



TRANSPORT ASSESSMENT

LAND AT DRAYCOTT ROAD,
BREASTON, DERBYSHIRE

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1.0 INTRODUCTION

- 1.1 Peveril Homes Ltd commissioned ADC Infrastructure Ltd to provide highways advice in support of their proposals to develop land at Draycott Road, Breaston, for residential use. The site in question sits to the north of the A6005 Draycott Road, on the site of the former Western Mere Secondary School, which was demolished in the early 1990s. Erewash Borough Council (EBC) are the local planning authority, and Derbyshire County Council (DCC) are the local highway authority.
- 1.2 The proposed development would accommodate up to 100 residential dwellings with a single point of access taken from the A6005 Draycott Road. The planning application would be in outline, with all matters reserved except for access. A copy of the illustrative site masterplan is at **Appendix A**. The general site location can be seen in **Figure 1**.



Figure 1: General site location

- 1.3 This Transport Assessment examines the highways and transport implications of the proposed development and is structured as follows:
- Section 2 examines the existing conditions within the vicinity of the site. This includes the site location and its existing use, the local highway network, including the collision record and on-street parking, and the existing opportunities to travel to the site by foot, cycle, bus, and train.
 - Section 3 outlines the development proposals, including the access to the site, and provision of sustainable transport infrastructure for all users.
 - Section 4 calculates the forecast vehicle trip generation, modal split, and person trip generation for the development.
 - Section 5 details the distribution of vehicular trips and assignment of traffic onto the local highway network.

- Section 6 details the study area, and assessment traffic flows including for committed developments to allow a cumulative assessment.
- Section 7 presents the results of the junction modelling and highway impact.
- Section 8 presents the summary and conclusions.

1.4 This Transport Assessment has been produced in accordance with Travel plans, transport assessments and statements in decision taking¹. It examines the transport implications of the proposed development taking into account the requirements of the National Planning Policy Framework (NPPF)²:

115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

¹ Travel Plans, Transport Assessments and Statements, Planning Practice Guidance, Department for Levelling Up, Housing and Communities and Ministry for Housing, Communities and Local Government, March 2014

² National Planning Policy Framework, December 2024, Page 33

2.0 EXISTING CONDITIONS

Site location and existing use

- 2.1 The site comprises approximately 7ha of undeveloped land on the western edge of the village of Breaston. Between the 1950's and early 1990s, a part of the site was occupied by the Western mere secondary school, which was accessed from Gregory Avenue on the site's western boundary. The school buildings are long demolished, however the foundations, hard standings and some of the internal roads remain. A detailed view of the site's location is shown in the aerial photograph presented below. Breaston is located approximately 11km east of Derby City Centre, and 13km southwest of Nottingham City Centre. Long Eaton is approximately 4km to the east of the village. **Figure 2** shows the location of the proposed development in more detail.



Figure 2: detailed site location

- 2.2 The site is bound by agricultural land to the north, residential dwellings to the east and west, and the A6005 Draycott Road to the south. There is a medical establishment and some residential dwellings between the site and the A6005, leaving a frontage of approximately 80m with the public highway at the south-western edge of the site.

Local highway network

- 2.3 The A6005 Draycott Road runs along the site frontage. It is the main road through Breaston and its neighbouring villages and continues into the city centres of both Nottingham and Derby. As it runs past the site it is a wide, single carriageway suburban road, governed by a 30mph speed limit. A view along the site frontage can be seen in **Figure 3**.
- 2.4 Approximately 2km east of the site, the A6005 passes under the M1, and meets the B6002 Petersham Road at a 4-arm roundabout referred to locally as the Eaton Farm roundabout, after the adjacent pub. Beyond the roundabout, the A6005 continues east into Long Eaton Town Centre and on to Beeston and Nottingham.
- 2.5 North of the Eaton Farm roundabout, the B6002 runs into Sandiacre, passing the mini roundabout with Bostocks Lane on-route. Bostocks Lane provides access to the M1 junction 25, and the A52.
- 2.6 West of the site, the A6005 runs through Draycott and Borrowash, meeting the A52 at the Spondon Interchange on the edge of Derby.
- 2.7 The M1 and A52 are the two primary strategic routes in the region. Junction 25 of the M1 is approximately 3.5km northeast of the site and provides interchange between the two.



Figure 3: view to the west along the site frontage

Traffic flows and vehicle speeds

- 2.8 To determine the existing traffic conditions on the A6005 Draycott Road as it passes the site, an Automatic Traffic Counter (ATC) was placed adjacent to the location of the proposed access between Wednesday 4th of June 2025 and Wednesday 11th of June 2025, during school term time. The full ATC data is included in **Appendix B** and summarised in the table below.

		eastbound	westbound	two-way
weekday average flow (all vehicles)	AM peak	324	352	676
	PM peak	323	391	714
	24 hours	4197	4019	8216
traffic speeds over survey period (mean)		29.3mph	29.4mph	-
traffic speeds over survey period (85 th percentile)		34.0mph	34.3mph	-

- 2.9 As shown in the table, the recorded 85th percentile speeds are 34.0mph and 34.3mph, eastbound and westbound respectively, which is slightly higher than the posted 30mph limit.
- 2.10 The recorded peak hour traffic volumes are presented in **Diagrams 1** and **2**, and the full ATC data is included in **Appendix B**. A moderate amount of HGV traffic was observed on the A6005, with the ATC recording an average two-way flow of 75 HGVs/buses every 24 hours on a week day.

Study area

- 2.11 This Transport Assessment will study the highway impact of the development at the proposed site access as well as two off-site junctions between the site and the M1, both of which will experience a material increase in traffic flow because of the proposed development. The study area junctions are shown in **Figure 4** and summarised below. The study area junctions and the impact of the proposed development traffic at each is discussed in more detail later in this report. Classified Junction Turning Counts were undertaken at each of the junctions on Wednesday 4 June 2025. The counts were undertaken between 07:30 and 09:30, and again between 16:30 and 18:30, and the traffic movements counted in 15-minute segments. The raw count data is at **Appendix B**.

number	junction name
Site access	Site access/A6005 Draycott Road
1	A6005/B6002 'Eaton Farm' roundabout
2	B6002 Longmoor Road/Bostocks Lane mini roundabout

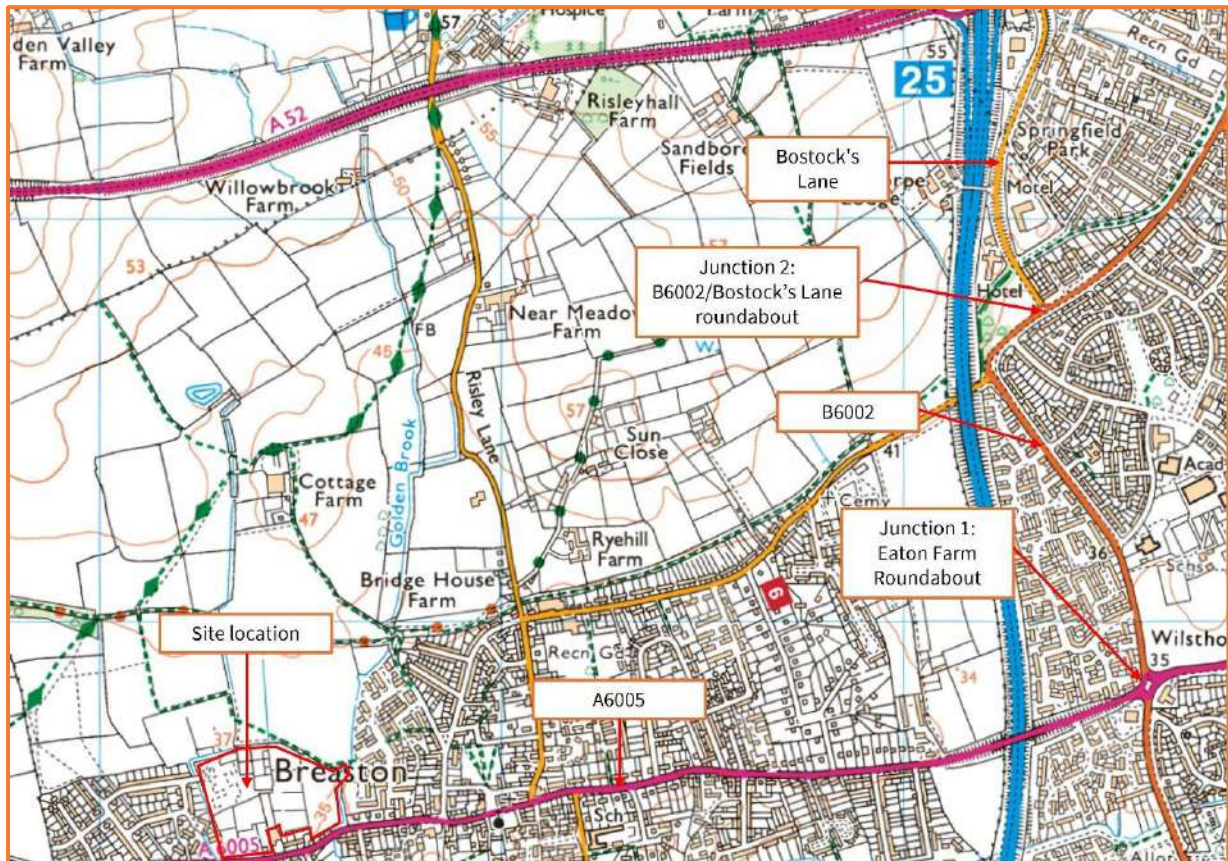


Figure 4: Study area junctions and wider highway network

Collision record

2.12 It is necessary to examine the collision record in the vicinity to the site and at junctions within the study area to identify any trends that could be exacerbated by the additional vehicle and person trips generated by the proposed development. Therefore, Personal Injury Collision (PIC) data for the period between 31/12/2019 to 31/12/2024 was obtained for the highway links and junctions in the study area. The location, date and severity of the collisions are shown in **Figures 5 and 6**. The full PIC police records are included at **Appendix C**.

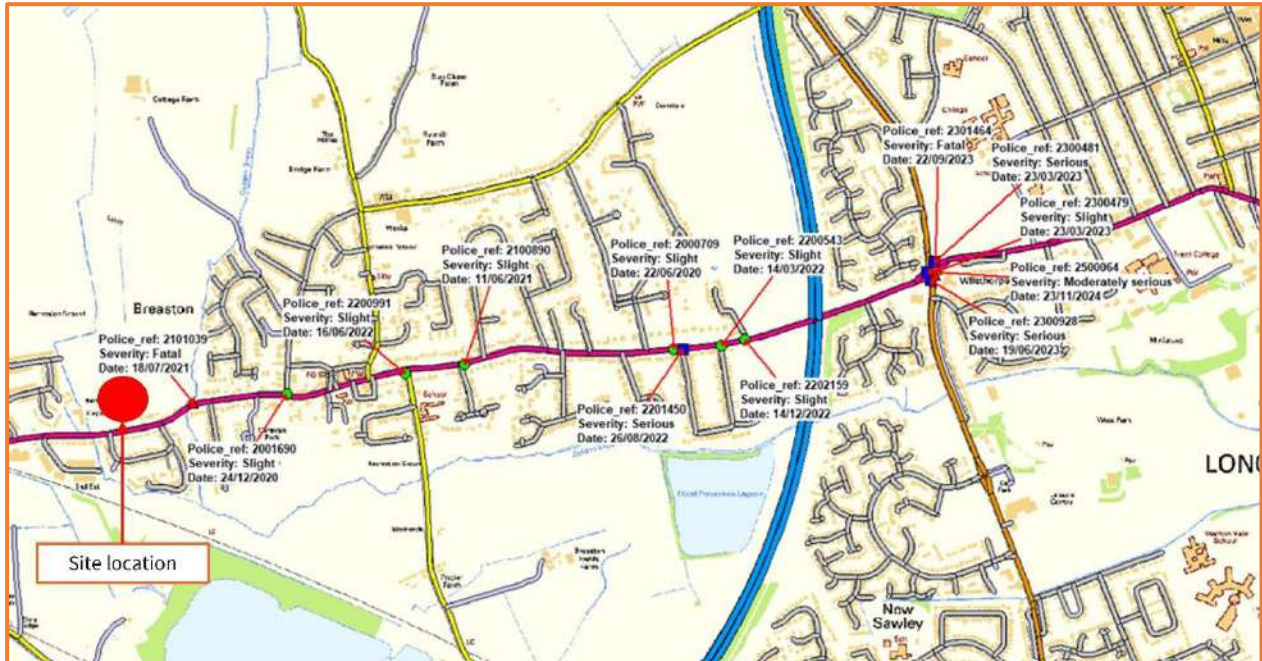


Figure 5: Collision locations between the site and the Easton Farm roundabout

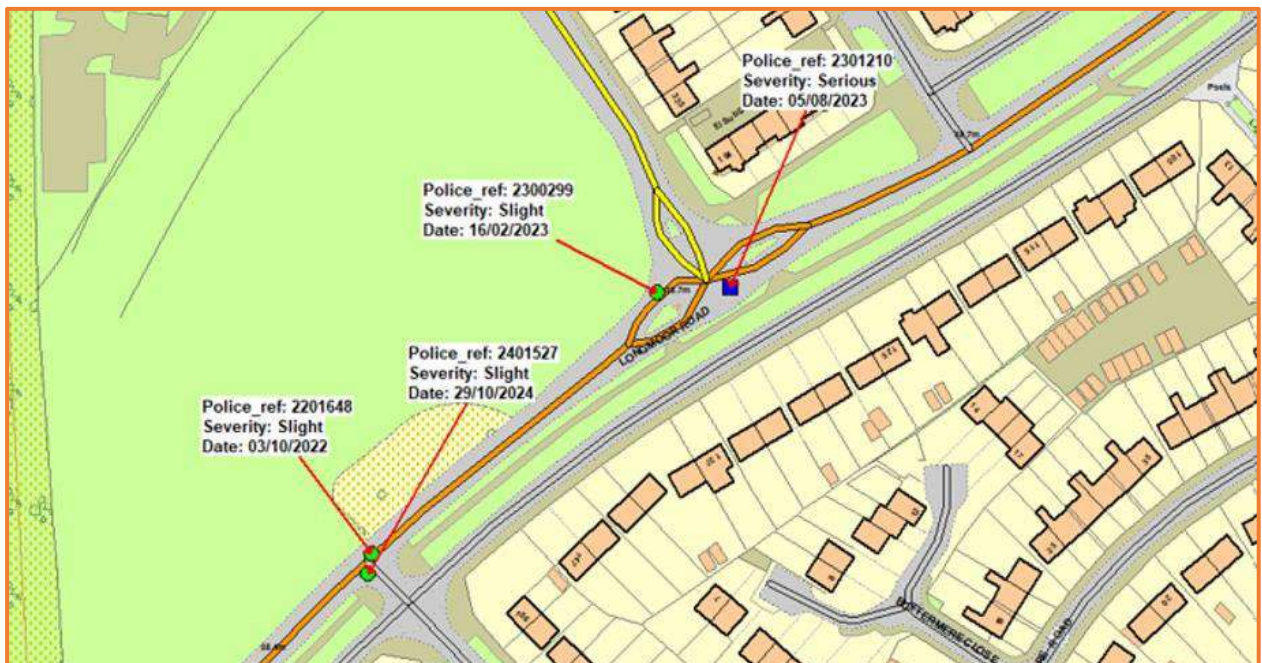


Figure 6: Collision locations on Longmoor Road, and at the mini roundabout with Bostocks Lane

