2725 (units: sqm)
Survey date date range:	01/01/05 - 11/09/17
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX G

ALDI TODMORDEN ROAD BURNLEY TRAFFIC DATA

Vehicles In and Out by Hour by Day

ALDI Todmorden Road, Burnley

Week Commencing 04/06/2018

Vehicles In

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:00	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0
05:00	3	3	2	3	5	6	0
06:00	3	2	2	3	3	4	2
07:00	6	7	10	12	10	11	2
08:00	40	58	54	77	82	82	0
09:00	74	87	86	88	106	113	24
10:00	112	111	92	112	125	132	164
11:00	138	105	107	103	139	147	190
12:00	135	114	100	127	139	151	187
13:00	141	104	106	122	139	167	174
14:00	152	122	95	129	149	175	208
15:00	138	142	153	123	154	168	146
16:00	143	147	120	147	154	159	10
17:00	156	150	137	162	162	92	3
18:00	108	112	125	133	119	108	1
19:00	68	65	76	72	77	68	3
20:00	42	52	52	51	45	47	1
21:00	14	22	25	15	34	17	0
22:00	1	1	0	2	3	2	0
23:00	0	0	0	0	0	0	0
	1474	1404	1342	1481	1645	1649	1115

Vehicles Out

	Mon	Tue	Wed	Thu	Fri	Sat	Sun
00:00	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0
06:00	2	1	2	2	2	2	1
07:00	2	3	6	5	7	3	0
08:00	35	42	42	53	56	59	1
09:00	53	73	67	86	86	101	1
10:00	99	103	94	105	121	135	119
11:00	116	114	98	111	128	124	185
12:00	148	112	106	120	158	160	185
13:00	151	100	102	115	133	158	184
14:00	136	114	99	132	149	177	194
15:00	137	137	137	120	145	170	196
16:00	163	152	126	154	170	173	38
17:00	152	150	146	160	158	122	3
18:00	124	129	133	142	137	106	4
19:00	79	86	95	87	96	75	3
20:00	53	53	53	60	54	58	1
21:00	18	31	35	27	40	23	0
22:00	6	3	1	2	5	3	0
23:00	0	0	0	0	0	0	0
	1474	1404	1342	1481	1645	1649	1115

APPENDIX H

NON-FOOD RETAIL TRICS DATA

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	7350 to 8687 (units: sqm)
Range Selected by User:	2575 to 110000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 15/07/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

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

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	2 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-01-K-14	RETAIL PARK		GREATER MANCHESTER
	SNIPE WAY			
	ASHTON-UNDER-LYNE			
	Edge of Town			
	Retail Zone			
	Total Gross floor area:		7350 sqm	
	Survey date: THURSDAY		*22/10/15*	*Survey Type: MANUAL*
2	GS-01-K-02	RETAIL PARK		GLOUCESTERSHIRE
	EASTERN AVENUE			
	BARNWOOD			
	GLOUCESTER			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Gross floor area:		8687 sqm	
	Survey date: THURSDAY		*28/11/13*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	8019	0.087	2	8019	0.031	2	8019	0.118
08:00 - 09:00	2	8019	0.206	2	8019	0.037	2	8019	0.243
09:00 - 10:00	2	8019	0.910	2	8019	0.630	2	8019	1.540
10:00 - 11:00	2	8019	1.135	2	8019	0.960	2	8019	2.095
11:00 - 12:00	2	8019	1.197	2	8019	1.110	2	8019	2.307
12:00 - 13:00	2	8019	1.422	2	8019	1.272	2	8019	2.694
13:00 - 14:00	2	8019	1.303	2	8019	1.366	2	8019	2.669
14:00 - 15:00	2	8019	1.253	2	8019	1.366	2	8019	2.619
15:00 - 16:00	2	8019	1.422	2	8019	1.459	2	8019	2.881
16:00 - 17:00	2	8019	1.260	2	8019	1.453	2	8019	2.713
17:00 - 18:00	2	8019	0.960	2	8019	0.910	2	8019	1.870
18:00 - 19:00	2	8019	0.823	2	8019	0.954	2	8019	1.777
19:00 - 20:00	2	8019	0.667	2	8019	0.867	2	8019	1.534
20:00 - 21:00	2	8019	0.056	2	8019	0.256	2	8019	0.312
21:00 - 22:00	1	8687	0.000	1	8687	0.000	1	8687	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.701			12.671			25.372

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	7350 - 8687 (units: sqm)
Survey date date range:	01/01/05 - 15/07/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : K - RETAIL PARK - EXCLUDING FOOD
VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 days
03	SOUTH WEST		
	DV	DEVON	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NE	NORTH EAST LINCOLNSHIRE	1 days
	NY	NORTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	CE	CEREDIGION	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	2800 to 110000 (units: sqm)
Range Selected by User:	2575 to 110000 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 15/07/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Saturday	11 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	11 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	3
Commercial Zone	1
Residential Zone	2
Built-Up Zone	3
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	2 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

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

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CB-01-K-01 HOMEBASE/PC WORLD CUMBRIA
PARKHOUSE ROAD
KINGSTOWN
CARLISLE
Edge of Town
Industrial Zone
Total Gross floor area: 9225 sqm
Survey date: SATURDAY *06/02/10* *Survey Type: MANUAL*

2 CE-01-K-01 RETAIL PARK CEREDIGION
FFORDD PARC Y LLYN

ABERYSTWYTH
Edge of Town
No Sub Category
Total Gross floor area: 9570 sqm
Survey date: SATURDAY *09/05/15* *Survey Type: MANUAL*

3 DV-01-K-01 DUNELM & FURNITURE VILLAGE DEVON
AVOCET ROAD
SOWTON IND. ESTATE
EXETER
Edge of Town
Industrial Zone
Total Gross floor area: 2809 sqm
Survey date: SATURDAY *15/07/17* *Survey Type: MANUAL*

4 EX-01-K-02 RETAIL PARK ESSEX
CHELMER ROAD
CHELMER VILLAGE
CHELMSFORD
Edge of Town
Residential Zone
Total Gross floor area: 16150 sqm
Survey date: SATURDAY *19/10/13* *Survey Type: MANUAL*

5 GM-01-K-15 RETAIL PARK GREATER MANCHESTER
CHEETHAM HILL ROAD
SMEDLEY
MANCHESTER
Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 110000 sqm
Survey date: SATURDAY *24/09/16* *Survey Type: MANUAL*

6 LC-01-K-05 RETAIL PARK LANCASHIRE
MARINER'S WAY

PRESTON
Suburban Area (PPS6 Out of Centre)
Commercial Zone
Total Gross floor area: 3500 sqm
Survey date: SATURDAY *08/10/11* *Survey Type: MANUAL*

7 NE-01-K-01 RETAIL PARK NORTH EAST LINCOLNSHIRE
VICTORIA STREET NORTH

GRIMSBY
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Gross floor area: 4243 sqm
Survey date: SATURDAY *07/06/14* *Survey Type: MANUAL*

8 NY-01-K-03 RETAIL PARK NORTH YORKSHIRE
SEAMER ROAD

SCARBOROUGH
Edge of Town
No Sub Category
Total Gross floor area: 2800 sqm
Survey date: SATURDAY *19/09/09* *Survey Type: MANUAL*

9 TW-01-K-02 RETAIL PARK TYNE & WEAR
MIDDLE ENGINE LANE
WILLINGTON
WALLSEND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 4500 sqm
Survey date: SATURDAY *14/11/15* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

10	WM-01-K-05	RETAIL PARK		WEST MIDLANDS
	HARBORNE LANE			
	SELLY OAK			
	BIRMINGHAM			
	Neighbourhood Centre (PPS6 Local Centre)			
	Built-Up Zone			
	Total Gross floor area:		11599 sqm	
	Survey date: SATURDAY		*10/11/12*	*Survey Type: MANUAL*
11	WY-01-K-02	RETAIL PARK		WEST YORKSHIRE
	LEEDS ROAD			
	HUDDERSFIELD			
	Suburban Area (PPS6 Out of Centre)			
	Built-Up Zone			
	Total Gross floor area:		53814 sqm	
	Survey date: SATURDAY		*24/09/16*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/K - RETAIL PARK - EXCLUDING FOOD

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									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	16010	0.124	6	16010	0.056	6	16010	0.180
08:00 - 09:00	11	20746	0.333	11	20746	0.174	11	20746	0.507
09:00 - 10:00	11	20746	0.834	11	20746	0.545	11	20746	1.379
10:00 - 11:00	11	20746	1.352	11	20746	1.008	11	20746	2.360
11:00 - 12:00	11	20746	1.606	11	20746	1.407	11	20746	3.013
12:00 - 13:00	11	20746	1.657	11	20746	1.531	11	20746	3.188
13:00 - 14:00	11	20746	1.649	11	20746	1.614	11	20746	3.263
14:00 - 15:00	11	20746	1.689	11	20746	1.594	11	20746	3.283
15:00 - 16:00	11	20746	1.536	11	20746	1.638	11	20746	3.174
16:00 - 17:00	11	20746	1.244	11	20746	1.534	11	20746	2.778
17:00 - 18:00	11	20746	0.921	11	20746	1.303	11	20746	2.224
18:00 - 19:00	11	20746	0.416	11	20746	0.787	11	20746	1.203
19:00 - 20:00	6	9091	0.165	6	9091	0.370	6	9091	0.535
20:00 - 21:00	3	7765	0.043	3	7765	0.069	3	7765	0.112
21:00 - 22:00	2	7035	0.085	2	7035	0.078	2	7035	0.163
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.654			13.708			27.362

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	2800 - 110000 (units: sqm)
Survey date date range:	01/01/09 - 15/07/17
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	11
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX I

HIGH STREET/ SITE ACCESS – MODEL OUTPUTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: High St_Site Access.arc8
Path: D:\Cameron Rose Associates\Projects\449_Aldi, Skelmersdale\ANALYSIS\PICADY
Report generation date: 30/06/2021 12:00:51