- 2.13 Within the study area, a total of seventeen incidents were recorded, of which five were categorised as serious, and two resulted in a fatality. PIC ref 2101039 occurred approximately 200m east of the proposed site access and involved a motorcycle losing control and colliding with an oncoming vehicle, resulting in a fatality. The other fatal accident was ref: 2301464 which occurred at the Eaton Farm roundabout in March 2023, and involved a motorcycle losing control on the roundabout, and colliding with the central reservation.
- 2.14 The only notable cluster of accidents is at the Eaton Farm roundabout, where there has been 5 recorded PICs in the last 5 years. These include the motorcycle fatality described above. The remaining collisions are described below

- PIC Ref 2300481 occurred on 23 March 2023 at 21:40 and involved a vehicle making a U-turn in the carriageway and resulting in serious injuries to the driver of an oncoming vehicle
- PIC ref 2300481 also occurred on 23 March 2023, at 19:32 and involved a car and cyclist colliding while on the circulatory, resulting in slight injuries to the cyclist
- PIC ref 2500064 occurred on 23 November 2024 at 14:00, on the circulatory of the roundabout and involved a car entering from the southwestern arm into the path of a cyclist who was already navigating the roundabout, resulting in moderately serious injuries to the cyclist.
- PIC ref 2300928 occurred on 19 June 2023 and involved a car running into the rear of a cyclist on the southern approach to the roundabout, resulting in serious injuries to the cyclist.

2.15 There were five collisions over a five-year period at the Eaton Farm Roundabout, four of which occurred in 2023. Three of the collision involved a car collision with a bicycle, but there was no trend in type of location that would indicate a significant safety concern. The junction has a fully-segregated cycleway (NCN route 5) which runs around the southern circulatory, and which requires cyclists to cross the western and southern arms at uncontrolled crossing points, however none of the accidents were at these crossing points. Overall, the type and nature of the collisions don't indicate an underlying safety concern on any approach.

Opportunities for pedestrian travel

2.16 Typically, pedestrians are prepared to walk up to 2km for non-leisure journeys such as travelling to work or school³. The National Design Guide⁴ defines a ‘walkable’ neighbourhood as having local facilities and amenities within 800m, or a 10-minute walk. Accordingly, a 2km pedestrian catchment along with 800m catchment measured from the centre of the site is presented at **Figure 7** below.

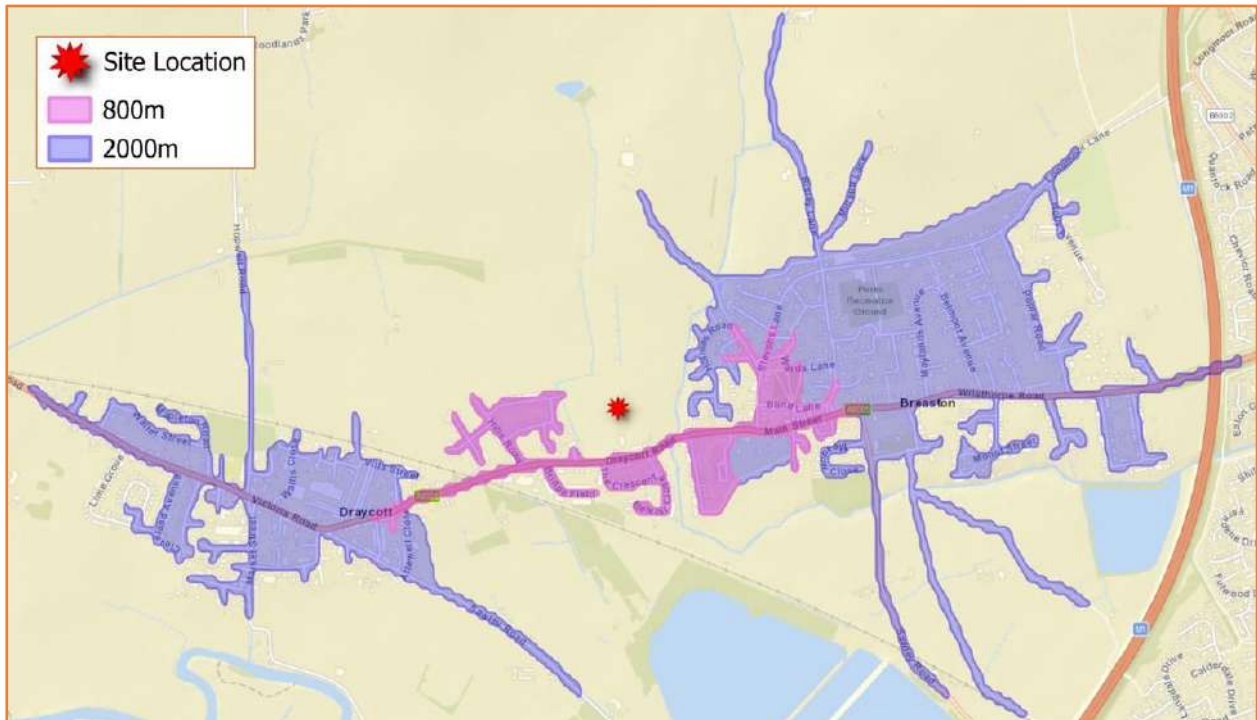


Figure 7: pedestrian catchment

Walking route audit

2.17 Several key amenities and local services are within a 2km walking distance of the site. The majority of these are in the centre of Breaston, between 650m and 1km walk east of the proposed site access, they include

- Breaston Co-Op – approx. 650m walk
- Breaston Post Office – approx. 650m walk
- Chequers Inn pub, - approx. 650m walk
- Bulls Head pub, - approx. 700m Walk
- Breaston pre-school – approx. 700m walk
- Breaston Pharmacy – Approx 750m walk
- Firfield Primary School – Approx 1km walk
- Perks Park, and play area – Approx 1km walk

2.18 Route choice to and from Breaston for pedestrians is limited. The village is essentially a linear development centred along the A6005, which forms the high street. Most of the local pubs, shops and other facilities either front onto the main road or are located a short distance away on one of the many side streets. The local primary school is located off Firfield Road, with a separate pedestrian entrance off Sawley Road, approximately 100m south of the A6005.

³ Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

⁴ National Design Guide, Ministry of Housing, Communities and Local Government 2021, p20

2.19 To access the village centre, a prospective resident would need to walk along the main road, along the route shown in **Figure 8** below, which is between the site and the local Co-op. As shown, the village centre is approximately 600m away from the site, with a walking time of approximately 8 minutes for someone without mobility issues. A full audit of the route was conducted in July 2025 and analysed using Active Travel England’s Walking Route Audit Tool (WRAT). The completed WRAT is at **Appendix D**.

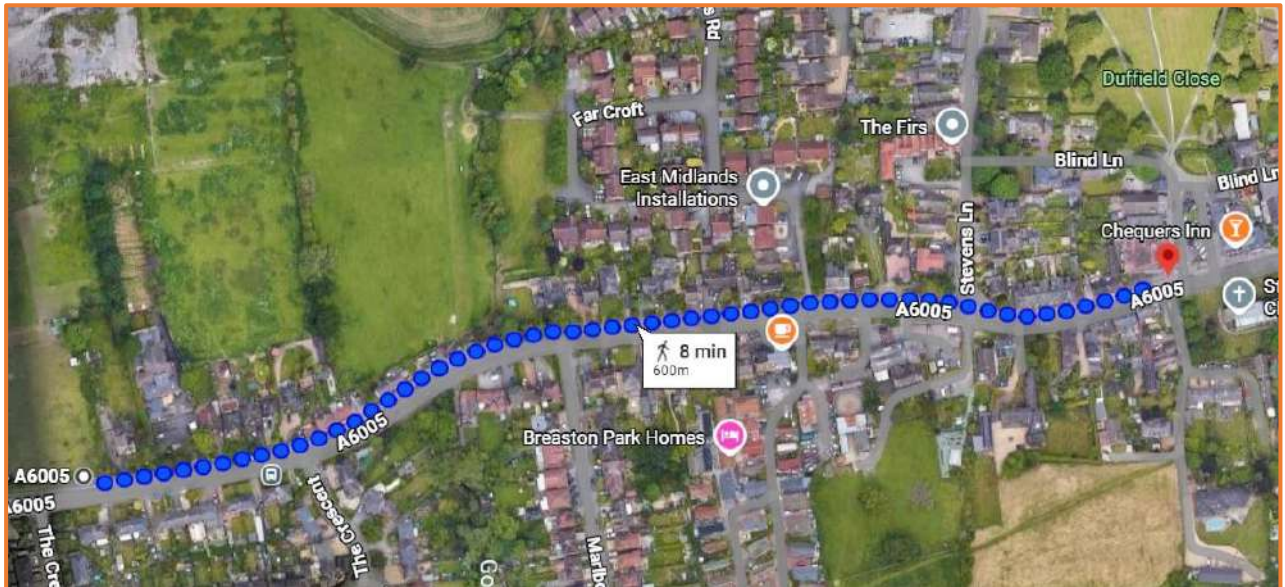


Figure 8: Walking route to the local Co-Op

2.20 There are street-lit footways along both sides of the A6005 between the site and the centre of Breaston. Along the northern side of the carriageway the footway is between 2m and 3m wide, and during a site visit on 11 July 2025, was observed to be in good condition. A photo of the footway provision looking east from the site access towards the village centre is in **Figure 9** below.



Figure 9: footway provision looking east from the site access towards the village centre

2.21 The footway provision continues into the village centre, narrowing to a more uniform width of 2m on the northern side of the carriageway. There is no separation or verge between the footway and the carriageway, however mean average vehicle speeds are slightly lower than the posted 30mph limit. **Figure 10** shows the footway as it enters the village centre. There are two short sections where the footway narrows below 2m to navigate around the frontage of buildings, however in these areas, it is still wide enough to walk single file, or for a wheelchair or pushchair to pass unimpeded.



Figure 10: footway provision looking east along the A6005 into the centre of Breaston

- 2.22 The only side road crossing on route to the centre of Breaston is Stevens Lane. The crossing point is shown in **Figure 11**. The crossing point is set back from the bell mouth to reduce the distance, and there are dropped kerbs, but tactile paving units are only present on one side, as shown in **Figure 11**.



Figure 11: Crossing on Stevens Lane

- 2.23 The footway along the front of the Co-Op can be seen in **Figure 12**, along with the crossing points with dropped kerbs and tactile paving on The Green, which provide access to the two local pubs and the pharmacy, which are a short distance further along the main road.



Figure 12: The Co-Op, and the crossing at The Green

- 2.24 There is a signal-controlled puffin crossing on the A6005, in front of the Chequers Inn, allowing pedestrians to access the local Church, and providing a safe crossing point for pedestrians walking to and from the Firfield Primary School.

Opportunities for travel by bicycle

- 2.25 Data from the national travel survey 2023 reveals that nationally, the mean average length for cycle trips is 4km (2.4 miles), although journeys of up to three times this distance are not uncommon for regular commuters. It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.
- 2.26 LTN 1/20 states *“Recent growth of cycling recorded in central London and other towns and cities following programmes of investment have illustrated that there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For schoolchildren the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school”*.
- 2.27 **Figure 13** shows an 8km cycling distance (5 miles in line with LTN 1/20 guidance) along with mean cycling distance of 4km centred at the development site and **Figure 14** shows local cycle routes.

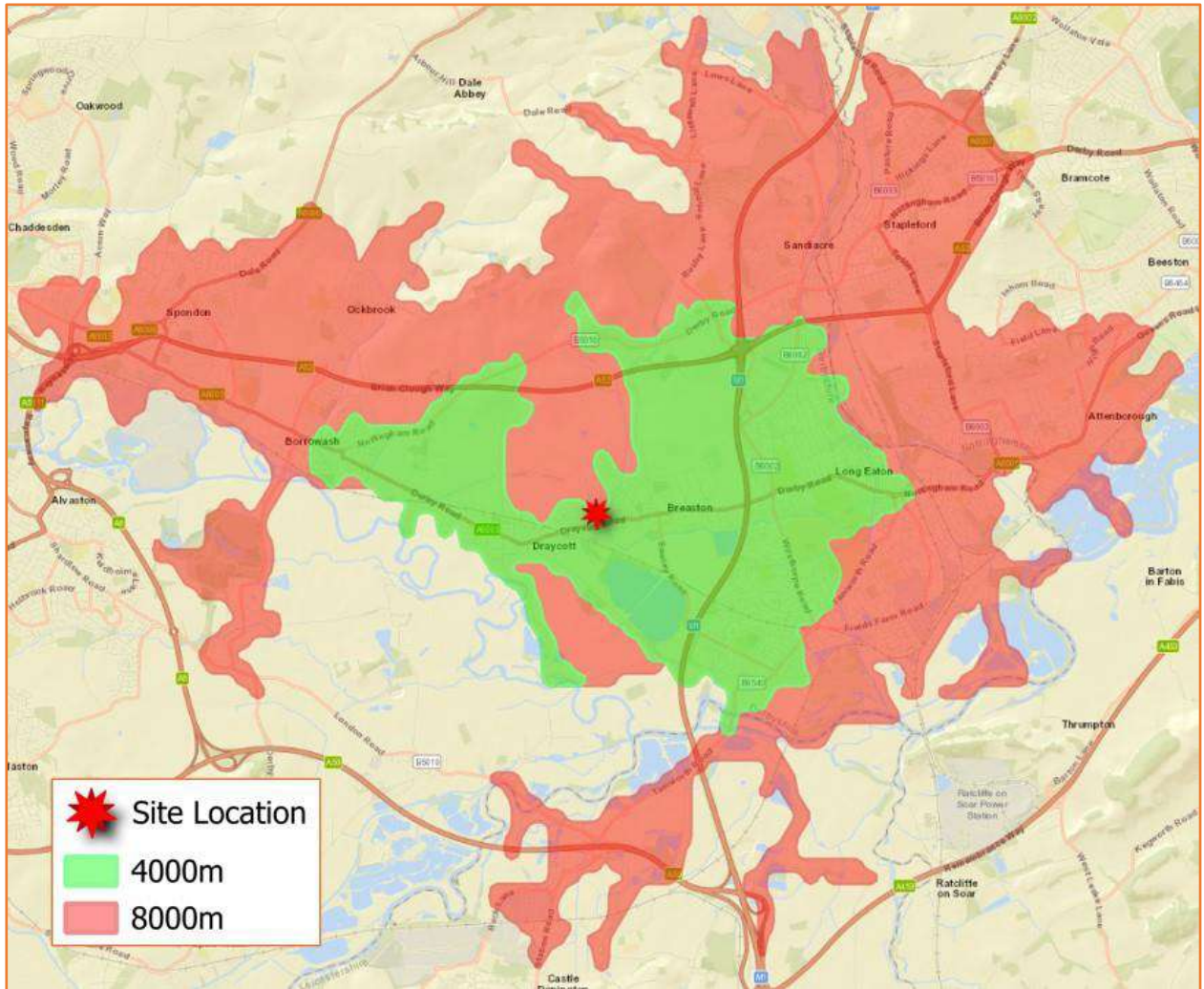


Figure 13: cycle catchment

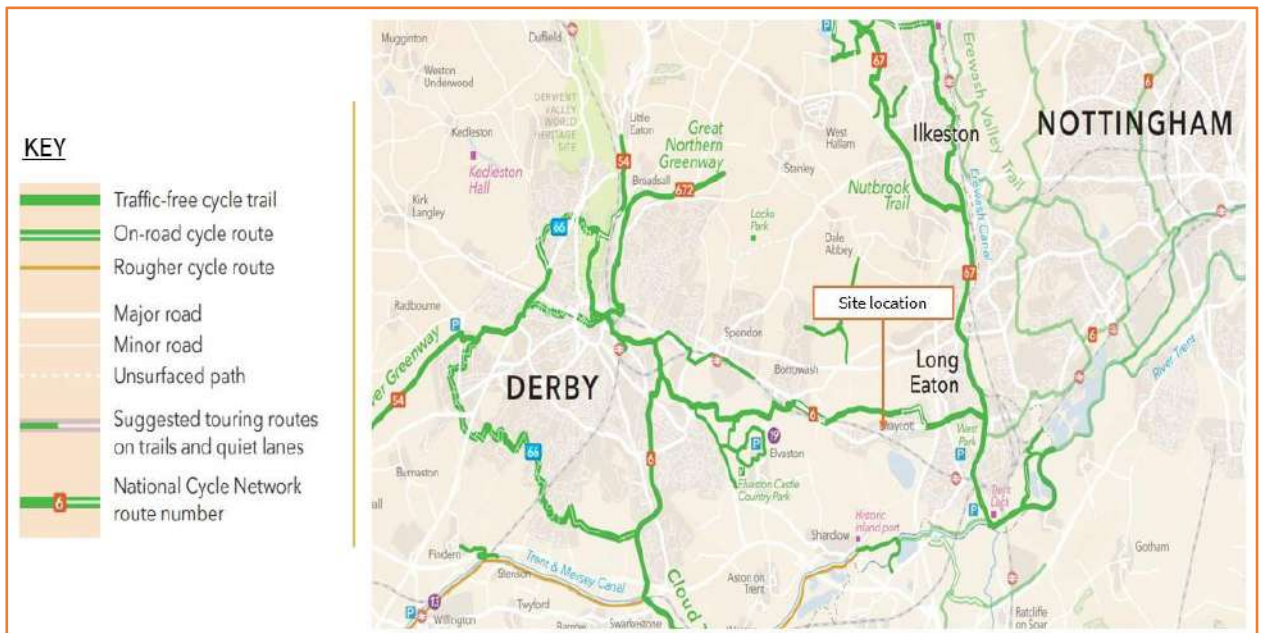


Figure 14: extract from DCC cycle map

- 2.28 Dedicated cycle infrastructure on, or alongside the local highway network is limited between the site and the centre of Breaston, however National Cycle Network Route 6 runs along a bound gravel track to the north of the site, before routing along Longmoor Lane and Poplar Road into the centre of the village. East of the junction between the A6005 and Poplar Road, NCN 6 routes along a segregated off-carriageway cycle track along the A6005 into the centre of Long Eaton, as shown in **Figure 15** below, which is circa 1500m to the east of the site.

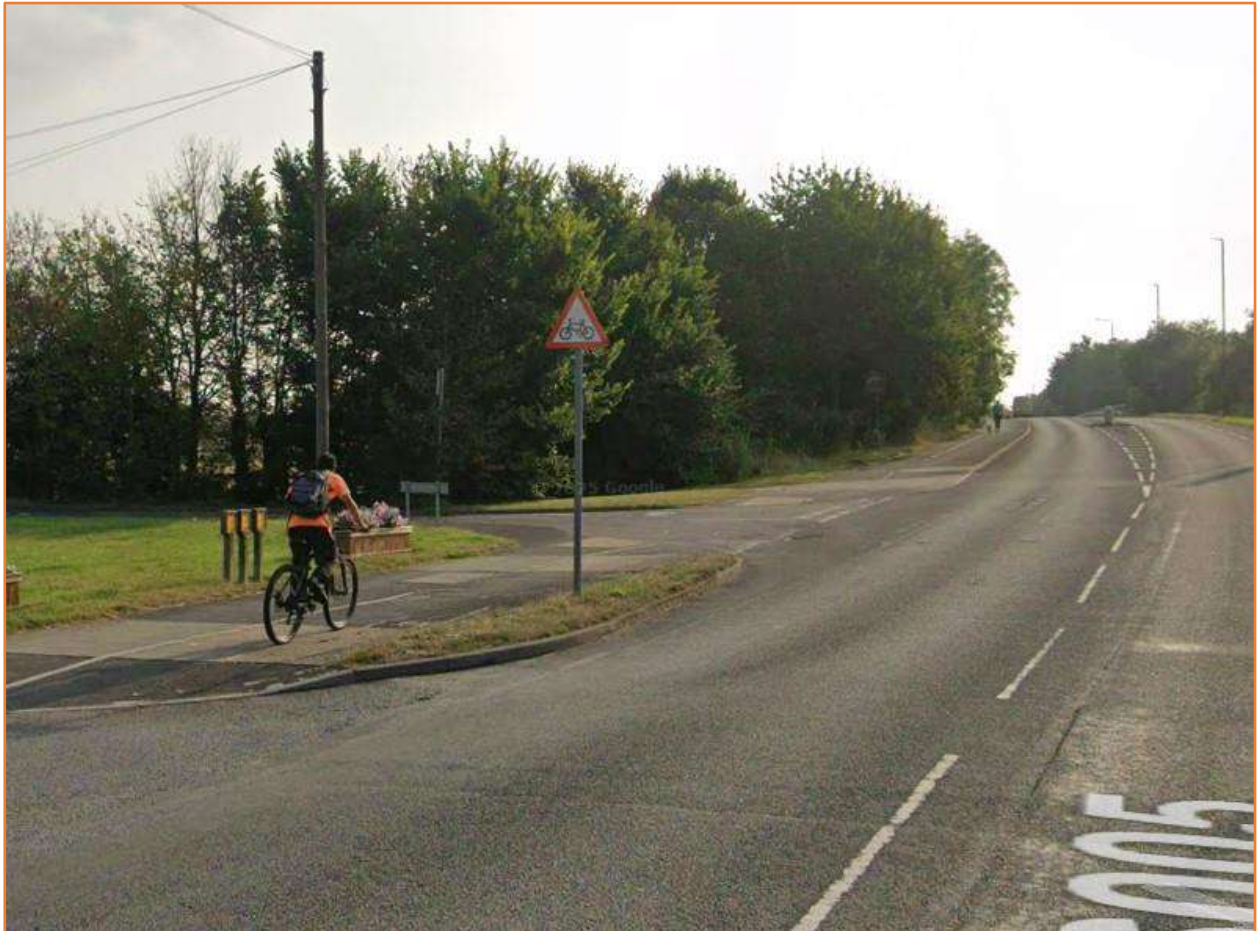


Figure 15: Cycle track alongside the A6005 looking east towards the M1 bridge.

Opportunities for travel by public transport

Bus

- 2.29 As shown in **Figure 16**, the nearest bus stops to the site are located on the A6005 Draycott Road along the site frontage, and within 400m of all parts of the site. The stops are marked by a flag and pole arrangement, provide timetable information and the stop with eastbound services also has a shelter. The stops are served by the Trent Barton 'Indigo', and the less frequent, Central Connect 9C local service.

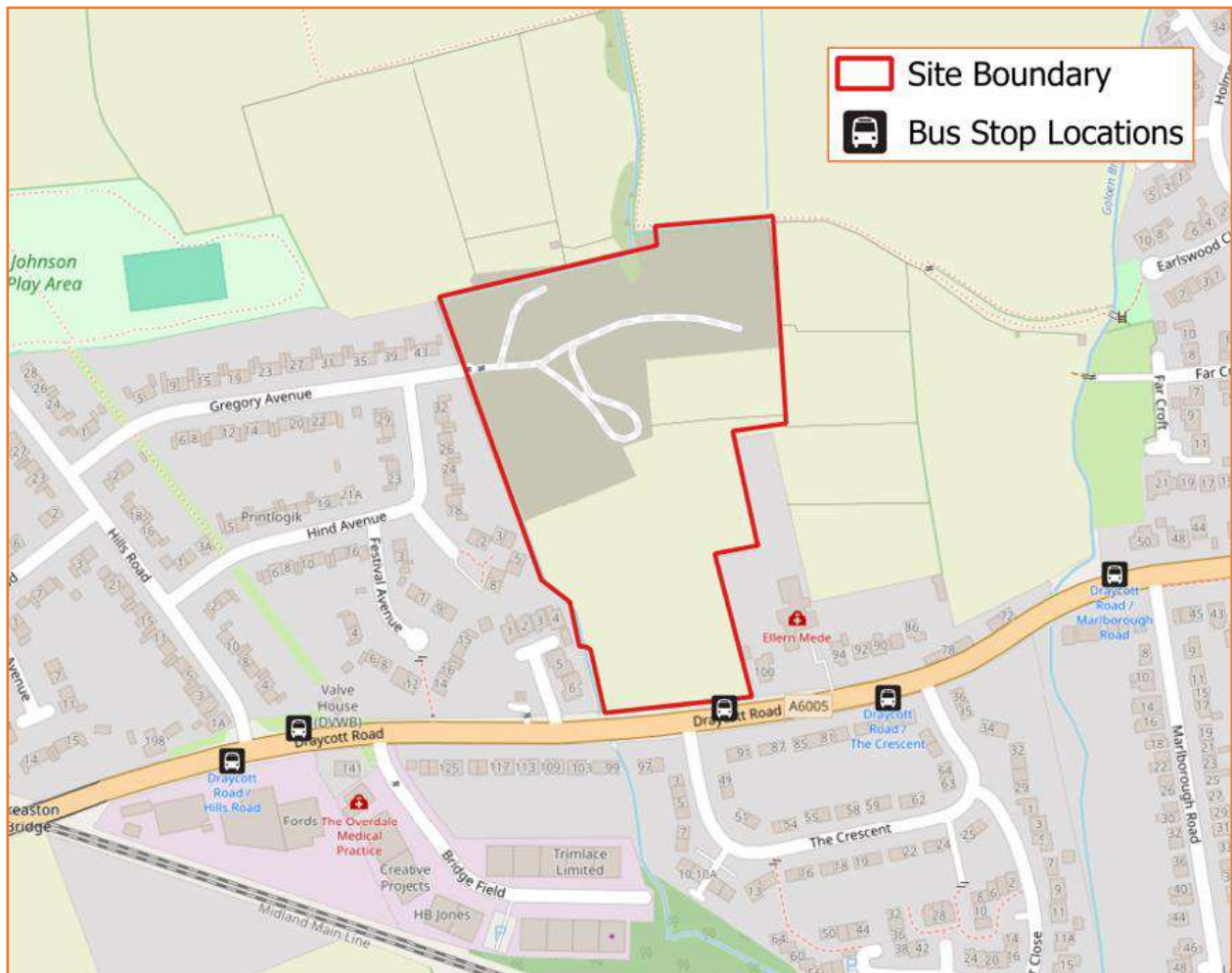


Figure 16: bus stop locations

2.30 The Trent Barton 'Indigo' runs every 20 minutes throughout the day between Derby and Nottingham via Long Eaton and Beeston. The services to Nottingham begin at 06:11 with last service leaving the stop at 00:07 on weekdays and Saturdays with hourly services on Sundays. The services to Derby begin at 06:01 with last service at 00:33 on weekdays and Saturdays with hourly services on Sundays. Additionally, the bus calls half hourly between 10:00 and 18:00 on Sundays in both directions. Journey times from the site are approximately 40 minutes into Nottingham, and 20 minutes into Derby.

2.31 The 9C runs a return service between Long Eaton and Derby on weekdays and Saturdays with the service at the nearest bus stop leaving for Derby at 05:59 and Long Eaton at 18:50. It only passes through the village at these times.

Rail

2.32 Long Eaton railway station is located 4km from the site and is on the Midland Main Line. The station comprises of two platforms and provides the following services on weekdays and Saturdays:

- 3 trains per hour to Nottingham
- 1 train per hour to London St Pancras
- 1 train per hour to Cardiff Central, Sheffield, Matlock, Crewe via Derby
- 1 train per hour to Newark Castle.

- 2.33 On Sundays, the station provides hourly services to Nottingham, Derby, London, Sheffield and bi-hourly services to Matlock.
- 2.34 The station has a car park with 94 parking spaces and sheltered cycle storage with 36 spaces in the form of stands. The station is suitable for multimodal travel, and is accessible by bike from the site, using the infrastructure described above.

3.0 DEVELOPMENT PROPOSALS

3.1 The outline development proposals comprise the construction of up to 100 dwellings accessed from the A6005 Draycott Road. The Illustrative Masterplan is provided at **Appendix A**.

Access

3.2 The site has approximately 80m of frontage onto the A6005 Draycott Road which is a wide single carriageway road and is subject to a 30mph speed limit. There are footways on both sides of the carriageway along with sections of grassed verge. There are no waiting restrictions in place on Draycott Road, but during the site visit no on street parking was observed along the site frontage. There is a bus stop, with shelter, located on the site frontage. The A6005 Draycott Road/The Crescent simple priority-controlled T-junction is located on the southern side of the A6005 opposite the approximate centre of the site frontage. **Figure 17** shows the view along Draycott Road in either direction, from the approximate centre of the frontage.



Figure 17: Site frontage looking west (on the left) and east.