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base plus Development			
Stream B-C	0.02	5.64	0.02	A
Stream B-A	0.02	7.92	0.02	A
Stream C-AB	0.03	5.58	0.02	A
Stream C-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 - 2026 Base plus Development, AM " model duration: 07:45 - 09:15
"D2 - 2026 Base plus Development, PM" model duration: 14:45 - 16:15
"D3 - 2026 Base plus Development, Saturday" model duration: 11:30 - 13:00

Run using Junctions 8.0.2.316 at 30/06/2021 12:00:38

File summary

File Description

Title	High Street/ Site Access
Location	Skelmersdale
Site Number	
Date	15/10/2018
Version	
Status	
Identifier	
Client	Aldi Stores
Jobnumber	449
Enumerator	Cameron Rose Associates
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	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2026 Base plus Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, AM	2026 Base plus Development	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	6.15	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High Street (e)		Major
B	Site Access		Minor
C	High Street (w)		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	7.99		0.00		2.20	100.00	✓	0.00

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	4.40	3.50	3.50	3.50	✓	1.00	35	38

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	525.870	0.087	0.221	0.139	0.316
1	B-C	701.738	0.098	0.248	-	-
1	C-B	631.874	0.224	0.224	-	-

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	✓	184.94	100.000
B	ONE HOUR	✓	19.33	100.000
C	ONE HOUR	✓	118.40	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	17.433	167.507
	B	7.590	0.000	11.735
	C	107.128	11.275	0.000

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

		To		
		A	B	C
From	A	0.00	0.09	0.91
	B	0.39	0.00	0.61
	C	0.90	0.10	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 (PCU)	Max LOS
B-C	0.02	5.64	0.02	A
B-A	0.02	7.92	0.02	A
C-AB	0.02	5.58	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.83	8.78	0.00	667.15	0.013	0.01	5.467	A
B-A	5.71	5.67	0.00	482.93	0.012	0.01	7.542	A
C-AB	9.66	9.59	0.00	654.37	0.015	0.02	5.583	A
C-A	79.48	79.48	0.00	-	-	-	-	-
A-B	13.12	13.12	0.00	-	-	-	-	-
A-C	126.11	126.11	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	10.55	10.54	0.00	660.34	0.016	0.02	5.539	A
B-A	6.82	6.81	0.00	474.62	0.014	0.01	7.695	A

C-AB	11.84	11.83	0.00	659.01	0.018	0.02	5.562	A
C-A	94.60	94.60	0.00	-	-	-	-	-
A-B	15.67	15.67	0.00	-	-	-	-	-
A-C	150.59	150.59	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	12.92	12.90	0.00	651.01	0.020	0.02	5.641	A
B-A	8.36	8.34	0.00	463.09	0.018	0.02	7.916	A
C-AB	15.03	15.00	0.00	665.56	0.023	0.03	5.533	A
C-A	115.33	115.33	0.00	-	-	-	-	-
A-B	19.19	19.19	0.00	-	-	-	-	-
A-C	184.43	184.43	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	12.92	12.92	0.00	650.99	0.020	0.02	5.641	A
B-A	8.36	8.36	0.00	463.10	0.018	0.02	7.916	A
C-AB	15.03	15.03	0.00	665.56	0.023	0.03	5.535	A
C-A	115.33	115.33	0.00	-	-	-	-	-
A-B	19.19	19.19	0.00	-	-	-	-	-
A-C	184.43	184.43	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	10.55	10.57	0.00	660.29	0.016	0.02	5.542	A
B-A	6.82	6.84	0.00	474.64	0.014	0.01	7.695	A
C-AB	11.85	11.87	0.00	659.02	0.018	0.02	5.564	A
C-A	94.59	94.59	0.00	-	-	-	-	-
A-B	15.67	15.67	0.00	-	-	-	-	-
A-C	150.59	150.59	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	8.83	8.85	0.00	667.04	0.013	0.01	5.469	A
B-A	5.71	5.72	0.00	482.98	0.012	0.01	7.542	A
C-AB	9.67	9.69	0.00	654.38	0.015	0.02	5.583	A
C-A	79.47	79.47	0.00	-	-	-	-	-
A-B	13.12	13.12	0.00	-	-	-	-	-
A-C	126.11	126.11	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base plus Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, PM	2026 Base plus Development	PM		ONE HOUR	14:45	16:15	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	6.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High Street (e)		Major
B	Site Access		Minor
C	High Street (w)		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	7.99		0.00		2.20	100.00	✓	0.00

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	4.40	3.50	3.50	3.50	✓	1.00	35	38

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	538.447	0.090	0.226	0.142	0.323
1	B-C	685.686	0.096	0.243	-	-
1	C-B	631.874	0.224	0.224	-	-

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	✓	190.79	100.000
B	ONE HOUR	✓	53.50	100.000
C	ONE HOUR	✓	196.70	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	28.451	162.335
	B	27.032	0.000	26.465
	C	167.643	29.061	0.000

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

		To		
		A	B	C
From	A	0.00	0.15	0.85
	B	0.51	0.00	0.49
	C	0.85	0.15	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 (PCU)	Max LOS
B-C	0.05	6.00	0.05	A
B-A	0.06	8.40	0.07	A
C-AB	0.06	5.48	0.10	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.92	19.80	0.00	647.05	0.031	0.03	5.737	A
B-A	20.35	20.18	0.00	483.78	0.042	0.04	7.763	A
C-AB	26.68	26.47	0.00	683.53	0.039	0.05	5.478	A
C-A	121.41	121.41	0.00	-	-	-	-	-
A-B	21.42	21.42	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.79	23.76	0.00	639.29	0.037	0.04	5.848	A
B-A	24.30	24.26	0.00	473.14	0.051	0.05	8.020	A
C-AB	33.15	33.08	0.00	693.91	0.048	0.07	5.447	A
C-A	143.68	143.68	0.00	-	-	-	-	-
A-B	25.58	25.58	0.00	-	-	-	-	-
A-C	145.94	145.94	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.14	29.10	0.00	628.62	0.046	0.05	6.004	A
B-A	29.76	29.70	0.00	458.43	0.065	0.07	8.396	A
C-AB	42.80	42.70	0.00	708.36	0.060	0.09	5.408	A
C-A	173.78	173.78	0.00	-	-	-	-	-

A-B	31.33	31.33	0.00	-	-	-	-	-
A-C	178.73	178.73	0.00	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	29.14	29.14	0.00	628.58	0.046	0.05	6.004	A
B-A	29.76	29.76	0.00	458.42	0.065	0.07	8.397	A
C-AB	42.82	42.81	0.00	708.39	0.060	0.10	5.412	A
C-A	173.76	173.76	0.00	-	-	-	-	-
A-B	31.33	31.33	0.00	-	-	-	-	-
A-C	178.73	178.73	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.79	23.83	0.00	639.21	0.037	0.04	5.849	A
B-A	24.30	24.36	0.00	473.13	0.051	0.05	8.024	A
C-AB	33.18	33.27	0.00	693.95	0.048	0.07	5.450	A
C-A	143.66	143.66	0.00	-	-	-	-	-
A-B	25.58	25.58	0.00	-	-	-	-	-
A-C	145.94	145.94	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.92	19.95	0.00	646.87	0.031	0.03	5.744	A
B-A	20.35	20.39	0.00	483.77	0.042	0.04	7.771	A
C-AB	26.73	26.80	0.00	683.57	0.039	0.06	5.484	A
C-A	121.36	121.36	0.00	-	-	-	-	-
A-B	21.42	21.42	0.00	-	-	-	-	-
A-C	122.21	122.21	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base plus Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, Saturday	2026 Base plus Development	Saturday		ONE HOUR	11:30	13:00	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	6.49	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	High Street (e)		Major
B	Site Access		Minor
C	High Street (w)		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	7.99		0.00		2.20	100.00	✓	0.00

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	4.40	3.50	3.50	3.50	✓	1.00	35	38

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	543.422	0.090	0.229	0.144	0.326
1	B-C	679.337	0.095	0.240	-	-
1	C-B	631.874	0.224	0.224	-	-

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	✓	140.02	100.000
B	ONE HOUR	✓	56.23	100.000
C	ONE HOUR	✓	176.68	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	24.369	115.649
	B	30.914	0.000	25.312
	C	146.917	29.763	0.000

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

		To		
		A	B	C
From	A	0.00	0.17	0.83
	B	0.55	0.00	0.45
	C	0.83	0.17	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 (PCU)	Max LOS
B-C	0.04	5.94	0.05	A
B-A	0.07	8.11	0.08	A
C-AB	0.06	5.50	0.09	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.06	18.94	0.00	648.93	0.029	0.03	5.714	A
B-A	23.27	23.08	0.00	498.63	0.047	0.05	7.566	A
C-AB	26.64	26.42	0.00	681.27	0.039	0.05	5.496	A
C-A	106.38	106.38	0.00	-	-	-	-	-
A-B	18.35	18.35	0.00	-	-	-	-	-
A-C	87.07	87.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.75	22.73	0.00	642.77	0.035	0.04	5.805	A
B-A	27.79	27.75	0.00	489.91	0.057	0.06	7.788	A
C-AB	32.91	32.86	0.00	691.09	0.048	0.07	5.471	A
C-A	125.92	125.92	0.00	-	-	-	-	-
A-B	21.91	21.91	0.00	-	-	-	-	-
A-C	103.97	103.97	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.87	27.83	0.00	634.31	0.044	0.05	5.935	A
B-A	34.04	33.97	0.00	477.85	0.071	0.08	8.109	A
C-AB	42.19	42.10	0.00	704.71	0.060	0.09	5.433	A
C-A	152.34	152.34	0.00	-	-	-	-	-
A-B	26.83	26.83	0.00	-	-	-	-	-
A-C	127.33	127.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	27.87	27.87	0.00	634.26	0.044	0.05	5.936	A
B-A	34.04	34.04	0.00	477.84	0.071	0.08	8.111	A
C-AB	42.21	42.20	0.00	704.73	0.060	0.09	5.434	A
C-A	152.32	152.32	0.00	-	-	-	-	-
A-B	26.83	26.83	0.00	-	-	-	-	-
A-C	127.33	127.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	22.75	22.79	0.00	642.69	0.035	0.04	5.809	A
B-A	27.79	27.85	0.00	489.90	0.057	0.06	7.793	A
C-AB	32.94	33.02	0.00	691.12	0.048	0.07	5.473	A
C-A	125.89	125.89	0.00	-	-	-	-	-
A-B	21.91	21.91	0.00	-	-	-	-	-
A-C	103.97	103.97	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.06	19.08	0.00	648.76	0.029	0.03	5.719	A
B-A	23.27	23.32	0.00	498.62	0.047	0.05	7.573	A
C-AB	26.68	26.74	0.00	681.30	0.039	0.05	5.502	A
C-A	106.33	106.33	0.00	-	-	-	-	-
A-B	18.35	18.35	0.00	-	-	-	-	-
A-C	87.07	87.07	0.00	-	-	-	-	-