Access Dimensions

3.3 DCC's Planning Streets and Places design guide (September 2024) sets out a series of differing street typologies suitable to serve residential development. Within these typologies, an 'enhanced street' is described as being '*streets where the public realm has been improved and restrictions on pedestrian movement (e.g., guardrail) have been removed but conventional traffic controls largely remain. This is applicable on all streets which also serve as a bus route*'. It goes on to state that '*This typology Should be applied for central spine roads where there is a function more than simply being a residential access road*'

- 3.4 The document goes on to set out the dimensional requirements of an Enhanced Street. As noted above, such a typology is suitable to serve larger development, with the number of overall access points determined by modelling. The carriageway should be 6.2m in width, and bordered by 2m wide tree lined verges, 2m footways and a segregated 3m wide cycleway.
- 3.5 The proposed development is for 100 dwellings, which would warrant a lesser street typology, referred to in the design guidance as a ‘Pedestrian Prioritised Street’. While this would offer a more suitable access, the applicant wished to ensure that any proposals don’t preclude wider development coming forward in the surrounding area in future, hence the provision of a wider access corridor.
- 3.6 The design of the access junction including a ghost island right turn lane is shown in **Drawing 3594-ADC-HGN-XX-DR-CH-0101-S1-P04**. The access junction is located to create a right-left stagger junction arrangement with The Crescent. The junction has been designed with a ghost island right turn lane, to the standards set out in the DMRB volume CD123, for a road with a design speed of 30mph. The junction design incorporates a new ghost island right turn lane for the adjacent junction with The Crescent. The geometry of the ghost island has been designed in accordance with the DMRB volume CD123, with 3.25m ahead lanes, and a 3.5m wide right turning lane. The junction has a 10m turning length, 25m deceleration length and a 5m direct taper. The merge and diverge tapers are set at a ratio of 1:20 against the widening from the centreline.
- 3.7 The site access junction comprises of a 6.2m wide carriageway, so as not to prejudice potential wider development in future, and to allow the access to potentially be used as a bus route. The junction would have 6m kerb radii. 2m wide verges and adjacent Footways would also be provided adjacent to the access road carriageway to tie into the existing provision along Draycott Road. A 3m wide cycleway would be provided along the eastern side of the carriageway, with appropriate dropped kerbs to allow cyclists to transition between the segregated path, and the carriageway on Draycott Road. The drawing also shows the proposed relocation of the bus stop and shelter to a location towards the centre of the site.

Visibility requirements

- 3.8 DCC’s Planning Streets and Places design guide states that ‘*Vehicle visibility splays (Y distances and Sight Stopping Distances) should be provided as defined as per Manual for Streets or DMRB depending on the nature of the access proposed.*’⁵
- 3.9 Manual For Streets (MfS) states that for vehicle speeds less than 60kph (37mph), the calculation formula at paragraph 7.5.3-7.5.5 should be used for determining Stopping Sight Distance (SSD), and therefore visibility splays at new junctions. For speeds above 37mph, the values set out in the Design Manual for Roads and Bridges Volume CD109 should be applied.
- 3.10 As shown in the table at section 2, the recorded 85th percentile speeds along the site frontage are 34.0mph and 34.3mph, eastbound and westbound respectively, which are slightly higher than the posted 30mph limit.
- 3.11 Using the MfS calculation methodology, these recorded speeds give an SSD, for HGV’s or buses, of:
- 57.3m to the east
 - 56.6m to the west

⁵ Planning Streets and Places, DCC, 2024, P37

- 3.12 The site access drawing, **3594-ADC-HGN-XX-DR-CH-0101-S1-P04** demonstrates that these required visibility splays can be achieved within the public highway, or land under the control of the applicant.

Stage 1 Road Safety Audit

- 3.13 The access shown in Drawing **3594-ADC-HGN-XX-DR-CH-0101-S1-P04** was submitted for an independent Stage 1 Road Safety Audit (RSA). The RSA, and its accompanying Response Report are at **Appendix E**. The Stage 1 RSA did not identify any problems with the proposed junction.

4.0 TRAFFIC GENERATION AND MODAL SPLIT

Vehicle trips

- 4.1 To determine the forecast trip generation of up to 100 dwellings, reference was made to the TRICS 7.11.4 database. The following selection criteria was applied:
- all multi-modal sites in the ‘residential - privately owned houses’ category were selected.
 - all regions in the United Kingdom were selected, in line with the TRICS best practice guide.
 - only sites in suburban, edge of town or neighbourhood centre location were selected.
 - trip rate per dwelling selected.
 - sites with 50 to 300 dwellings were selected, resulting in an average of 140 dwellings per site.
 - sites surveyed during weekends and a time when Covid restrictions were in place were deselected.
 - population within 1 mile was limited to 15,000 and within 5 miles, to 100,000, to reflect the local population densities.
- 4.2 The TRICS outputs are contained in **Appendix F**, and the 85th percentile vehicle trip rates, together with the resulting vehicle trip generation for a development of 100 dwellings are shown in the table below.

proposed vehicle trip rates and traffic generation		arrive	depart	two-way
trip rate (per dwelling)	AM peak hour	0.113	0.500	0.613
	PM peak hour	0.432	0.180	0.612
vehicle trips (100 dwellings)	AM peak hour	11	50	61
	PM peak hour	43	18	61

- 4.3 The use of 85th percentile trip rates from within the data sample is extremely robust, as it weights towards the higher end of the data range. As can be seen in the multi modal TRICS report described below, and at Appendix G, average vehicle trips rates for a competitive development are 0.471 and 0.432 for the morning and evening peak hour respectively.
- 4.4 Paragraph 2.2.12 of Planning Streets and Places states that ‘proposals should adopt a decide and provide approach rather than projecting historic trends forward. This means that proposals should be supported with a clear vision of the nature of the scheme and how future users are expected to travel’. The 85th percentile rates above take no account of the proposed 10% target trip reduction from the combined Travel Plan measures but nevertheless form a robust starting point from which to assess the trip generation of the development. As discussed in section 2, the site is an sustainable location, within walking or cycling distance of several key local amenities. There is an excellent bus service and stop on the site frontage. The trip rates in the table above are very much a worst-case assessment of the traffic impact on the local network.

Proposed daily modal split and person trip generation.

- 4.5 A comparative multi modal TRICS analysis has been undertaken to establish a representative modal split for trips to and from the development, across a 12-hour period. This considers not only trips to work, but also those made to school, to local shops, amenities and for leisure purposes. The TRICS multi-modal data is at **Appendix F** and the daily multi-modal trip rates have been applied to 100 dwellings proposed to produce the predicted daily trips, by mode, as shown in the table below.

mode of travel	daily trips		
	arrivals	departures	two-way
vehicle driver	206	205	411
vehicle passengers	89	90	179
pedestrians	48	49	96
cyclists	5	5	10
public transport users	10	10	20
total person trips	357	359	716

- 4.6 The above table indicates that the proposed development would generate in the region of 716 person trips during the typical weekday of which 96 (13%) would be walking trips, 10 (1%) would be cycle trips and 20 trips (3%) would be by public transport. The vehicle driver modal split is approximately 57%, whilst vehicle passengers (e.g. car share) make up approximately 25% of the total trips.
- 4.7 Section 2 details the existing infrastructure in the vicinity of the site, including a description of the existing pedestrian, cycle, and public transport infrastructure. Section 3 details the infrastructure proposed as part of the proposed development including the new footways/cycleway provision at the site access. The existing and proposed infrastructure therefore has the capacity to accommodate the additional trips and no further change in infrastructure is required.

5.0 ASSESSMENT FLOWS, DISTRIBUTION AND ASSIGNMENT

Observed traffic flows

- 5.1 Peak hour junction turning counts were undertaken to calculate the 2025 observed traffic flows, based on the network peak hour for morning and evening shown in the classified junction turning counts and ATC and in **Diagrams 1 and 2**. The observed peak hours were 07:30-08:30 and 17:15-18:15.

2031 base traffic flows

An assessment year of 2031 has been used as it is considered reasonable and realistic that the proposed development would be constructed and occupied by 2031.

- 5.2 To create 2031 base traffic flows, the observed traffic flow matrices have been growthed using the growth factors from TEMPro Version 8.1 Core Scenario which includes links to the national traffic model. Therefore, the TEMPro growth rates were calculated for all roads within the Erewash 013 MSOA as this is where the site and study area junctions are situated. The growth factors for the morning and evening peak hours are as follows:
- AM Peak – 1.0624
 - PM Peak – 1.0631
- 5.3 The growthed 2031 base traffic flows across the study area network are shown in **Diagrams 3 and 4**.

Committed developments

- 5.4 There are no other committed developments in Erewash district that would directly increase traffic flows at the study area junctions and need to be separately included above the background growth rates. The additional traffic generated by developments further afield would be accounted for in the background growth from TEMPro.

Distribution and Assignment

- 5.5 To determine the likely distribution pattern of the proposed development traffic, reference was made to the 2011 National Census 'location of usual residence and place of work by method of travel to work' dataset (reference WU03EW). The data provides information on the movements to and from each MSOA associated with journeys to work.
- 5.6 The site is in the 'Erewash 013' MSOA, and therefore the data for this MSOA was examined to identify where the residents of this MSOA travel for work. This approach is considered appropriate given that new residents within the development would display similar travel patterns to existing residents in the area. Travel routes were estimated using Google Maps route choice planning. The census distribution with route plan is contained in **Appendix G**. The distribution pattern is shown in **Figure 18** below and in **Diagram 5**.



Figure 18: trip distribution pattern

- 5.7 The key employment centres are the urban areas of Nottingham and Derby, along with the local employment zones within both Erewash district (primarily Ilkeston and Long Eaton) and Broxtowe. As shown, majority of traffic (58%) would route east along the A6005 through the A6005/B6002/Wilsthorpe Road (Eaton Farm) roundabout, where the traffic would divide. 33% would route north towards the M1, whilst 25% would route along the A6005 into Long Eaton.
- 5.8 The remaining traffic (42%) routes west along the A6005 through Draycott, Borrowwash and further into Derby and beyond.
- 5.9 Based on the trip distribution pattern described above and the trip generation presented in paragraph 4.1, the traffic assignment of the development for the morning and evening peak hour is summarised in **Diagrams 6 and 7**.
- 5.10 The primary impact of the development traffic is felt to the east, along the A6005 corridor at the Eaton Farm roundabout, which would experience an increase of 42 two-way vehicle movements in a peak hour. This forms part of the off-site junction study area.
- 5.11 Beyond this junction, the traffic would dissipate so no further junction would experience an increase of greater than 30 two-way movements, which is the threshold typically used to trigger the assessment of a junction.
- 5.12 However, the B6002 corridor between Eaton Farm and the Junction 25 of the M1 interchange is known to be busy at peak times, particularly the Bostocks Lane Mini-Roundabout. This junction would experience an increase of 25 two-way movements in a peak hour. Whilst less than 30 movements, it is considered to be a sensitive location, and it has therefore been assessed in detail as part of the study area.

2031 with development flows

- 5.13 The development traffic flows were added to the 2031 base traffic flows to create 2031 with development traffic flows for morning and evening peak hours, as shown in **Diagrams 8 and 9** respectively.

6.0 HIGHWAY IMPACT

Site Access

- 6.1 The site access is shown in **Drawing 3594-ADC-HGN-XX-DR-CH-0101-S1-P04** and has been modelled using Junctions 9 PICADY. It has been tested using the 2031 With Development traffic flows for both peak hours. The results are shown in the table below and the full PICADY report is at **Appendix H**.

	AM peak hour			PM peak hour		
	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity
2031 With Development						
Site Access	0.2	10.15	13%	0.1	9.81	5%
A6005 Draycott Road	0.0	6.65	1%	0.1	7.12	5%

- 6.2 As demonstrated by the modelling results in the table, the proposed site access could comfortably accommodate the proposed development traffic. There is no pre-existing accident concern on the site frontage, and the junction can be designed in accordance with the relevant standards. Safe and suitable access to the development can therefore be achieved, in line with the requirements of the NPPF.

A6005 Derby Road/B6002 Petersham Road/Wilsthorpe Road (Eaton Farm) roundabout

- 6.3 The Eaton Farm roundabout has been modelled in Junctions 9 ARCADY using the 2025 Observed, 2031 Base and 2031 With Development flow sets. In both peak hours, the roundabout experiences significant unequal lane usage on the southbound approach along the B6002, as most of the traffic uses the left lane of the flare to turn left into Long Eaton or continue ahead south into Sawley. This leads to an underutilisation of the right turn lane. To account for this, an intercept correction has been applied on that arm in all scenarios, calculated using the Barbara Chard methodology. The results of the ARCADY modelling are in the table below, and the full report along with the unequal lane usage calculations are in **Appendix I**.

	AM peak hour			PM peak hour		
	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity
2025 Observed						
A -A6005 Derby Road West	0.5	3.33	34%	0.5	3.29	33%
B- B6002 Petersham Road	5.8	25.51	86%	5.2	21.67	85%
C- A6005 Derby Road East	0.7	3.51	40%	0.9	3.95	47%
D- Wilsthorpe Road	2.3	10.81	70%	1.8	9.81	65%
2031 Base						
A -A6005 Derby Road West	0.6	3.58	37%	0.6	3.54	36%
B- B6002 Petersham Road	11.2	47.24	94%	9.4	38.09	92%
C- A6005 Derby Road East	0.8	3.77	43%	1.0	4.30	50%
D- Wilsthorpe Road	3.0	13.45	75%	2.4	11.98	71%
2031 With Development						
A -A6005 Derby Road West	0.6	3.69	39%	0.6	3.55	37%
B- B6002 Petersham Road	12.0	50.18	95%	9.0	35.52	92%
C- A6005 Derby Road East	0.8	3.79	43%	1.0	4.44	51%
D- Wilsthorpe Road	3.0	13.69	76%	2.5	12.67	72%

- 6.4 When modelled with the observed traffic data, all arms of the junction would operate within their total capacity, with the northern arm approaching saturation in both peaks, with queuing on approach to the give way line. The observed queue length data shows that this arm is effectively a long rolling queue in both peak hours, something extremely difficult to replicate in ARCADY. As described the model has an intercept correction applied to this approach to reduce capacity, in line with TRL's best practice guidance and replicate as closely as possible the overall capacity of that approach.
- 6.5 The roundabout would operate with spare capacity in 2031, in both peak hours without the development in place. The worst performing arm is the northern Petersham Road approach. ARCADY predicts a mean-max queue of 10.2 and 9.0 vehicles on that arm in each peak respectively.
- 6.6 The additional 36 trips resulting from the proposed development would present a limited impact on the operation of the junction, with a worst-case reduction in capacity of 1% in the morning peak hour, on the A6005 western arm as traffic leaves the site, and 1% on the Wilsthorpe Road approach in the evening peak, as a result in the slight increase in traffic on the circulatory, arriving from the other two approaches. The junction would continue to operate with spare capacity with the development in place, and mitigation is not necessary. As described in section 3, there is no pre-existing road safety concern at the roundabout that would be exacerbated by the increase in traffic.