APPENDIX J

WESTGATE/ SITE ACCESS – MODEL OUTPUTS

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: Westgate_Site Access.arc8
Path: D:\Cameron Rose Associates\Projects\449_Aldi, Skelmersdale\ANALYSIS\PICADY
Report generation date: 30/06/2021 12:12:14

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2026 Base plus Development			
Stream B-C	0.05	5.73	0.04	A
Stream B-A	0.03	7.24	0.03	A
Stream C-AB	0.14	5.42	0.09	A
Stream C-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 - 2026 Base plus Development, AM " model duration: 07:45 - 09:15
"D2 - 2026 Base plus Development, PM" model duration: 14:45 - 16:15
"D3 - 2026 Base plus Development, Saturday" model duration: 11:30 - 13:00

Run using Junctions 8.0.2.316 at 30/06/2021 12:12:00

File summary

File Description

Title	Westgate/ Site Access
Location	Skelmersdale
Site Number	
Date	15/10/2018
Version	
Status	
Identifier	
Client	Aldi Stores
Jobnumber	449
Enumerator	Cameron Rose Associates
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	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2026 Base plus Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, AM	2026 Base plus Development	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	5.76	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Westgate (n)		Major
B	Site Access		Minor
C	Westgate (s)		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	7.34		0.00		2.20	114.00	✓	0.00

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	3.83	3.50	3.50	3.50	✓	1.00	37	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	614.201	0.105	0.266	0.168	0.380
1	B-C	708.766	0.102	0.259	-	-
1	C-B	639.982	0.234	0.234	-	-

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	✓	174.68	100.000
B	ONE HOUR	✓	39.67	100.000
C	ONE HOUR	✓	234.75	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	16.647	158.035
	B	13.718	0.000	25.956
	C	192.460	42.290	0.000

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

		To		
		A	B	C
From	A	0.00	0.10	0.90
	B	0.35	0.00	0.65
	C	0.82	0.18	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 (PCU)	Max LOS
B-C	0.04	5.73	0.05	A
B-A	0.03	7.24	0.03	A
C-AB	0.09	5.42	0.14	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.54	19.42	0.00	673.50	0.029	0.03	5.504	A
B-A	10.33	10.25	0.00	544.80	0.019	0.02	6.734	A
C-AB	39.78	39.46	0.00	704.55	0.056	0.08	5.412	A
C-A	136.95	136.95	0.00	-	-	-	-	-
A-B	12.53	12.53	0.00	-	-	-	-	-
A-C	118.98	118.98	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.33	23.31	0.00	666.57	0.035	0.04	5.596	A
B-A	12.33	12.31	0.00	531.22	0.023	0.02	6.937	A

C-AB	49.63	49.54	0.00	717.42	0.069	0.10	5.390	A
C-A	161.41	161.41	0.00	-	-	-	-	-
A-B	14.97	14.97	0.00	-	-	-	-	-
A-C	142.07	142.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.58	28.54	0.00	656.96	0.044	0.05	5.728	A
B-A	15.10	15.08	0.00	512.55	0.029	0.03	7.236	A
C-AB	64.42	64.27	0.00	735.25	0.088	0.14	5.366	A
C-A	194.05	194.05	0.00	-	-	-	-	-
A-B	18.33	18.33	0.00	-	-	-	-	-
A-C	174.00	174.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	28.58	28.58	0.00	656.95	0.044	0.05	5.728	A
B-A	15.10	15.10	0.00	512.51	0.029	0.03	7.236	A
C-AB	64.45	64.45	0.00	735.28	0.088	0.14	5.370	A
C-A	194.01	194.01	0.00	-	-	-	-	-
A-B	18.33	18.33	0.00	-	-	-	-	-
A-C	174.00	174.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	23.33	23.37	0.00	666.55	0.035	0.04	5.599	A
B-A	12.33	12.36	0.00	531.15	0.023	0.02	6.941	A
C-AB	49.67	49.81	0.00	717.48	0.069	0.11	5.396	A
C-A	161.36	161.36	0.00	-	-	-	-	-
A-B	14.97	14.97	0.00	-	-	-	-	-
A-C	142.07	142.07	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	19.54	19.57	0.00	673.47	0.029	0.03	5.507	A
B-A	10.33	10.35	0.00	544.66	0.019	0.02	6.736	A
C-AB	39.86	39.96	0.00	704.62	0.057	0.08	5.417	A
C-A	136.87	136.87	0.00	-	-	-	-	-
A-B	12.53	12.53	0.00	-	-	-	-	-
A-C	118.98	118.98	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base plus Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, PM	2026 Base plus Development	PM		ONE HOUR	14:45	16:15	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	6.37	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Westgate (n)		Major
B	Site Access		Minor
C	Westgate (s)		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	7.34		0.00		2.20	114.00	✓	0.00

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	3.83	3.50	3.50	3.50	✓	1.00	37	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	614.201	0.105	0.266	0.168	0.380
1	B-C	708.766	0.102	0.259	-	-
1	C-B	639.982	0.234	0.234	-	-

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	✓	203.36	100.000
B	ONE HOUR	✓	103.50	100.000
C	ONE HOUR	✓	296.29	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	30.575	172.782
	B	35.812	0.000	67.691
	C	215.596	80.694	0.000

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

		To		
		A	B	C
From	A	0.00	0.15	0.85
	B	0.35	0.00	0.65
	C	0.73	0.27	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 (PCU)	Max LOS
B-C	0.12	6.34	0.13	A
B-A	0.08	8.07	0.09	A
C-AB	0.17	5.84	0.30	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (14:45-15:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.96	50.63	0.00	664.04	0.077	0.08	5.866	A
B-A	26.96	26.75	0.00	526.61	0.051	0.05	7.198	A
C-AB	77.96	77.32	0.00	711.26	0.110	0.16	5.677	A
C-A	145.10	145.10	0.00	-	-	-	-	-
A-B	23.02	23.02	0.00	-	-	-	-	-
A-C	130.08	130.08	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	60.85	60.78	0.00	654.96	0.093	0.10	6.058	A
B-A	32.19	32.14	0.00	509.27	0.063	0.07	7.545	A
C-AB	98.96	98.76	0.00	726.75	0.136	0.21	5.736	A
C-A	167.40	167.40	0.00	-	-	-	-	-
A-B	27.49	27.49	0.00	-	-	-	-	-
A-C	155.33	155.33	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	74.53	74.41	0.00	642.24	0.116	0.13	6.337	A
B-A	39.43	39.35	0.00	485.41	0.081	0.09	8.070	A
C-AB	130.12	129.79	0.00	747.41	0.174	0.29	5.833	A
C-A	196.10	196.10	0.00	-	-	-	-	-

A-B	33.66	33.66	0.00	-	-	-	-	-
A-C	190.24	190.24	0.00	-	-	-	-	-

Main results: (15:30-15:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	74.53	74.53	0.00	642.21	0.116	0.13	6.340	A
B-A	39.43	39.43	0.00	485.32	0.081	0.09	8.073	A
C-AB	130.21	130.20	0.00	747.50	0.174	0.30	5.837	A
C-A	196.01	196.01	0.00	-	-	-	-	-
A-B	33.66	33.66	0.00	-	-	-	-	-
A-C	190.24	190.24	0.00	-	-	-	-	-

Main results: (15:45-16:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	60.85	60.96	0.00	654.91	0.093	0.10	6.061	A
B-A	32.19	32.27	0.00	509.11	0.063	0.07	7.550	A
C-AB	99.08	99.39	0.00	726.90	0.136	0.22	5.745	A
C-A	167.28	167.28	0.00	-	-	-	-	-
A-B	27.49	27.49	0.00	-	-	-	-	-
A-C	155.33	155.33	0.00	-	-	-	-	-

Main results: (16:00-16:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	50.96	51.04	0.00	663.94	0.077	0.08	5.873	A
B-A	26.96	27.02	0.00	526.32	0.051	0.05	7.212	A
C-AB	78.14	78.35	0.00	711.41	0.110	0.16	5.693	A
C-A	144.92	144.92	0.00	-	-	-	-	-
A-B	23.02	23.02	0.00	-	-	-	-	-
A-C	130.08	130.08	0.00	-	-	-	-	-

(Default Analysis Set) - 2026 Base plus Development, Saturday

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	Arm B - Minor Arm Geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, Saturday	2026 Base plus Development	Saturday		ONE HOUR	11:30	13:00	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	6.46	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm Type
A	Westgate (n)		Major
B	Site Access		Minor
C	Westgate (s)		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	7.34		0.00		2.20	114.00	✓	0.00

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	3.83	3.50	3.50	3.50	✓	1.00	37	45

Pedestrian Crossings

Arm	Crossing Type
A	None
B	None
C	None

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	614.201	0.105	0.266	0.168	0.380
1	B-C	708.766	0.102	0.259	-	-
1	C-B	639.982	0.234	0.234	-	-

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	✓	173.06	100.000
B	ONE HOUR	✓	116.77	100.000
C	ONE HOUR	✓	302.10	100.000

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	30.547	142.516
	B	50.445	0.000	66.329
	C	220.223	81.878	0.000

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

		To		
		A	B	C
From	A	0.00	0.18	0.82
	B	0.43	0.00	0.57
	C	0.73	0.27	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 (PCU)	Max LOS
B-C	0.11	6.29	0.13	A
B-A	0.11	8.23	0.13	A
C-AB	0.17	5.76	0.30	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

Main results: (11:30-11:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	49.94	49.61	0.00	666.27	0.075	0.08	5.835	A
B-A	37.98	37.67	0.00	531.74	0.071	0.08	7.281	A
C-AB	79.34	78.68	0.00	718.36	0.110	0.16	5.626	A
C-A	148.10	148.10	0.00	-	-	-	-	-
A-B	23.00	23.00	0.00	-	-	-	-	-
A-C	107.29	107.29	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.63	59.55	0.00	657.42	0.091	0.10	6.021	A
B-A	45.35	45.27	0.00	515.38	0.088	0.10	7.658	A
C-AB	100.76	100.56	0.00	735.18	0.137	0.21	5.676	A
C-A	170.82	170.82	0.00	-	-	-	-	-
A-B	27.46	27.46	0.00	-	-	-	-	-
A-C	128.12	128.12	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	73.03	72.92	0.00	644.86	0.113	0.13	6.292	A
B-A	55.54	55.42	0.00	492.87	0.113	0.13	8.228	A
C-AB	132.48	132.16	0.00	757.55	0.175	0.30	5.761	A
C-A	200.14	200.14	0.00	-	-	-	-	-
A-B	33.63	33.63	0.00	-	-	-	-	-
A-C	156.91	156.91	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	73.03	73.03	0.00	644.81	0.113	0.13	6.295	A
B-A	55.54	55.54	0.00	492.78	0.113	0.13	8.233	A
C-AB	132.57	132.56	0.00	757.65	0.175	0.30	5.764	A
C-A	200.05	200.05	0.00	-	-	-	-	-
A-B	33.63	33.63	0.00	-	-	-	-	-
A-C	156.91	156.91	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	59.63	59.74	0.00	657.34	0.091	0.10	6.026	A
B-A	45.35	45.47	0.00	515.22	0.088	0.10	7.664	A
C-AB	100.88	101.19	0.00	735.33	0.137	0.22	5.683	A
C-A	170.71	170.71	0.00	-	-	-	-	-
A-B	27.46	27.46	0.00	-	-	-	-	-
A-C	128.12	128.12	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	49.94	50.01	0.00	666.14	0.075	0.08	5.843	A
B-A	37.98	38.06	0.00	531.45	0.071	0.08	7.296	A
C-AB	79.52	79.73	0.00	718.52	0.111	0.17	5.642	A
C-A	147.92	147.92	0.00	-	-	-	-	-
A-B	23.00	23.00	0.00	-	-	-	-	-
A-C	107.29	107.29	0.00	-	-	-	-	-

APPENDIX K

HIGH STREET/ WESTGATE – MODEL OUTPUTS

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: High St_Westgate.arc8
Path: D:\Cameron Rose Associates\Projects\449_Aldi, Skelmersdale\ANALYSIS\ARCADY
Report generation date: 30/06/2021 12:23:47

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Survey			
Arm 1	0.23	4.88	0.18	A
Arm 2	0.36	6.92	0.27	A
Arm 3	0.21	5.80	0.17	A

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

"D1 - 2018 Survey, AM " model duration: 07:45 - 09:15
"D2 - 2018 Survey, PM" model duration: 14:45 - 16:15
"D3 - 2018 Survey, Saturday" model duration: 11:30 - 13:00
"D4 - 2026 Base, AM" model duration: 07:45 - 09:15
"D5 - 2026 Base, PM" model duration: 14:45 - 16:15
"D6 - 2026 Base, Saturday" model duration: 11:30 - 13:00
"D7 - 2026 Base plus Development, AM" model duration: 07:45 - 09:15
"D8 - 2026 Base plus Development, PM" model duration: 14:45 - 16:15
"D9 - 2026 Base plus Development, Saturday" model duration: 11:30 - 13:00

Run using Junctions 8.0.2.316 at 30/06/2021 12:23:14

File summary

File Description

Title	High Street/ Westgate
Location	Skelmersdale
Site Number	
Date	15/10/2018
Version	
Status	(new file)
Identifier	
Client	Aldi Store
Jobnumber	449
Enumerator	Cameron Rose Associates
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	Speed	Traffic Units	Traffic Units	Flow	Average Delay	Total Delay	Rate Of Delay
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2018 Survey, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2018 Survey, AM	2018 Survey	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	5.92	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	151.90	100.000
2	ONE HOUR	✓	171.60	100.000
3	ONE HOUR	✓	117.70	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	1.000	73.900	77.000
	2	50.100	0.000	121.500
	3	47.500	70.200	0.000

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

		To		
		1	2	3
From	1	0.01	0.49	0.51
	2	0.29	0.00	0.71
	3	0.40	0.60	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	4.88	0.23	A
2	0.27	6.92	0.36	A
3	0.17	5.80	0.21	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	114.36	113.79	52.54	0.00	918.46	0.125	0.14	4.471	A
2	129.19	128.33	58.43	0.00	723.97	0.178	0.22	6.035	A
3	88.61	88.09	38.22	0.00	760.97	0.116	0.13	5.350	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	136.55	136.42	63.04	0.00	912.44	0.150	0.17	4.639	A
2	154.26	154.04	70.05	0.00	717.60	0.215	0.27	6.384	A
3	105.81	105.69	45.87	0.00	756.28	0.140	0.16	5.533	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	167.25	167.04	77.18	0.00	904.34	0.185	0.23	4.881	A
2	188.94	188.58	85.78	0.00	708.99	0.266	0.36	6.913	A
3	129.59	129.41	56.16	0.00	749.99	0.173	0.21	5.799	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	167.25	167.24	77.29	0.00	904.28	0.185	0.23	4.884	A
2	188.94	188.93	85.88	0.00	708.93	0.267	0.36	6.922	A
3	129.59	129.59	56.26	0.00	749.93	0.173	0.21	5.802	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	136.55	136.75	63.21	0.00	912.34	0.150	0.18	4.644	A

2	154.26	154.61	70.22	0.00	717.51	0.215	0.28	6.398	A
3	105.81	105.99	46.04	0.00	756.18	0.140	0.16	5.539	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	114.36	114.49	52.92	0.00	918.24	0.125	0.14	4.481	A
2	129.19	129.42	58.79	0.00	723.77	0.178	0.22	6.058	A
3	88.61	88.74	38.54	0.00	760.77	0.116	0.13	5.357	A

(Default Analysis Set) - 2018 Survey, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2018 Survey, PM	2018 Survey	PM		ONE HOUR	14:45	16:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.00	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	144.70	100.000
2	ONE HOUR	✓	154.60	100.000
3	ONE HOUR	✓	157.20	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	73.500	71.200
	2	73.600	0.000	81.000
	3	74.200	82.000	1.000

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

		To		
		1	2	3
From	1	0.00	0.51	0.49
	2	0.48	0.00	0.52
	3	0.47	0.52	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	4.88	0.22	A
2	0.24	6.64	0.31	A
3	0.24	6.41	0.31	A

Main Results for each time segment

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	108.94	108.40	62.09	0.00	912.98	0.119	0.13	4.471	A
2	116.39	115.63	54.09	0.00	726.35	0.160	0.19	5.887	A
3	118.35	117.61	55.05	0.00	750.67	0.158	0.19	5.682	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	130.08	129.95	74.52	0.00	905.87	0.144	0.17	4.640	A
2	138.98	138.79	64.84	0.00	720.46	0.193	0.24	6.188	A
3	141.32	141.13	66.07	0.00	743.92	0.190	0.23	5.971	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	159.32	159.13	91.23	0.00	896.29	0.178	0.21	4.882	A
2	170.22	169.92	79.40	0.00	712.48	0.239	0.31	6.632	A
3	173.08	172.79	80.89	0.00	734.85	0.236	0.31	6.402	A

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	159.32	159.31	91.38	0.00	896.20	0.178	0.22	4.884	A
2	170.22	170.21	79.49	0.00	712.43	0.239	0.31	6.638	A
3	173.08	173.07	81.03	0.00	734.76	0.236	0.31	6.408	A

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	130.08	130.27	74.76	0.00	905.72	0.144	0.17	4.643	A
2	138.98	139.27	65.00	0.00	720.37	0.193	0.24	6.197	A
3	141.32	141.60	66.30	0.00	743.78	0.190	0.24	5.980	A

Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	108.94	109.07	62.59	0.00	912.70	0.119	0.14	4.480	A
2	116.39	116.59	54.42	0.00	726.17	0.160	0.19	5.907	A
3	118.35	118.54	55.50	0.00	750.39	0.158	0.19	5.698	A

(Default Analysis Set) - 2018 Survey, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2018 Survey, Saturday	2018 Survey	Saturday		ONE HOUR	11:30	13:00	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	5.71	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	100.40	100.000
2	ONE HOUR	✓	133.00	100.000
3	ONE HOUR	✓	136.60	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	1.000	53.200	46.200
	2	58.200	2.000	72.800
	3	63.200	71.400	2.000

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

		To		
		1	2	3
From	1	0.01	0.53	0.46
	2	0.44	0.02	0.55
	3	0.46	0.52	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.12	4.55	0.14	A
2	0.20	6.21	0.25	A
3	0.20	6.07	0.25	A