B6002 Longmoor Road/Bostocks Lane mini roundabout

- 6.7 The B6002 Longmoor Road/Bostocks Lane mini roundabout is approximately 1km north of the Eaton Farm roundabout. The northern arm, Bostocks Lane, runs up to the M1 J25 and the eastern arm runs into Sandiacre. It is a known congestion hotspot during peak hours. While the development will generate an increase of 21 two-way movements in a peak hour, which is immaterial, the junction has been assessed in detail due to the potential sensitivity of adding additional trips to an already over capacity junction.
- 6.8 The roundabout has been modelled in Junctions 9 ARCADY, using geometries scaled from the Ordnance Survey base mapping. It has been tested using the 2025 Observed, 2031 Base and 2031 With Development traffic flows for each peak hour. The results of the modelling are in the table below and the ARCADY report, along with the geometry drawing, are in **Appendix J**.

	AM peak hour			PM peak hour		
	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity	Queue (Veh)	Delay (secs)	Ratio of Flow to Capacity
2025 Observed						
A-B6002 Longmoor Road West	26.0	94.98	102%	17.1	66.53	98%
B -Bostock's Lane	202.4	1025.32	144%	238.0	1173.81	149%
C -B6002 Longmoor Road East	1.1	6.73	53%	1.2	6.58	54%
2031 Base						
A-B6002 Longmoor Road West	54.0	173.65	109%	38.5	127.91	105%
B -Bostock's Lane	266.9	1417.83	153%	314.4	1580.63	159%
C -B6002 Longmoor Road East	1.3	7.23	56%	1.3	6.98	57%
2031 With Development						
A-B6002 Longmoor Road West	62.8	197.99	111%	41.1	135.06	106%
B -Bostock's Lane	272.0	1452.49	153%	333.8	1672.59	162%
C -B6002 Longmoor Road East	1.3	7.26	57%	1.3	7.03	57%

- 6.9 The modelling shows that in the 2025 Observed scenarios the junction is over capacity. The northern arm (Bostock's Lane) is in effect, a slow rolling queue in both peak hours. There is also significant queuing and delay on the Longmoor Road west approach, which operates in a similar manner, as a slow rolling queue. Queue surveys were undertaken at the junction in each peak hour. In the morning peak, a maximum queue of 15 vehicles was observed in the morning peak on the Bostock's Lane approach, and 26 vehicles on the Longmoor Lane West approach. In the evening peak, the queue lengths on these approaches were 15 and 11 vehicles respectively. ARCADY is clearly over-estimating the queuing on the Bostock's Lane Approach and therefore should be treated with slight caution.
- 6.10 The proposed development would add 17 vehicles to the Longmoor Road West approach over the course of a morning peak hour, or approximately 1 vehicle every 4 minutes. Likewise, 15 vehicles would be added to the Bostock's Lane approach in an evening peak hour. Given the relative congestion at the junction, and the relatively low level of overall development traffic, the above impacts cannot be described as severe. As described in section 3, there is no pre-existing road safety concern at the roundabout that would be exacerbated by the increase in traffic.

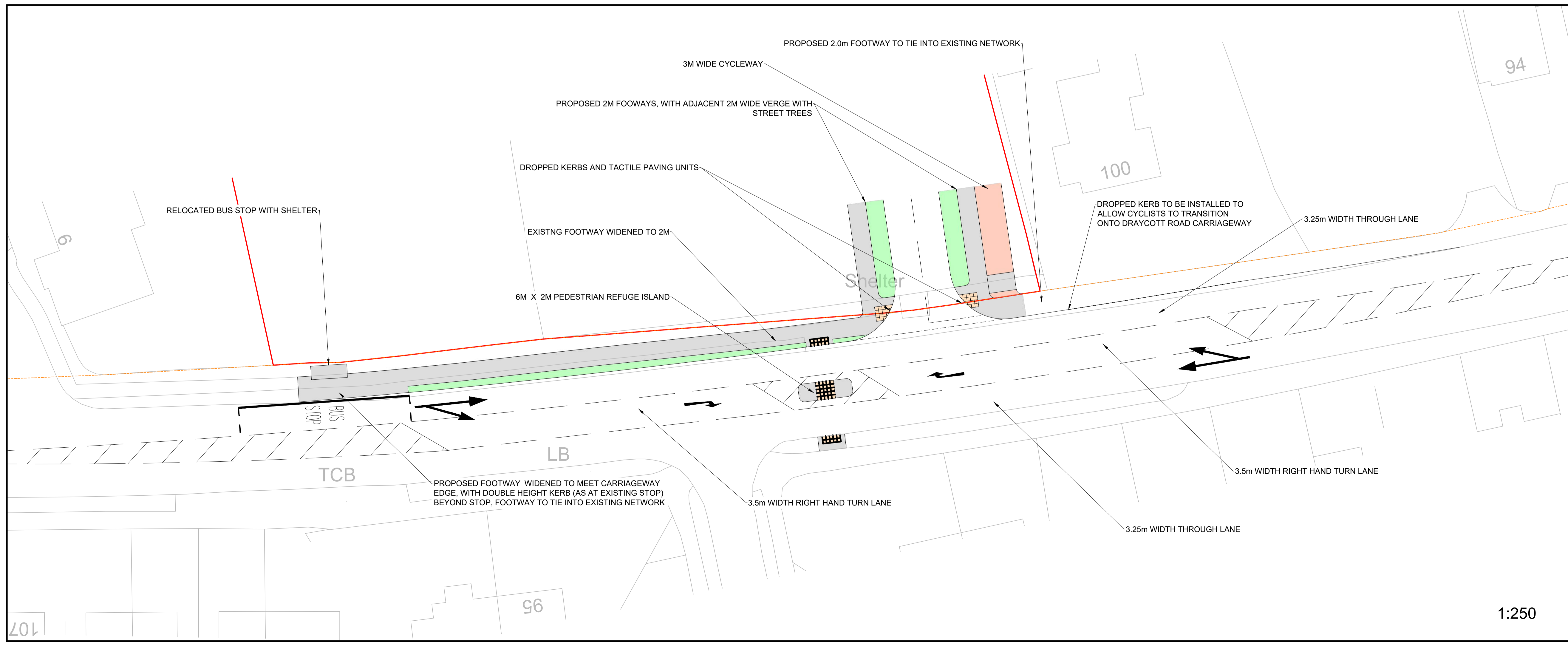
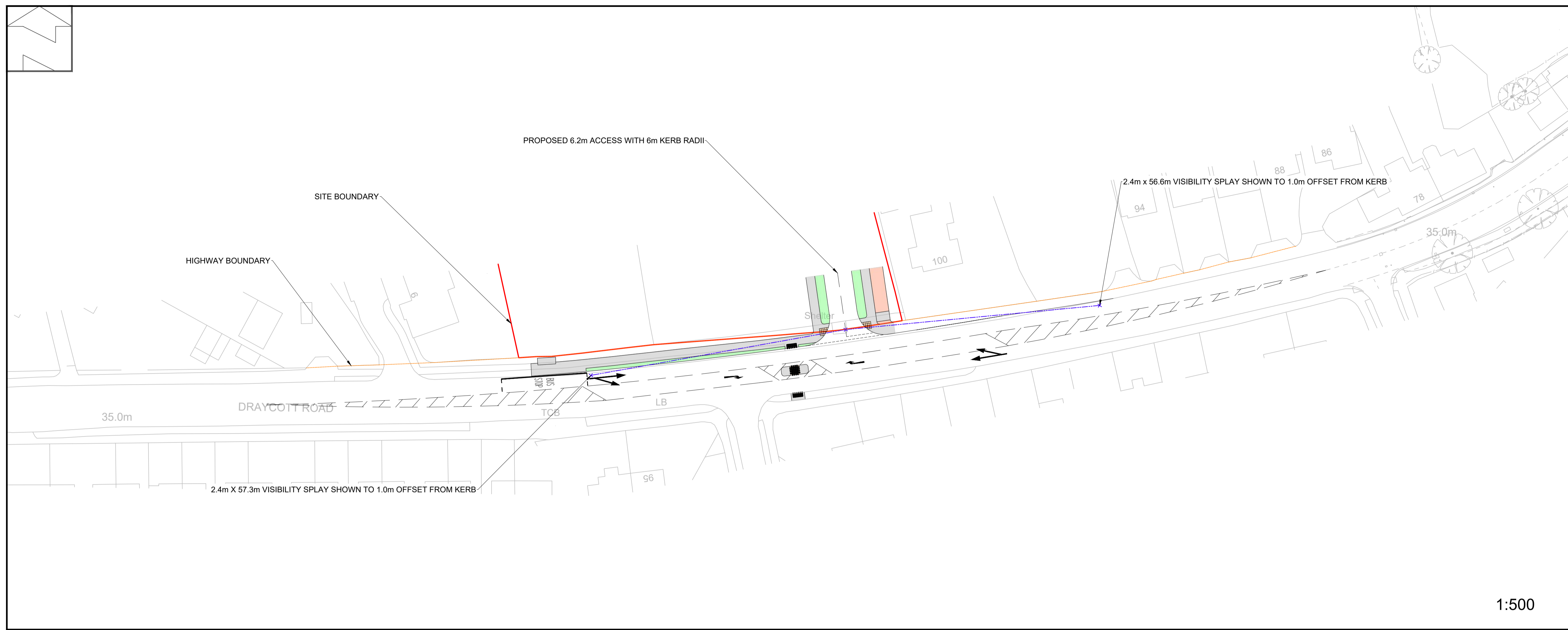
7.0 SUMMARY & CONCLUSIONS

- 7.1 Peveril Homes Ltd commissioned ADC Infrastructure Ltd to provide highways advice in support of their proposals to develop land at Draycott Road, Breaston, for residential use. The site in question sits to the north of the A6005 Draycott Road, on the site of the former Western Mere Secondary School, which was demolished in the early 1990s. The proposed development would accommodate up to 100 residential dwellings with a single point of access taken from the A6005 Draycott Road. The planning application would be in outline, with all matters reserved except for access.
- 7.2 The site is within walking distance of the Breaston village centre, with its Primary School, shops, pubs and other amenities. The local pedestrian network is good, with footways either side of the A6005 Draycott road along the site, providing unbroken connectivity to the village centre. While there is no dedicated cycling infrastructure on the A6005 between the site and the village centre, once in the village there is a segregated cycleway along the A6005 continuing east into Long Eaton. This forms part of the National Cycle Network, and connect into the wider provision in Long Eaton, Beeston and beyond.
- 7.3 Local bus services are excellent. There are stops on the site frontage, which are called at by the Trent Barton Indigo bus. The ‘Indigo’ runs every 20 minutes throughout the day between Derby and Nottingham via Long Eaton and Beeston, and every half hour on Sundays. Journey times from the site are approximately 40 minutes into Nottingham, and 20 minutes into Derby.
- 7.4 The site has approximately 80m of frontage onto the A6005 Draycott Road. A suitable access junction can be constructed within the available frontage and designed in accordance with the relevant local and national design standards. The required visibility spays, based on observed speed data along Draycott Road, can be achieved within the public highway or land under the control of the applicant. There is no pre-existing accident concern on the site frontage, and the junction can be designed in accordance with the relevant standard. The proposed access can comfortably accommodate the development traffic. Safe and suitable access to the development can therefore be achieved, in line with the requirements of the NPPF.
- 7.5 A TRICS assessment using comparable sites indicates that the proposed development could be expected to generate up to 61 two-way vehicle movements in a peak hour.
- 7.6 Breaston is located between two major urban centres, Nottingham and Derby and census data indicates that most residents of the village typically work in or around either of these areas. As such the development traffic would divide at the site access, with 58% routing east towards Nottingham, and 42% towards Derby. Based on this assignment, two off site study area junctions have been assessed in detail. The Eaton Farm roundabout would experience an increase of 36 two-way vehicle movements in a peak hour, and the Bostock’s Lane Mini-Roundabout would see an increase of 21 trips.
- 7.7 At the Eaton Farm roundabout, the additional 36 trips resulting from the proposed development would present a minor impact on the operation of the junction, with a worst-case reduction in capacity of 1% in the morning peak hour, on the A6005 west arm. The junction would continue to operate with spare capacity with the development in place, and mitigation is not necessary.
- 7.8 The Bostock’s Lane mini roundabout is over capacity without the development in place, and the additional 21 development trips result in a small reduction in capacity of 3% on the worst affected approaches in each peak hour. The development would add 17 vehicles to the worst performing approach over the course of the morning peak hour, and 15 vehicles over the course of an evening

peak hour. Given the overall congestion at the junction, and the comparatively low level of development traffic, the above impacts cannot be described as severe.

- 7.9 The development therefore meets the key policy text outlined in the NPPF that safe and suitable access can be achieved for all users, and the residual cumulative impact on the local highway network would not be severe. The development should not, therefore, be resisted on highways grounds.