Main Results for each time segment

Main results: (11:30-11:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	75.59	75.23	56.42	0.00	916.23	0.083	0.09	4.278	A
2	100.13	99.50	36.86	0.00	735.78	0.136	0.16	5.654	A
3	102.84	102.21	45.79	0.00	756.33	0.136	0.16	5.499	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	90.26	90.18	67.70	0.00	909.77	0.099	0.11	4.392	A
2	119.56	119.41	44.19	0.00	731.77	0.163	0.19	5.877	A
3	122.80	122.65	54.95	0.00	750.73	0.164	0.19	5.730	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	110.54	110.42	82.89	0.00	901.07	0.123	0.14	4.553	A

2	146.44	146.21	54.11	0.00	726.34	0.202	0.25	6.201	A
3	150.40	150.17	67.28	0.00	743.18	0.202	0.25	6.066	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	110.54	110.54	83.01	0.00	901.00	0.123	0.14	4.553	A
2	146.44	146.43	54.17	0.00	726.30	0.202	0.25	6.207	A
3	150.40	150.40	67.38	0.00	743.12	0.202	0.25	6.073	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	90.26	90.37	67.91	0.00	909.65	0.099	0.11	4.394	A
2	119.56	119.78	44.29	0.00	731.72	0.163	0.20	5.886	A
3	122.80	123.02	55.12	0.00	750.62	0.164	0.20	5.737	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	75.59	75.67	56.85	0.00	915.99	0.083	0.09	4.284	A
2	100.13	100.28	37.08	0.00	735.66	0.136	0.16	5.668	A
3	102.84	102.99	46.14	0.00	756.12	0.136	0.16	5.514	A

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.11	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	165.25	100.000
2	ONE HOUR	✓	186.68	100.000
3	ONE HOUR	✓	128.05	100.000

Turning Proportions

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

	To

		1	2	3
From	1	1.088	80.396	83.768
	2	54.504	0.000	132.180
	3	51.675	76.371	0.000

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

		To		
		1	2	3
From	1	0.01	0.49	0.51
	2	0.29	0.00	0.71
	3	0.40	0.60	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.20	5.01	0.25	A
2	0.29	7.21	0.41	A
3	0.19	5.94	0.23	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	124.41	123.79	57.15	0.00	915.82	0.136	0.16	4.538	A
2	140.55	139.59	63.56	0.00	721.16	0.195	0.24	6.180	A
3	96.40	95.82	41.57	0.00	758.92	0.127	0.14	5.424	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	148.56	148.41	68.57	0.00	909.27	0.163	0.19	4.730	A
2	167.82	167.57	76.21	0.00	714.23	0.235	0.30	6.582	A
3	115.11	114.97	49.90	0.00	753.82	0.153	0.18	5.633	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	181.95	181.72	83.96	0.00	900.45	0.202	0.25	5.007	A
2	205.54	205.13	93.31	0.00	704.86	0.292	0.41	7.197	A
3	140.98	140.77	61.09	0.00	746.97	0.189	0.23	5.937	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	181.95	181.94	84.08	0.00	900.38	0.202	0.25	5.010	A
2	205.54	205.53	93.43	0.00	704.80	0.292	0.41	7.209	A
3	140.98	140.98	61.21	0.00	746.90	0.189	0.23	5.940	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	148.56	148.78	68.78	0.00	909.15	0.163	0.20	4.737	A
2	167.82	168.22	76.40	0.00	714.13	0.235	0.31	6.601	A
3	115.11	115.31	50.09	0.00	753.70	0.153	0.18	5.642	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	124.41	124.56	57.58	0.00	915.57	0.136	0.16	4.551	A
2	140.55	140.81	63.96	0.00	720.94	0.195	0.24	6.210	A
3	96.40	96.54	41.93	0.00	758.70	0.127	0.15	5.437	A

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base, PM	2026 Base	PM		ONE HOUR	14:45	16:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.19	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	156.46	100.000
2	ONE HOUR	✓	167.17	100.000
3	ONE HOUR	✓	169.98	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	79.476	76.989
	2	79.584	0.000	87.585
	3	80.232	88.667	1.081

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

		To		
		1	2	3
From	1	0.00	0.51	0.49
	2	0.48	0.00	0.52
	3	0.47	0.52	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.19	5.00	0.24	A
2	0.26	6.86	0.35	A
3	0.26	6.62	0.34	A

Main Results for each time segment

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS

1	117.79	117.20	67.13	0.00	910.10	0.129	0.15	4.538	A
2	125.85	125.02	58.48	0.00	723.94	0.174	0.21	6.002	A
3	127.97	127.15	59.52	0.00	747.93	0.171	0.20	5.792	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	140.66	140.52	80.57	0.00	902.40	0.156	0.18	4.725	A
2	150.28	150.07	70.11	0.00	717.57	0.209	0.26	6.343	A
3	152.81	152.60	71.44	0.00	740.63	0.206	0.26	6.121	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	172.27	172.05	98.64	0.00	892.04	0.193	0.24	4.999	A
2	184.06	183.72	85.85	0.00	708.95	0.260	0.35	6.849	A
3	187.15	186.82	87.46	0.00	730.83	0.256	0.34	6.613	A

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	172.27	172.27	98.81	0.00	891.95	0.193	0.24	5.001	A
2	184.06	184.05	85.95	0.00	708.89	0.260	0.35	6.858	A
3	187.15	187.15	87.62	0.00	730.73	0.256	0.34	6.621	A

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	140.66	140.87	80.85	0.00	902.24	0.156	0.19	4.729	A
2	150.28	150.61	70.29	0.00	717.47	0.209	0.27	6.356	A
3	152.81	153.13	71.70	0.00	740.47	0.206	0.26	6.132	A

Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	117.79	117.94	67.68	0.00	909.78	0.129	0.15	4.548	A
2	125.85	126.07	58.85	0.00	723.74	0.174	0.21	6.027	A
3	127.97	128.19	60.02	0.00	747.62	0.171	0.21	5.813	A

(Default Analysis Set) - 2026 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base, Saturday	2026 Base	Saturday		ONE HOUR	11:30	13:00	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	5.84	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	108.36	100.000
2	ONE HOUR	✓	143.55	100.000
3	ONE HOUR	✓	147.43	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	1.079	57.419	49.864
	2	62.815	2.159	78.573
	3	68.212	77.062	2.159

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

		To		
		1	2	3
From	1	0.01	0.53	0.46
	2	0.44	0.02	0.55
	3	0.46	0.52	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.13	4.63	0.15	A
2	0.22	6.36	0.28	A
3	0.22	6.23	0.28	A

Main Results for each time segment

Main results: (11:30-11:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	81.58	81.19	60.89	0.00	913.67	0.089	0.10	4.322	A
2	108.07	107.38	39.78	0.00	734.18	0.147	0.17	5.737	A
3	110.99	110.31	49.41	0.00	754.12	0.147	0.17	5.586	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	97.41	97.33	73.06	0.00	906.70	0.107	0.12	4.448	A
2	129.05	128.88	47.69	0.00	729.85	0.177	0.21	5.988	A
3	132.54	132.37	59.30	0.00	748.06	0.177	0.21	5.845	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	119.31	119.18	89.46	0.00	897.30	0.133	0.15	4.626	A
2	158.05	157.79	58.40	0.00	723.99	0.218	0.28	6.355	A
3	162.33	162.07	72.61	0.00	739.92	0.219	0.28	6.227	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	119.31	119.31	89.60	0.00	897.22	0.133	0.15	4.627	A
2	158.05	158.04	58.46	0.00	723.95	0.218	0.28	6.360	A
3	162.33	162.32	72.72	0.00	739.85	0.219	0.28	6.232	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	97.41	97.54	73.30	0.00	906.56	0.107	0.12	4.451	A
2	129.05	129.29	47.80	0.00	729.79	0.177	0.22	5.999	A
3	132.54	132.79	59.49	0.00	747.95	0.177	0.22	5.856	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	81.58	81.67	61.36	0.00	913.40	0.089	0.10	4.328	A
2	108.07	108.24	40.02	0.00	734.05	0.147	0.17	5.755	A
3	110.99	111.17	49.81	0.00	753.88	0.147	0.17	5.602	A

(Default Analysis Set) - 2026 Base plus Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, AM	2026 Base plus Development	AM		ONE HOUR	07:45	09:15	90	15		

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				✓	✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.33	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

Traffic Flows

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	181.47	100.000
2	ONE HOUR	✓	202.29	100.000
3	ONE HOUR	✓	138.92	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	1.088	91.823	88.559
	2	62.338	0.000	139.950
	3	56.065	82.858	0.000

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

		To		
		1	2	3
From	1	0.01	0.51	0.49
	2	0.31	0.00	0.69
	3	0.40	0.60	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.22	5.17	0.29	A
2	0.32	7.51	0.46	A
3	0.21	6.11	0.26	A

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	136.62	135.92	62.00	0.00	913.04	0.150	0.17	4.629	A
2	152.29	151.23	67.15	0.00	719.20	0.212	0.27	6.327	A
3	104.59	103.95	47.42	0.00	755.34	0.138	0.16	5.522	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	163.14	162.96	74.40	0.00	905.93	0.180	0.22	4.844	A
2	181.85	181.56	80.50	0.00	711.88	0.255	0.34	6.786	A
3	124.89	124.73	56.93	0.00	749.52	0.167	0.20	5.760	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	199.80	199.54	91.09	0.00	896.37	0.223	0.28	5.166	A
2	222.72	222.25	98.57	0.00	701.98	0.317	0.46	7.495	A
3	152.96	152.72	69.68	0.00	741.71	0.206	0.26	6.109	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	199.80	199.80	91.23	0.00	896.29	0.223	0.29	5.168	A
2	222.72	222.71	98.70	0.00	701.91	0.317	0.46	7.511	A
3	152.96	152.95	69.83	0.00	741.62	0.206	0.26	6.114	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	163.14	163.40	74.62	0.00	905.80	0.180	0.22	4.852	A
2	181.85	182.31	80.72	0.00	711.76	0.256	0.35	6.804	A
3	124.89	125.12	57.16	0.00	749.37	0.167	0.20	5.770	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	136.62	136.80	62.47	0.00	912.77	0.150	0.18	4.641	A
2	152.29	152.60	67.58	0.00	718.96	0.212	0.27	6.361	A
3	104.59	104.75	47.84	0.00	755.08	0.139	0.16	5.536	A

(Default Analysis Set) - 2026 Base plus Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, PM	2026 Base plus Development	PM		ONE HOUR	14:45	16:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.74	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

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 (%)
1	ONE HOUR	✓	189.20	100.000
2	ONE HOUR	✓	207.40	100.000
3	ONE HOUR	✓	194.55	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	101.791	87.406
	2	104.800	0.000	102.596
	3	91.904	101.565	1.081

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

		To		
		1	2	3
From	1	0.00	0.54	0.46
	2	0.51	0.00	0.49
	3	0.47	0.52	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.24	5.33	0.31	A
2	0.33	7.59	0.48	A
3	0.30	7.21	0.43	A

Main Results for each time segment

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	142.44	141.70	76.76	0.00	904.58	0.157	0.19	4.715	A
2	156.14	155.04	66.27	0.00	719.68	0.217	0.27	6.365	A
3	146.47	145.48	78.34	0.00	736.41	0.199	0.25	6.082	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	170.08	169.90	92.13	0.00	895.77	0.190	0.23	4.958	A
2	186.44	186.14	79.46	0.00	712.45	0.262	0.35	6.835	A
3	174.90	174.63	94.06	0.00	726.79	0.241	0.31	6.517	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	208.31	208.02	112.78	0.00	883.94	0.236	0.31	5.323	A
2	228.35	227.85	97.29	0.00	702.68	0.325	0.48	7.573	A
3	214.20	213.76	115.13	0.00	713.89	0.300	0.42	7.192	A

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	208.31	208.31	113.01	0.00	883.81	0.236	0.31	5.328	A
2	228.35	228.34	97.42	0.00	702.61	0.325	0.48	7.589	A
3	214.20	214.19	115.38	0.00	713.74	0.300	0.43	7.205	A

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	170.08	170.37	92.50	0.00	895.56	0.190	0.24	4.965	A
2	186.44	186.93	79.68	0.00	712.33	0.262	0.36	6.857	A
3	174.90	175.32	94.46	0.00	726.55	0.241	0.32	6.535	A

Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	142.44	142.63	77.42	0.00	904.20	0.158	0.19	4.729	A
2	156.14	156.45	66.71	0.00	719.43	0.217	0.28	6.397	A
3	146.47	146.75	79.06	0.00	735.97	0.199	0.25	6.114	A

(Default Analysis Set) - 2026 Base plus Development, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base plus Development, Saturday	2026 Base plus Development	Saturday		ONE HOUR	11:30	13:00	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	6.48	A

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	High Street (e)	
2	Westgate	
3	High Street (w)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.75	3.75	4.50	11.40	13.10	5.90	0.00	
2	3.50	3.50	4.00	4.60	11.50	4.40	0.00	
3	4.40	3.60	3.60	0.00	16.50	16.00	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.573	948.562
2		(calculated)	(calculated)	0.548	755.976
3		(calculated)	(calculated)	0.612	784.361

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

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 (%)
1	ONE HOUR	✓	141.92	100.000
2	ONE HOUR	✓	200.17	100.000
3	ONE HOUR	✓	176.31	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	1.079	80.685	60.158
	2	94.910	2.159	103.103
	3	81.769	92.378	2.159

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

		To		
		1	2	3
From	1	0.01	0.57	0.42
	2	0.47	0.01	0.52
	3	0.46	0.52	0.01

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.18	4.92	0.21	A
2	0.31	7.24	0.44	A
3	0.27	6.87	0.37	A

Main Results for each time segment

Main results: (11:30-11:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	106.85	106.32	72.32	0.00	907.12	0.118	0.13	4.492	A
2	150.70	149.67	47.49	0.00	729.96	0.206	0.26	6.192	A
3	132.73	131.86	73.39	0.00	739.44	0.180	0.22	5.916	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	127.58	127.46	86.80	0.00	898.83	0.142	0.16	4.667	A
2	179.95	179.67	56.93	0.00	724.79	0.248	0.33	6.601	A
3	158.50	158.26	88.10	0.00	730.44	0.217	0.27	6.288	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	156.26	156.07	106.26	0.00	887.68	0.176	0.21	4.919	A
2	220.39	219.95	69.71	0.00	717.79	0.307	0.44	7.225	A
3	194.12	193.75	107.85	0.00	718.35	0.270	0.37	6.858	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	156.26	156.26	106.46	0.00	887.56	0.176	0.21	4.922	A
2	220.39	220.38	69.80	0.00	717.74	0.307	0.44	7.237	A
3	194.12	194.11	108.06	0.00	718.22	0.270	0.37	6.868	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	127.58	127.77	87.12	0.00	898.64	0.142	0.17	4.670	A
2	179.95	180.38	57.08	0.00	724.71	0.248	0.33	6.620	A
3	158.50	158.85	88.44	0.00	730.23	0.217	0.28	6.303	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	106.85	106.97	72.93	0.00	906.78	0.118	0.13	4.503	A
2	150.70	150.98	47.79	0.00	729.80	0.206	0.26	6.224	A
3	132.73	132.97	74.03	0.00	739.05	0.180	0.22	5.943	A

CAMERON ROSE
ASSOCIATES

APPENDIX L

B5312/ WESTGATE – MODEL OUTPUTS

Junctions 8

ARCADY 8 - Roundabout Module

Version: 8.0.2.316 [14 Feb 2013]

For sales and distribution information, program advice and maintenance, contact TRL:
Tel: +44 (0)1344 770758 E-mail: software@trl.co.uk Web: http://www.trlsoftware.co.uk

Filename: B5312_Westgate.arc8
Path: D:\Cameron Rose Associates\Projects\449_Aldi, Skelmersdale\ANALYSIS\ARCADY
Report generation date: 30/06/2021 12:41:12

Summary of junction performance

	AM			
	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2018 Survey			
Arm 1	1.10	9.24	0.53	A
Arm 2	0.41	8.38	0.29	A
Arm 3	1.93	14.21	0.66	B

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

"D1 - 2018 Survey, AM " model duration: 07:45 - 09:15
"D2 - 2018 Survey, PM" model duration: 14:45 - 16:15
"D3 - 2018 Survey, Saturday" model duration: 11:30 - 13:00
"D4 - 2026 Base, AM" model duration: 07:45 - 09:15
"D5 - 2026 Base, PM" model duration: 14:45 - 16:15
"D6 - 2026 Base, Saturday" model duration: 11:30 - 13:00
"D7 - 2026 Base + Development, AM" model duration: 07:45 - 09:15
"D8 - 2026 Base + Development, PM" model duration: 14:45 - 16:15
"D9 - 2026 Base + Development, Saturday" model duration: 11:30 - 13:00

Run using Junctions 8.0.2.316 at 30/06/2021 12:40:39

File summary

File Description

Title	B5312/ Westgate
Location	Skelmersdale
Site Number	
Date	15/10/2018
Version	
Status	(new file)
Identifier	
Client	Aldi Store
Jobnumber	449
Enumerator	Cameron Rose Associates
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	Speed	Traffic Units	Traffic Units	Flow	Average Delay	Total Delay	Rate Of Delay
m	kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2018 Survey, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2018 Survey, AM	2018 Survey	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	11.34	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	394.80	100.000
2	ONE HOUR	✓	159.90	100.000
3	ONE HOUR	✓	452.30	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	86.500	308.300
	2	99.000	0.000	60.900
	3	361.400	89.900	1.000

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

		To		
		1	2	3
From	1	0.00	0.22	0.78
	2	0.62	0.00	0.38
	3	0.80	0.20	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.53	9.24	1.10	A
2	0.29	8.38	0.41	A
3	0.66	14.21	1.93	B

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	297.23	295.07	67.81	0.00	842.27	0.353	0.54	6.555	A
2	120.38	119.51	231.17	0.00	666.51	0.181	0.22	6.570	A
3	340.52	337.40	73.99	0.00	770.44	0.442	0.78	8.249	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	354.92	354.15	81.44	0.00	834.53	0.425	0.73	7.481	A
2	143.75	143.48	277.46	0.00	640.77	0.224	0.29	7.236	A
3	406.61	405.25	88.83	0.00	762.10	0.534	1.12	10.049	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	434.68	433.23	99.47	0.00	824.30	0.527	1.09	9.170	A
2	176.05	175.58	339.40	0.00	606.33	0.290	0.40	8.348	A
3	497.99	494.92	108.71	0.00	750.93	0.663	1.89	13.890	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	434.68	434.64	100.05	0.00	823.97	0.528	1.10	9.243	A
2	176.05	176.04	340.51	0.00	605.72	0.291	0.41	8.378	A
3	497.99	497.83	108.99	0.00	750.77	0.663	1.93	14.207	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	354.92	356.33	82.32	0.00	834.03	0.426	0.75	7.560	A

2	143.75	144.20	279.16	0.00	639.82	0.225	0.29	7.269	A
3	406.61	409.63	89.28	0.00	761.85	0.534	1.17	10.308	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	297.23	298.02	68.73	0.00	841.75	0.353	0.55	6.630	A
2	120.38	120.66	233.48	0.00	665.22	0.181	0.22	6.613	A
3	340.52	341.98	74.71	0.00	770.04	0.442	0.81	8.438	A