DRAWINGS



General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

GHOST ISLAND RIGHT TURN LANE DESIGNED IN ACCORDANCE WITH DMRB CD123 WITH A DESIGN SPEED OF 50kph

1:20 MERGE/DIVERGE TAPER DRAWN OVER 75m
 5m DIRECT TAPER
 25m DECELERATION LANE
 10m TURNING LANE

Rev	Date	Description	Dr	Ch
P04	19.03.26	Access width increased to 6.2m	DH	RL
P03	27.08.25	Design revised after Stage 1 RSA	DH	RL
P02	05.08.25	Design revised, new visibility splays added	DH	RL
P01	16.07.24	First issue	CD	TC

Client: Peveril Homes

Project: Western Mere, Breaston

Title: Proposed site access layout

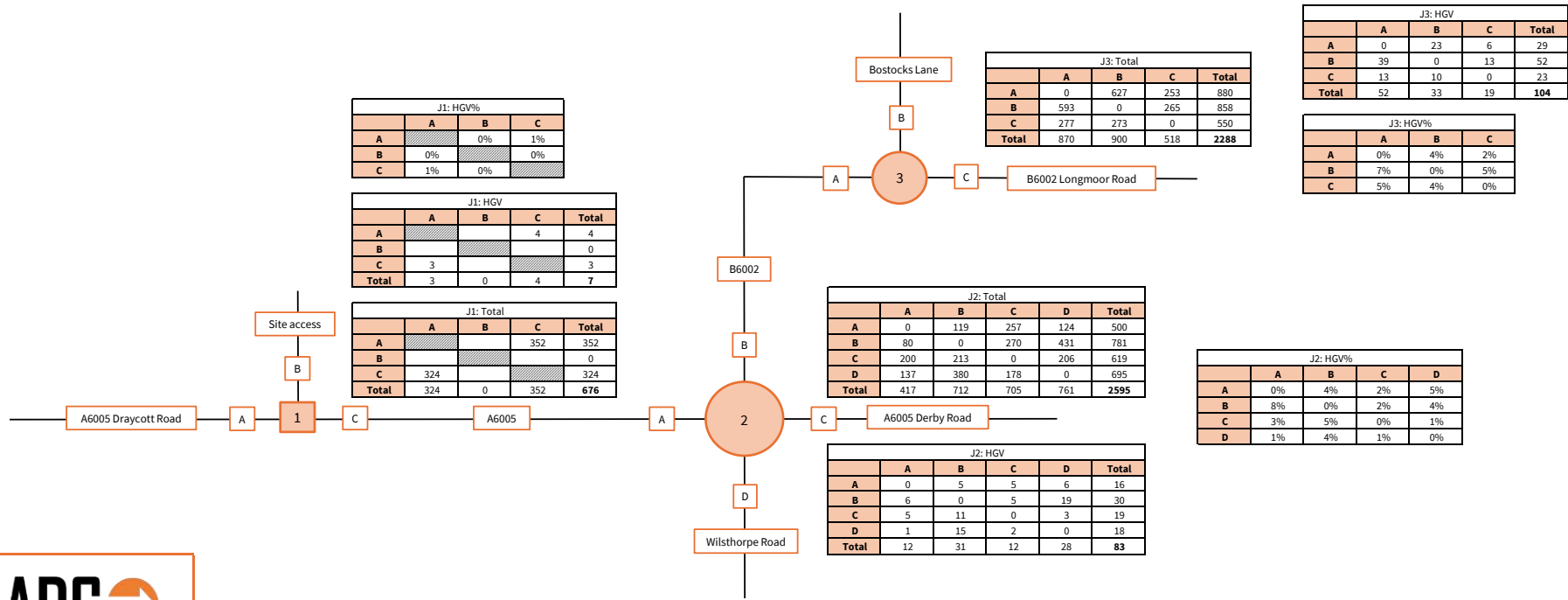


Size: A1 Scale: As shown

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3594	-ADC	-HGN	-XX	-DR	-CH	-0101	S1	P04

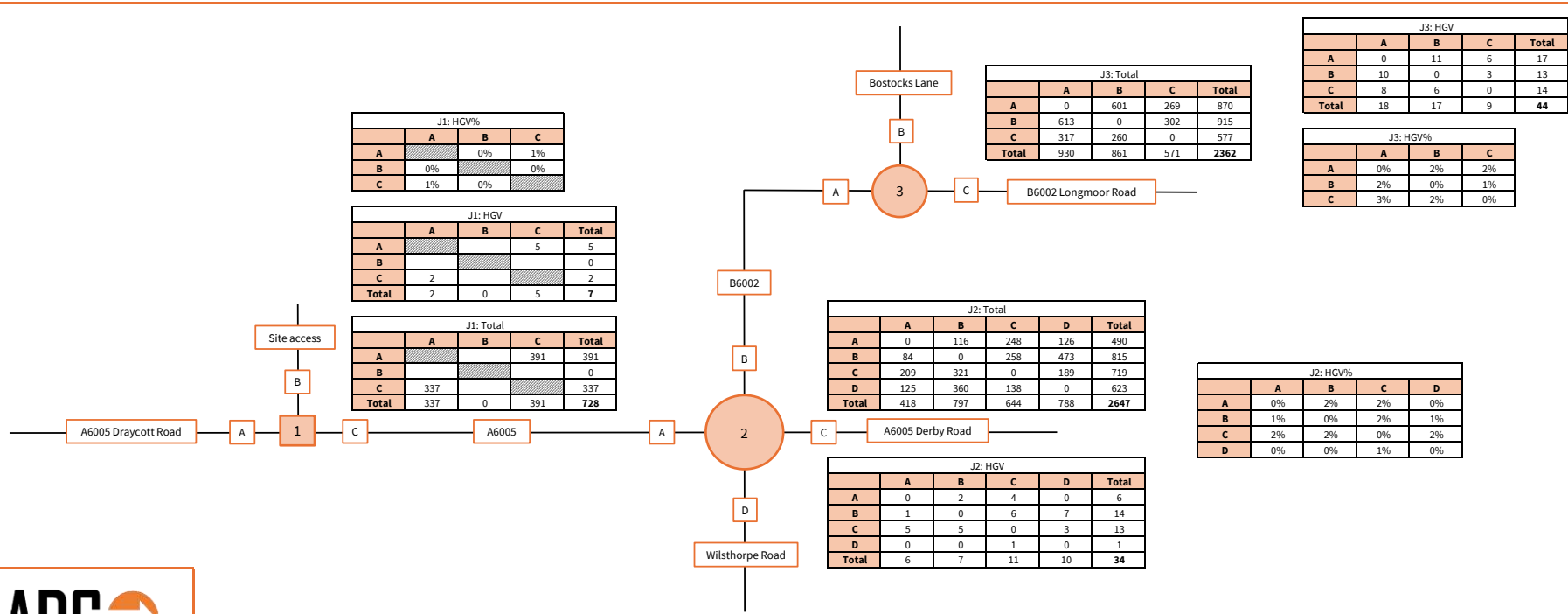
TRAFFIC FLOW DIAGRAMS



ADC3594

Western Mere, Breaston

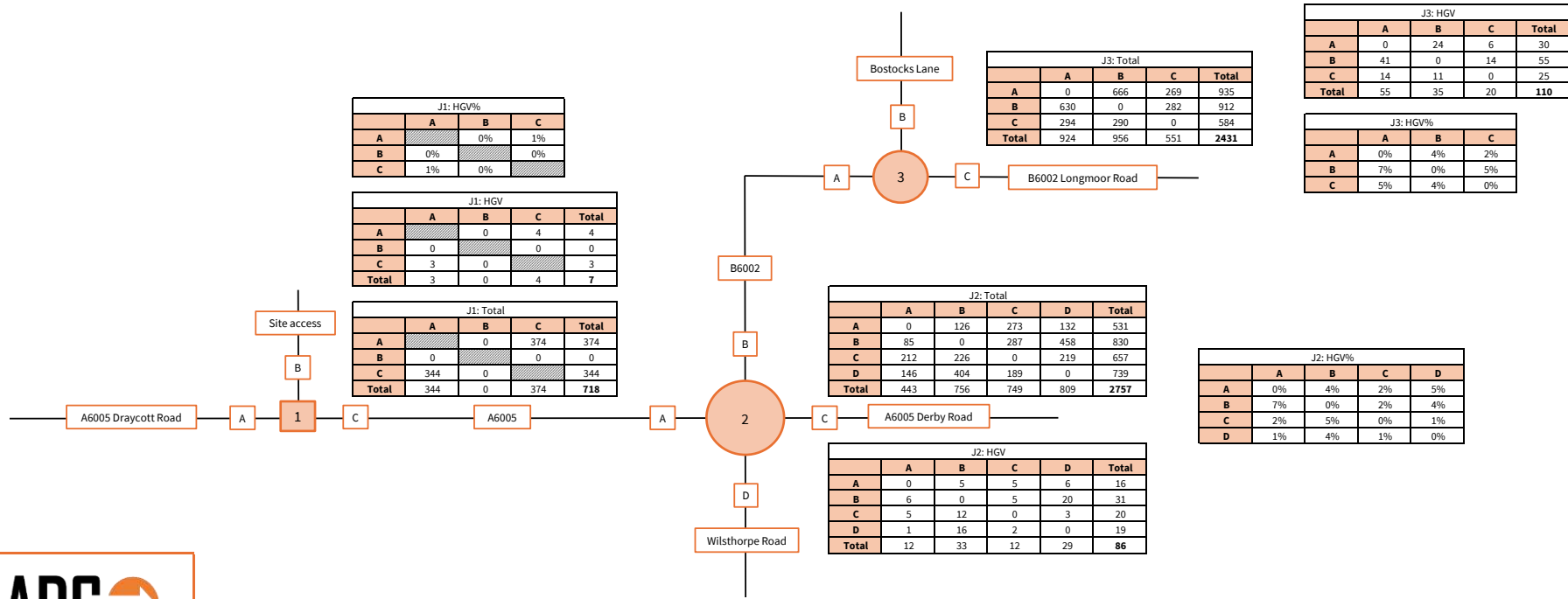
Diagram 1: 2025 Observed AM Peak hour traffic flows