(Default Analysis Set) - 2018 Survey, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2018 Survey, PM	2018 Survey	PM		ONE HOUR	14:45	16:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	11.99	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	447.20	100.000
2	ONE HOUR	✓	200.50	100.000
3	ONE HOUR	✓	446.60	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	103.900	343.300
	2	104.300	0.000	96.200
	3	353.700	91.900	1.000

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

		To		
		1	2	3
From	1	0.00	0.23	0.77
	2	0.52	0.00	0.48
	3	0.79	0.21	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	10.89	1.47	B
2	0.38	9.90	0.60	A
3	0.66	14.04	1.88	B

Main Results for each time segment

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	336.68	334.04	69.30	0.00	841.42	0.400	0.66	7.059	A
2	150.95	149.75	257.18	0.00	652.05	0.232	0.30	7.145	A
3	336.22	333.16	77.90	0.00	768.24	0.438	0.77	8.218	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	402.02	400.99	83.24	0.00	833.51	0.482	0.92	8.303	A
2	180.25	179.83	308.72	0.00	623.39	0.289	0.40	8.109	A
3	401.48	400.16	93.55	0.00	759.45	0.529	1.10	9.981	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	492.38	490.25	101.66	0.00	823.05	0.598	1.45	10.745	B
2	220.75	219.98	377.44	0.00	585.18	0.377	0.60	9.834	A
3	491.72	488.73	114.43	0.00	747.71	0.658	1.84	13.737	B

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	492.38	492.29	102.25	0.00	822.72	0.598	1.47	10.886	B
2	220.75	220.73	379.02	0.00	584.31	0.378	0.60	9.899	A
3	491.72	491.56	114.82	0.00	747.49	0.658	1.88	14.043	B

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	402.02	404.10	84.12	0.00	833.01	0.483	0.95	8.433	A
2	180.25	181.00	311.12	0.00	622.06	0.290	0.41	8.177	A
3	401.48	404.41	94.16	0.00	759.11	0.529	1.15	10.231	B

Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	336.68	337.77	70.24	0.00	840.89	0.400	0.68	7.172	A
2	150.95	151.38	260.05	0.00	650.45	0.232	0.31	7.218	A
3	336.22	337.65	78.75	0.00	767.77	0.438	0.79	8.399	A

(Default Analysis Set) - 2018 Survey, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2018 Survey, Saturday	2018 Survey	Saturday		ONE HOUR	11:30	13:00	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	10.78	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	464.80	100.000
2	ONE HOUR	✓	193.10	100.000
3	ONE HOUR	✓	377.40	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	120.500	344.300
	2	101.900	0.000	91.200
	3	299.800	77.600	0.000

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

		To		
		1	2	3
From	1	0.00	0.26	0.74
	2	0.53	0.00	0.47
	3	0.79	0.21	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.61	11.22	1.57	B
2	0.36	9.68	0.57	A
3	0.55	10.79	1.23	B

Main Results for each time segment

Main results: (11:30-11:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	349.93	347.15	57.95	0.00	847.87	0.413	0.69	7.152	A
2	145.38	144.24	257.15	0.00	652.06	0.223	0.28	7.073	A
3	284.13	281.81	76.12	0.00	769.25	0.369	0.58	7.353	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	417.85	416.74	69.58	0.00	841.26	0.497	0.97	8.457	A
2	173.59	173.20	308.70	0.00	623.40	0.278	0.38	7.989	A
3	339.27	338.42	91.40	0.00	760.66	0.446	0.79	8.507	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	511.75	509.44	85.09	0.00	832.46	0.615	1.55	11.062	B

2	212.61	211.89	377.37	0.00	585.22	0.363	0.56	9.620	A
3	415.53	413.84	111.81	0.00	749.18	0.555	1.21	10.679	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	511.75	511.66	85.43	0.00	832.27	0.615	1.57	11.220	B
2	212.61	212.59	379.01	0.00	584.31	0.364	0.57	9.682	A
3	415.53	415.46	112.18	0.00	748.98	0.555	1.23	10.789	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	417.85	420.11	70.10	0.00	840.97	0.497	1.01	8.601	A
2	173.59	174.29	311.20	0.00	622.01	0.279	0.39	8.053	A
3	339.27	340.92	91.98	0.00	760.33	0.446	0.82	8.616	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	349.93	351.10	58.61	0.00	847.49	0.413	0.71	7.271	A
2	145.38	145.78	260.07	0.00	650.44	0.224	0.29	7.141	A
3	284.13	285.03	76.93	0.00	768.79	0.370	0.59	7.457	A

(Default Analysis Set) - 2026 Base, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base, AM	2026 Base	AM		ONE HOUR	07:45	09:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	13.41	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	429.50	100.000
2	ONE HOUR	✓	173.96	100.000
3	ONE HOUR	✓	492.06	100.000

Turning Proportions

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

	To

		1	2	3
From	1	0.000	94.103	335.400
	2	107.702	0.000	66.253
	3	393.167	97.802	1.088

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

		To		
		1	2	3
From	1	0.00	0.22	0.78
	2	0.62	0.00	0.38
	3	0.80	0.20	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.58	10.39	1.35	B
2	0.33	9.05	0.48	A
3	0.73	17.58	2.57	C

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	323.35	320.87	73.71	0.00	838.92	0.385	0.62	6.916	A
2	130.96	129.97	251.38	0.00	655.27	0.200	0.25	6.841	A
3	370.45	366.78	80.47	0.00	766.80	0.483	0.92	8.921	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	386.11	385.17	88.54	0.00	830.50	0.465	0.86	8.065	A
2	156.38	156.06	301.76	0.00	627.26	0.249	0.33	7.635	A
3	442.35	440.56	96.62	0.00	757.72	0.584	1.36	11.285	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	472.89	470.99	107.97	0.00	819.47	0.577	1.33	10.273	B
2	191.53	190.95	368.99	0.00	589.88	0.325	0.47	9.010	A
3	541.77	537.24	118.22	0.00	745.58	0.727	2.49	16.908	C

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	472.89	472.82	108.82	0.00	818.99	0.577	1.35	10.392	B
2	191.53	191.51	370.42	0.00	589.08	0.325	0.48	9.054	A
3	541.77	541.46	118.57	0.00	745.38	0.727	2.57	17.578	C

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	386.11	387.97	89.81	0.00	829.78	0.465	0.88	8.182	A
2	156.38	156.95	303.95	0.00	626.04	0.250	0.34	7.683	A
3	442.35	446.86	97.17	0.00	757.41	0.584	1.44	11.755	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	323.35	324.35	74.84	0.00	838.27	0.386	0.64	7.017	A
2	130.96	131.30	254.11	0.00	653.75	0.200	0.25	6.896	A
3	370.45	372.41	81.29	0.00	766.34	0.483	0.95	9.185	A

(Default Analysis Set) - 2026 Base, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base, PM	2026 Base	PM		ONE HOUR	14:45	16:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	14.09	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	483.56	100.000
2	ONE HOUR	✓	216.80	100.000
3	ONE HOUR	✓	482.91	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	112.347	371.210
	2	112.780	0.000	104.021
	3	382.456	99.371	1.081

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

		To		
		1	2	3
From	1	0.00	0.23	0.77
	2	0.52	0.00	0.48
	3	0.79	0.21	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.65	12.58	1.83	B
2	0.42	10.95	0.72	B
3	0.72	17.01	2.45	C

Main Results for each time segment

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS

1	364.05	361.02	74.89	0.00	838.25	0.434	0.76	7.498	A
2	163.22	161.87	277.95	0.00	640.50	0.255	0.34	7.500	A
3	363.56	360.00	84.20	0.00	764.70	0.475	0.89	8.821	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	434.71	433.42	89.95	0.00	829.70	0.524	1.08	9.052	A
2	194.90	194.40	333.69	0.00	609.51	0.320	0.46	8.662	A
3	434.12	432.42	101.13	0.00	755.19	0.575	1.32	11.091	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	532.41	529.55	109.72	0.00	818.48	0.650	1.79	12.335	B
2	238.70	237.72	407.70	0.00	568.36	0.420	0.71	10.855	B
3	531.69	527.45	123.66	0.00	742.52	0.716	2.38	16.409	C

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	532.41	532.27	110.54	0.00	818.01	0.651	1.83	12.581	B
2	238.70	238.67	409.80	0.00	567.19	0.421	0.72	10.953	B
3	531.69	531.41	124.15	0.00	742.25	0.716	2.45	17.013	C

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	434.71	437.52	91.18	0.00	829.00	0.524	1.13	9.262	A
2	194.90	195.86	336.85	0.00	607.75	0.321	0.48	8.761	A
3	434.12	438.34	101.89	0.00	754.76	0.575	1.39	11.525	B

Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	364.05	365.43	76.02	0.00	837.61	0.435	0.78	7.648	A
2	163.22	163.74	281.35	0.00	638.61	0.256	0.35	7.588	A
3	363.56	365.43	85.18	0.00	764.15	0.476	0.92	9.072	A

(Default Analysis Set) - 2026 Base, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base, Saturday	2026 Base	Saturday		ONE HOUR	11:30	13:00	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	12.26	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	501.66	100.000
2	ONE HOUR	✓	208.41	100.000
3	ONE HOUR	✓	407.33	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	130.056	371.603
	2	109.981	0.000	98.432
	3	323.574	83.754	0.000

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

		To		
		1	2	3
From	1	0.00	0.26	0.74
	2	0.53	0.00	0.47
	3	0.79	0.21	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.67	13.01	1.96	B
2	0.40	10.64	0.67	B
3	0.60	12.17	1.49	B

Main Results for each time segment

Main results: (11:30-11:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	377.67	374.49	62.51	0.00	845.27	0.447	0.80	7.597	A
2	156.90	155.62	277.41	0.00	640.80	0.245	0.32	7.400	A
3	306.66	304.02	82.12	0.00	765.87	0.400	0.66	7.751	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	450.98	449.60	75.08	0.00	838.14	0.538	1.14	9.230	A
2	187.36	186.89	333.04	0.00	609.87	0.307	0.44	8.501	A
3	366.18	365.13	98.62	0.00	756.60	0.484	0.92	9.170	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	552.34	549.22	91.76	0.00	828.67	0.667	1.92	12.736	B
2	229.47	228.56	406.83	0.00	568.84	0.403	0.66	10.551	B
3	448.48	446.28	120.61	0.00	744.24	0.603	1.47	11.990	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	552.34	552.18	92.20	0.00	828.43	0.667	1.96	13.013	B
2	229.47	229.44	409.03	0.00	567.62	0.404	0.67	10.643	B
3	448.48	448.38	121.07	0.00	743.98	0.603	1.49	12.167	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	450.98	454.05	75.73	0.00	837.77	0.538	1.19	9.455	A
2	187.36	188.24	336.34	0.00	608.03	0.308	0.45	8.593	A
3	366.18	368.32	99.34	0.00	756.20	0.484	0.96	9.331	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	377.67	379.16	63.28	0.00	844.84	0.447	0.82	7.755	A
2	156.90	157.39	280.86	0.00	638.88	0.246	0.33	7.483	A
3	306.66	307.77	83.06	0.00	765.35	0.401	0.68	7.886	A

(Default Analysis Set) - 2026 Base + Development, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base + Development, AM	2026 Base + Development	AM		ONE HOUR	07:45	09:15	90	15		

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				✓	✓

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	14.64	B

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

Traffic Flows

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
1	ONE HOUR	✓	439.77	100.000
2	ONE HOUR	✓	202.27	100.000
3	ONE HOUR	✓	502.73	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	114.455	325.313
	2	124.059	0.000	78.209
	3	381.343	120.295	1.088

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

		To		
		1	2	3
From	1	0.00	0.26	0.74
	2	0.61	0.00	0.39
	3	0.76	0.24	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.60	11.21	1.49	B
2	0.37	9.66	0.59	A
3	0.75	19.64	2.92	C

Main Results for each time segment

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	331.08	328.46	90.44	0.00	829.42	0.399	0.66	7.149	A
2	152.28	151.09	243.78	0.00	659.50	0.231	0.30	7.066	A
3	378.48	374.59	92.67	0.00	759.94	0.498	0.97	9.252	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	395.34	394.30	108.64	0.00	819.09	0.483	0.92	8.453	A
2	181.83	181.43	292.65	0.00	632.33	0.288	0.40	7.976	A
3	451.94	449.94	111.28	0.00	749.48	0.603	1.47	11.935	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	484.19	482.01	132.35	0.00	805.64	0.601	1.46	11.047	B
2	222.70	221.95	357.75	0.00	596.13	0.374	0.59	9.602	A
3	553.51	548.13	136.13	0.00	735.52	0.753	2.82	18.676	C

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	484.19	484.10	133.54	0.00	804.96	0.602	1.49	11.211	B
2	222.70	222.68	359.30	0.00	595.26	0.374	0.59	9.660	A
3	553.51	553.09	136.58	0.00	735.27	0.753	2.92	19.640	C

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	395.34	397.48	110.43	0.00	818.08	0.483	0.95	8.602	A
2	181.83	182.57	295.02	0.00	631.01	0.288	0.41	8.040	A
3	451.94	457.35	111.97	0.00	749.09	0.603	1.57	12.556	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	331.08	332.19	91.92	0.00	828.58	0.400	0.67	7.270	A
2	152.28	152.70	246.56	0.00	657.95	0.231	0.30	7.130	A
3	378.48	380.70	93.66	0.00	759.39	0.498	1.01	9.563	A

(Default Analysis Set) - 2026 Base + Development, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base + Development, PM	2026 Base + Development	PM		ONE HOUR	14:45	16:15	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	17.34	C

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

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 (%)
1	ONE HOUR	✓	506.04	100.000
2	ONE HOUR	✓	289.56	100.000
3	ONE HOUR	✓	502.80	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	155.616	350.427
	2	150.128	0.000	139.430
	3	361.043	140.673	1.081

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

		To		
		1	2	3
From	1	0.00	0.31	0.69
	2	0.52	0.00	0.48
	3	0.72	0.28	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.70	15.25	2.30	C
2	0.55	13.77	1.20	B
3	0.77	21.49	3.18	C

Main Results for each time segment

Main results: (14:45-15:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	380.98	377.57	105.59	0.00	820.82	0.464	0.85	8.062	A
2	217.99	216.00	262.27	0.00	649.22	0.336	0.50	8.273	A
3	378.53	374.53	111.99	0.00	749.08	0.505	1.00	9.512	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	454.92	453.31	126.83	0.00	808.77	0.562	1.25	10.080	B
2	260.31	259.46	314.88	0.00	619.97	0.420	0.71	9.962	A
3	452.01	449.86	134.52	0.00	736.42	0.614	1.54	12.467	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	557.16	553.21	154.37	0.00	793.14	0.702	2.24	14.757	B
2	318.81	316.95	384.27	0.00	581.39	0.548	1.18	13.516	B
3	553.59	547.54	164.33	0.00	719.67	0.769	3.05	20.213	C

Main results: (15:30-15:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	557.16	556.92	155.92	0.00	792.25	0.703	2.30	15.255	C
2	318.81	318.72	386.85	0.00	579.95	0.550	1.20	13.768	B
3	553.59	553.06	165.25	0.00	719.15	0.770	3.18	21.493	C

Main results: (15:45-16:00)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	454.92	458.85	129.17	0.00	807.44	0.563	1.32	10.439	B
2	260.31	262.14	318.73	0.00	617.82	0.421	0.74	10.172	B
3	452.01	458.15	135.91	0.00	735.64	0.614	1.65	13.246	B

Main results: (16:00-16:15)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	380.98	382.74	107.40	0.00	819.80	0.465	0.88	8.269	A
2	217.99	218.90	265.86	0.00	647.22	0.337	0.51	8.424	A
3	378.53	380.95	113.49	0.00	748.24	0.506	1.05	9.864	A

(Default Analysis Set) - 2026 Base + Development, Saturday

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)			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
2026 Base + Development, Saturday	2026 Base + Development	Saturday		ONE HOUR	11:30	13:00	90	15		

Junction Network

Junctions

Name	Junction Type	Arm Order	Junction Delay (s)	Junction LOS
(untitled)	Mini-roundabout	1,2,3	15.12	C

Junction Network Options

Driving Side	Lighting	Road Surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
1	B5312 (w)	
2	Westgate	
3	B5312 (e)	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.90	3.00	5.30	8.80	15.00	7.20	0.00	
2	3.50	3.50	4.20	6.60	13.00	7.00	0.00	
3	3.30	3.30	4.10	5.00	16.20	12.90	0.00	

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

Pedestrian Crossings

Arm	Crossing Type
1	None
2	None
3	None

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Enter slope and intercept directly	Entered slope	Entered intercept (PCU/hr)	Final Slope	Final Intercept (PCU/hr)
1		(calculated)	(calculated)	0.568	880.754
2		(calculated)	(calculated)	0.556	795.038
3		(calculated)	(calculated)	0.562	812.026

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

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 (%)
1	ONE HOUR	✓	535.10	100.000
2	ONE HOUR	✓	282.63	100.000
3	ONE HOUR	✓	428.86	100.000

Turning Proportions

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

		To		
		1	2	3
From	1	0.000	181.305	353.797
	2	146.991	0.000	135.638
	3	308.069	120.796	0.000

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

		To		
		1	2	3
From	1	0.00	0.34	0.66
	2	0.52	0.00	0.48
	3	0.72	0.28	0.00

Vehicle Mix

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

		To		
		1	2	3
From	1	1.000	1.000	1.000
	2	1.000	1.000	1.000
	3	1.000	1.000	1.000

Heavy Vehicle Percentages - Junction 1 (for whole period)

		To		
		1	2	3
From	1	0.000	0.000	0.000
	2	0.000	0.000	0.000
	3	0.000	0.000	0.000

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1	0.73	16.57	2.64	C
2	0.54	13.45	1.14	B
3	0.65	14.43	1.85	B

Main Results for each time segment

Main results: (11:30-11:45)

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	402.85	399.14	90.10	0.00	829.61	0.486	0.93	8.296	A
2	212.78	210.85	263.90	0.00	648.31	0.328	0.48	8.194	A
3	322.87	319.90	109.66	0.00	750.39	0.430	0.74	8.306	A

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	481.05	479.22	108.22	0.00	819.33	0.587	1.38	10.525	B
2	254.08	253.27	316.85	0.00	618.87	0.411	0.68	9.823	A
3	385.54	384.23	131.72	0.00	737.99	0.522	1.07	10.137	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	589.16	584.46	132.16	0.00	805.74	0.731	2.56	15.928	C
2	311.18	309.43	386.43	0.00	580.18	0.536	1.12	13.209	B
3	472.19	469.21	160.93	0.00	721.58	0.654	1.81	14.093	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	589.16	588.85	132.95	0.00	805.29	0.732	2.64	16.566	C
2	311.18	311.09	389.33	0.00	578.57	0.538	1.14	13.449	B
3	472.19	472.03	161.80	0.00	721.09	0.655	1.85	14.428	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	481.05	485.74	109.42	0.00	818.65	0.588	1.46	10.960	B
2	254.08	255.80	321.16	0.00	616.47	0.412	0.71	10.027	B
3	385.54	388.47	133.04	0.00	737.25	0.523	1.12	10.408	B

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

Arm	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Circulating Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
1	402.85	404.86	91.34	0.00	828.91	0.486	0.96	8.530	A
2	212.78	213.64	267.68	0.00	646.21	0.329	0.50	8.340	A
3	322.87	324.28	111.11	0.00	749.58	0.431	0.77	8.494	A