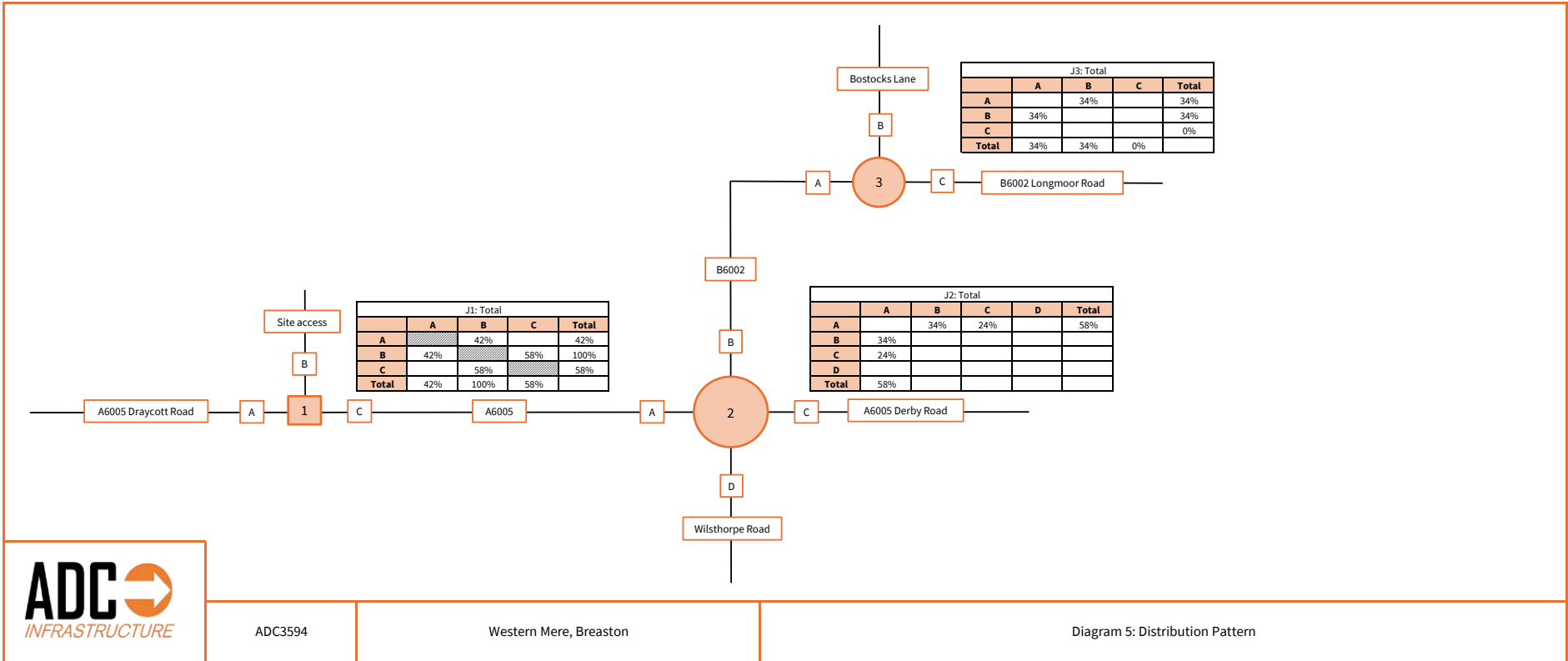


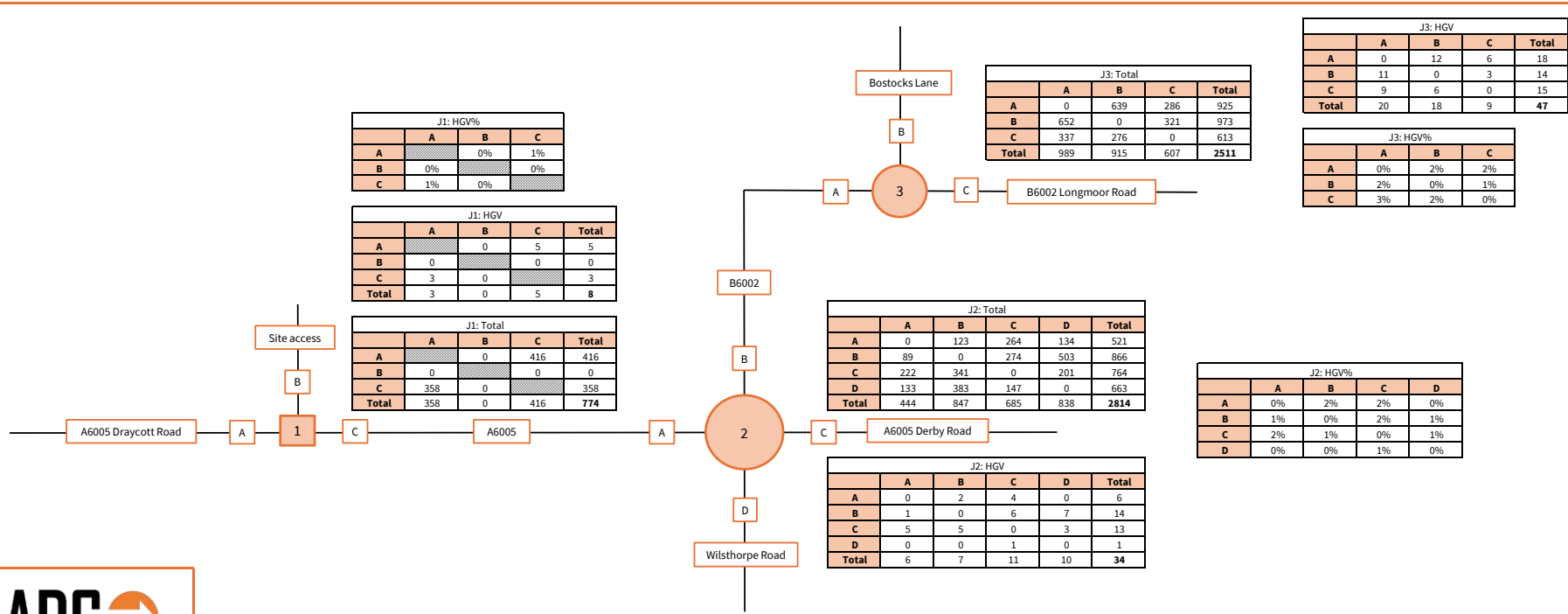
ADC3594

Western Mere, Breaston

Diagram 2: 2025 Observed PM Peak hour traffic flows



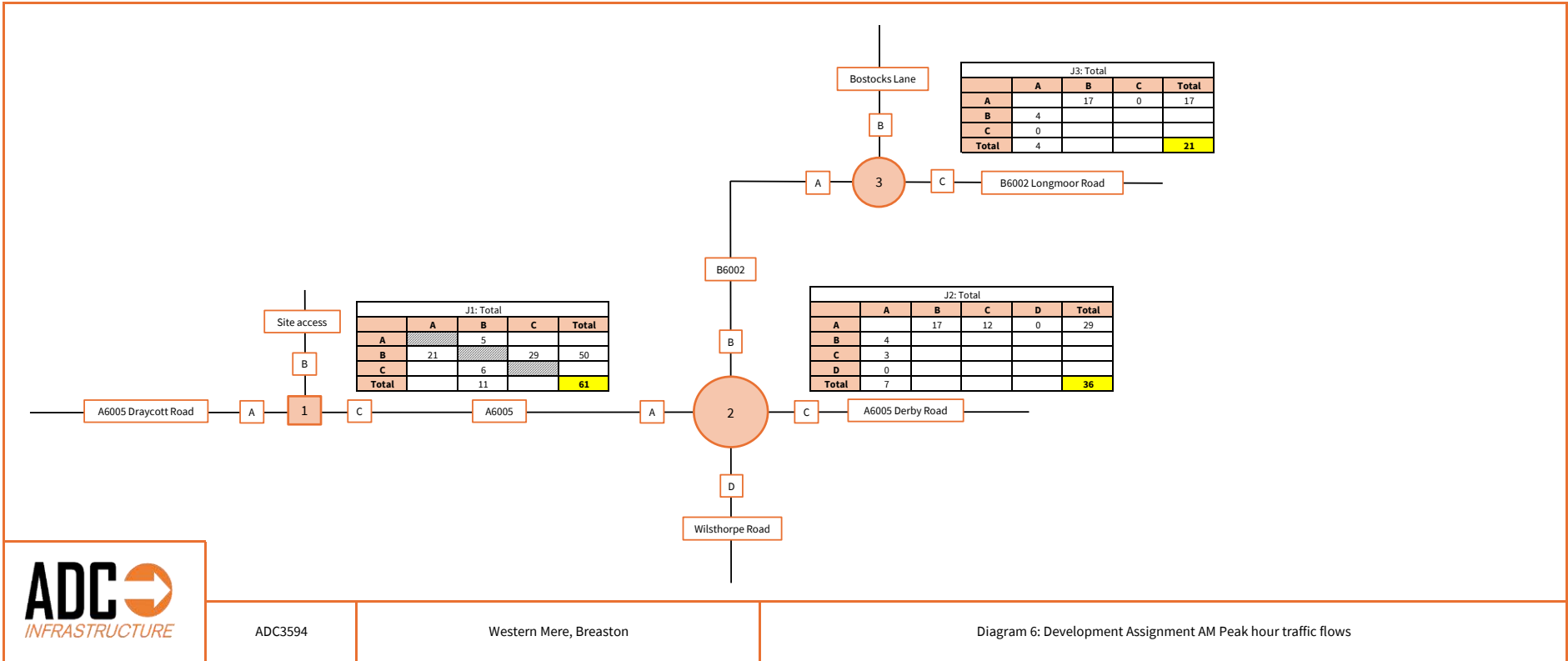


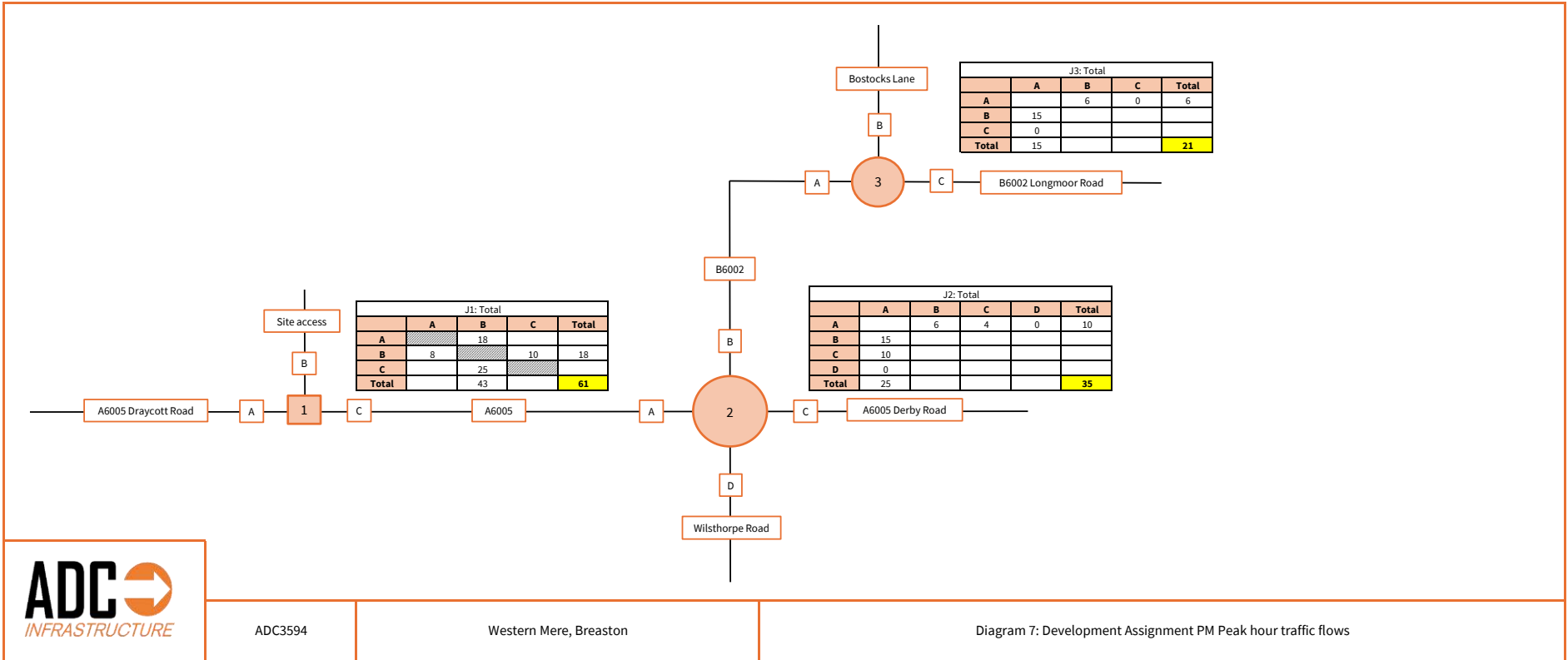


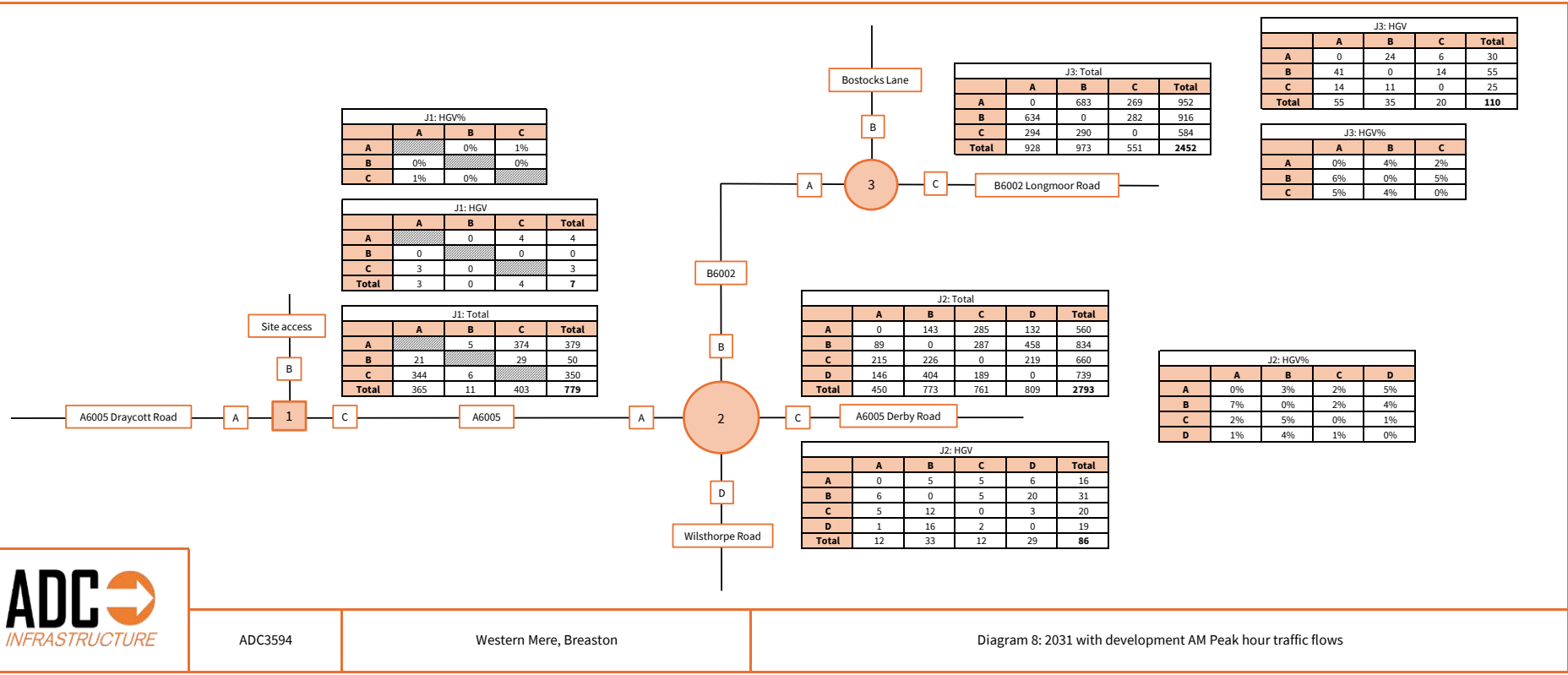
ADC3594

Western Mere, Breaston

Diagram 4: 2031 Base PM Peak hour traffic flows



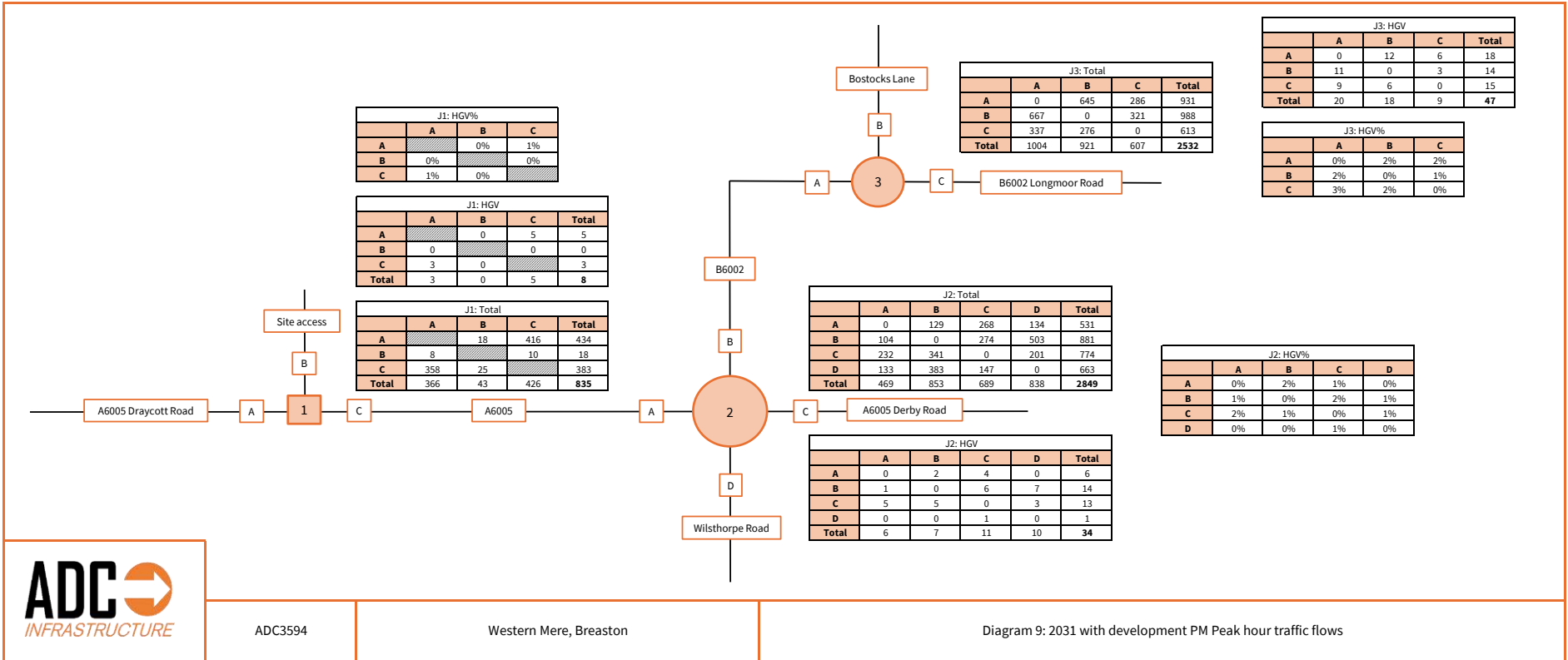




ADC3594

Western Mere, Breaston

Diagram 8: 2031 with development AM Peak hour traffic flows



APPENDIX A

ILLUSTRATIVE DEVELOPMENT MASTERPLAN



0 5 10 15 20 25m
SCALE 1:500

Planning Issue

Project Name	Revision	Date	By	Checked By	Date	By	Checked By	Date

Tetra Tech Leads
 3 Sovereign Square, Sovereign Street,
 Leeds, United Kingdom, LS1 4ER
 Tel: +44 (0)11 3278 7111
 www.tetra-geo.com



Peveril Homes
 Project Name
 Breaston

Sheet Title
 Illustrative Masterplan

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale	Sheet No	Total Sheets
784-8075234	PC	Nov '25	AC	Nov '25	AC	Nov '25	1:500	30	30
PRJ01 - TTE - 00 - XX - DR - UD - 60000								P01	

APPENDIX B

TRAFFIC COUNT DATA

Breaston

Wednesday 4th June 2025

Junction: 1

Approach: B6002 Petersham Road

TIME	Left to A6005 Derby Road (E)				Ahead to Wilsthorpe Road				Right to A6005 Derby Road (W)			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	91	2	93	95.6	89	6	95	102.8	13	3	16	19.9
07:45 - 08:00	66	1	67	68.3	97	4	101	106.2	14	0	14	14.0
Hourly Total	157	3	160	163.9	186	10	196	209.0	27	3	30	33.9
08:00 - 08:15	52	2	54	56.6	105	3	108	111.9	15	2	17	19.6
08:15 - 08:30	56	0	56	56.0	121	6	127	134.8	32	1	33	34.3
08:30 - 08:45	46	3	49	52.9	100	7	107	116.1	21	1	22	23.3
08:45 - 09:00	46	0	46	46.0	99	7	106	115.1	22	4	26	31.2
Hourly Total	200	5	205	211.5	425	23	448	477.9	90	8	98	108.4
09:00 - 09:15	53	3	56	59.9	106	7	113	122.1	21	3	24	27.9
09:15 - 09:30	54	3	57	60.9	112	8	120	130.4	16	1	17	18.3
Hourly Total	107	6	113	120.8	218	15	233	252.5	37	4	41	46.2

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

TOTAL	464	14	478	496.2	829	48	877	939.4	154	15	169	188.5
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16:30 - 16:45	48	1	49	50.3	98	1	99	100.3	17	0	17	17.0
16:45 - 17:00	44	0	44	44.0	116	2	118	120.6	26	1	27	28.3
Hourly Total	92	1	93	94.3	214	3	217	220.9	43	1	44	45.3
17:00 - 17:15	60	1	61	62.3	92	0	92	92.0	14	1	15	16.3
17:15 - 17:30	64	2	66	68.6	112	1	113	114.3	25	0	25	25.0
17:30 - 17:45	59	1	60	61.3	117	1	118	119.3	16	1	17	18.3
17:45 - 18:00	53	0	53	53.0	108	3	111	114.9	20	0	20	20.0
Hourly Total	236	4	240	245.2	429	5	434	440.5	75	2	77	79.6
18:00 - 18:15	76	3	79	82.9	129	2	131	133.6	22	0	22	22.0
18:15 - 18:30	69	1	70	71.3	97	2	99	101.6	31	0	31	31.0
Hourly Total	145	4	149	154.2	226	4	230	235.2	53	0	53	53.0

TOTAL	473	9	482	493.7	869	12	881	896.6	171	3	174	177.9
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Road Data Services Ltd

Breaston

Wednesday 4th June 2025

Junction: 1

Approach: A6005 Derby Road East

TIME	Left to Wilsthorpe Road				Ahead to A6005 Derby Road (W)				Right to B6002 Petersham Road			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	36	2	38	40.6	33	1	34	35.3	36	1	37	38.3
07:45 - 08:00	38	0	38	38.0	36	2	38	40.6	43	3	46	49.9
Hourly Total	74	2	76	78.6	69	3	72	75.9	79	4	83	88.2
08:00 - 08:15	66	0	66	66.0	55	0	55	55.0	66	2	68	70.6
08:15 - 08:30	63	1	64	65.3	71	2	73	75.6	57	5	62	68.5
08:30 - 08:45	53	0	53	53.0	63	2	65	67.6	63	2	65	67.6
08:45 - 09:00	36	1	37	38.3	47	2	49	51.6	40	2	42	44.6
Hourly Total	218	2	220	222.6	236	6	242	249.8	226	11	237	251.3
09:00 - 09:15	37	2	39	41.6	27	2	29	31.6	51	3	54	57.9
09:15 - 09:30	27	1	28	29.3	28	1	29	30.3	43	2	45	47.6
Hourly Total	64	3	67	70.9	55	3	58	61.9	94	5	99	105.5

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

TOTAL	356	7	363	372.1	360	12	372	387.6	399	20	419	445.0
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16:30 - 16:45	22	0	22	22.0	68	0	68	68.0	59	3	62	65.9
16:45 - 17:00	28	0	28	28.0	46	0	46	46.0	55	2	57	59.6
Hourly Total	50	0	50	50.0	114	0	114	114.0	114	5	119	125.5
17:00 - 17:15	53	2	55	57.6	63	2	65	67.6	75	1	76	77.3
17:15 - 17:30	40	1	41	42.3	50	2	52	54.6	98	2	100	102.6
17:30 - 17:45	56	1	57	58.3	37	1	38	39.3	88	2	90	92.6
17:45 - 18:00	54	1	55	56.3	65	0	65	65.0	56	1	57	58.3
Hourly Total	203	5	208	214.5	215	5	220	226.5	317	6	323	330.8
18:00 - 18:15	36	0	36	36.0	52	2	54	56.6	74	0	74	74.0
18:15 - 18:30	35	0	35	35.0	45	2	47	49.6	57	0	57	57.0
Hourly Total	71	0	71	71.0	97	4	101	106.2	131	0	131	131.0

TOTAL	324	5	329	335.5	426	9	435	446.7	562	11	573	587.3
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Breaston

Wednesday 4th June 2025

Junction: 1

Approach: Wilsthorpe Road

TIME	Left to A6005 Derby Road (W)				Ahead to B6002 Petersham Road				Right to A6005 Derby Road (E)			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	41	0	41	41.0	124	6	130	137.8	35	0	35	35.0
07:45 - 08:00	35	1	36	37.3	95	1	96	97.3	50	1	51	52.3
Hourly Total	76	1	77	78.3	219	7	226	235.1	85	1	86	87.3
08:00 - 08:15	32	0	32	32.0	63	6	69	76.8	55	1	56	57.3
08:15 - 08:30	28	0	28	28.0	83	2	85	87.6	36	0	36	36.0
08:30 - 08:45	38	0	38	38.0	67	3	70	73.9	41	0	41	41.0
08:45 - 09:00	31	1	32	33.3	94	1	95	96.3	17	0	17	17.0
Hourly Total	129	1	130	131.3	307	12	319	334.6	149	1	150	151.3
09:00 - 09:15	25	0	25	25.0	110	2	112	114.6	23	0	23	23.0
09:15 - 09:30	15	2	17	19.6	91	3	94	97.9	24	0	24	24.0
Hourly Total	40	2	42	44.6	201	5	206	212.5	47	0	47	47.0

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

TOTAL	245	4	249	254.2	727	24	751	782.2	281	2	283	285.6
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16:30 - 16:45	31	0	31	31.0	82	0	82	82.0	29	1	30	31.3
16:45 - 17:00	26	0	26	26.0	92	1	93	94.3	33	0	33	33.0
Hourly Total	57	0	57	57.0	174	1	175	176.3	62	1	63	64.3
17:00 - 17:15	40	1	41	42.3	93	1	94	95.3	23	0	23	23.0
17:15 - 17:30	34	0	34	34.0	90	0	90	90.0	33	0	33	33.0
17:30 - 17:45	39	0	39	39.0	90	0	90	90.0	33	0	33	33.0
17:45 - 18:00	20	0	20	20.0	85	0	85	85.0	36	0	36	36.0
Hourly Total	133	1	134	135.3	358	1	359	360.3	125	0	125	125.0
18:00 - 18:15	32	0	32	32.0	95	0	95	95.0	35	1	36	37.3
18:15 - 18:30	23	0	23	23.0	99	0	99	99.0	35	1	36	37.3
Hourly Total	55	0	55	55.0	194	0	194	194.0	70	2	72	74.6

TOTAL	245	1	246	247.3	726	2	728	730.6	257	3	260	263.9
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Breaston

Wednesday 4th June 2025

Junction: 1

Approach: A6005 Derby Road West

TIME	Left to B6002 Petersham Road				Ahead to A6005 Derby Road (E)				Right to Wilsthorpe Road			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	27	3	30	33.9	55	2	57	59.6	24	1	25	26.3
07:45 - 08:00	32	0	32	32.0	73	2	75	77.6	27	2	29	31.6
Hourly Total	59	3	62	65.9	128	4	132	137.2	51	3	54	57.9
08:00 - 08:15	32	2	34	36.6	74	0	74	74.0	29	2	31	33.6
08:15 - 08:30	23	0	23	23.0	50	1	51	52.3	38	1	39	40.3
08:30 - 08:45	26	0	26	26.0	36	2	38	40.6	32	0	32	32.0
08:45 - 09:00	18	0	18	18.0	34	1	35	36.3	36	2	38	40.6
Hourly Total	99	2	101	103.6	194	4	198	203.2	135	5	140	146.5
09:00 - 09:15	47	1	48	49.3	52	0	52	52.0	35	0	35	35.0
09:15 - 09:30	25	2	27	29.6	44	1	45	46.3	24	1	25	26.3
Hourly Total	72	3	75	78.9	96	1	97	98.3	59	1	60	61.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

TOTAL	230	8	238	248.4	418	9	427	438.7	245	9	254	265.7
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16:30 - 16:45	28	0	28	28.0	57	2	59	61.6	33	0	33	33.0
16:45 - 17:00	31	1	32	33.3	73	0	73	73.0	48	0	48	48.0
Hourly Total	59	1	60	61.3	130	2	132	134.6	81	0	81	81.0
17:00 - 17:15	49	1	50	51.3	68	1	69	70.3	41	0	41	41.0
17:15 - 17:30	37	1	38	39.3	63	0	63	63.0	30	0	30	30.0
17:30 - 17:45	19	0	19	19.0	45	2	47	49.6	39	0	39	39.0
17:45 - 18:00	32	0	32	32.0	72	0	72	72.0	26	0	26	26.0
Hourly Total	137	2	139	141.6	248	3	251	254.9	136	0	136	136.0
18:00 - 18:15	26	1	27	28.3	64	2	66	68.6	31	0	31	31.0
18:15 - 18:30	20	0	20	20.0	63	1	64	65.3	43	0	43	43.0
Hourly Total	46	1	47	48.3	127	3	130	133.9	74	0	74	74.0

TOTAL	242	4	246	251.2	505	8	513	523.4	291	0	291	291.0
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Breaston

Wednesday 4th June 2025

Junction: 2

Approach: Bostocks Lane

TIME	Left to B6002 Longmoor Road (E)				Right to B6002 Longmoor Road (W)			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	29	0	29	29.0	142	6	148	155.8
07:45 - 08:00	76	0	76	76.0	168	6	174	181.8
Hourly Total	105	0	105	105.0	310	12	322	337.6
08:00 - 08:15	75	2	77	79.6	139	6	145	152.8
08:15 - 08:30	94	4	98	103.2	154	7	161	170.1
08:30 - 08:45	52	3	55	58.9	121	11	132	146.3
08:45 - 09:00	66	4	70	75.2	132	10	142	155.0
Hourly Total	287	13	300	316.9	546	34	580	624.2
09:00 - 09:15	40	2	42	44.6	147	11	158	172.3
09:15 - 09:30	33	2	35	37.6	124	10	134	147.0
Hourly Total	73	4	77	82.2	271	21	292	319.3

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

TOTAL	465	17	482	504.1	1127	67	1194	1281.1
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16:30 - 16:45	76	1	77	78.3	133	4	137	142.2
16:45 - 17:00	90	0	90	90.0	154	1	155	156.3
Hourly Total	166	1	167	168.3	287	5	292	298.5
17:00 - 17:15	67	1	68	69.3	150	3	153	156.9
17:15 - 17:30	66	1	67	68.3	166	2	168	170.6
17:30 - 17:45	80	0	80	80.0	177	3	180	183.9
17:45 - 18:00	65	0	65	65.0	160	2	162	164.6
Hourly Total	278	2	280	282.6	653	10	663	676.0
18:00 - 18:15	53	1	54	55.3	179	6	185	192.8
18:15 - 18:30	51	0	51	51.0	176	2	178	180.6
Hourly Total	104	1	105	106.3	355	8	363	373.4

TOTAL	548	4	552	557.2	1295	23	1318	1347.9
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Breaston

Wednesday 4th June 2025

Junction: 2

Approach: B6002 Longmoor Road East

TIME	Ahead to B6002 Longmoor Road (W)				Right to Bostocks Lane			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	60	5	65	71.5	63	3	66	69.9
07:45 - 08:00	74	7	81	90.1	59	3	62	65.9
Hourly Total	134	12	146	161.6	122	6	128	135.8
08:00 - 08:15	76	3	79	82.9	80	3	83	86.9
08:15 - 08:30	64	1	65	66.3	75	1	76	77.3
08:30 - 08:45	82	5	87	93.5	77	6	83	90.8
08:45 - 09:00	54	4	58	63.2	60	1	61	62.3
Hourly Total	276	13	289	305.9	292	11	303	317.3
09:00 - 09:15	64	3	67	70.9	51	2	53	55.6
09:15 - 09:30	55	5	60	66.5	53	2	55	57.6
Hourly Total	119	8	127	137.4	104	4	108	113.2

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

TOTAL	529	33	562	604.9	518	21	539	566.3
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16:30 - 16:45	87	2	89	91.6	61	1	62	63.3
16:45 - 17:00	90	1	91	92.3	54	1	55	56.3
Hourly Total	177	3	180	183.9	115	2	117	119.6
17:00 - 17:15	58	4	62	67.2	66	3	69	72.9
17:15 - 17:30	74	1	75	76.3	73	1	74	75.3
17:30 - 17:45	67	2	69	71.6	47		47	47.0
17:45 - 18:00	65	0	65	65.0	47	1	48	49.3
Hourly Total	264	7	271	280.1	233	5	238	244.5
18:00 - 18:15	80	2	82	84.6	21		21	21.0
18:15 - 18:30	66	0	66	66.0	44	2	46	48.6
Hourly Total	146	2	148	150.6	65	2	67	69.6

TOTAL	587	12	599	614.6	413	9	422	433.7
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Breaston

Wednesday 4th June 2025

Junction: 2

Approach: B6002 Longmoor Road West

TIME	Left to Bostocks Lane				Ahead to B6002 Longmoor Road (E)			
	LIGHT	HEAVY	TOTAL	PCUs	LIGHT	HEAVY	TOTAL	PCUs
07:30 - 07:45	137	6	143	150.8	63		63	63.0
07:45 - 08:00	89	4	93	98.2	48	2	50	52.6
Hourly Total	226	10	236	249.0	111	2	113	115.6
08:00 - 08:15	118	3	121	124.9	45	5	50	56.5
08:15 - 08:30	123	8	131	141.4	38	2	40	42.6
08:30 - 08:45	119	3	122	125.9	53	1	54	55.3
08:45 - 09:00	174	4	178	183.2	74		74	74.0
Hourly Total	534	18	552	575.4	210	8	218	228.4
09:00 - 09:15	188	8	196	206.4	82	3	85	88.9
09:15 - 09:30	185	11	196	210.3	60	4	64	69.2
Hourly Total	373	19	392	416.7	142	7	149	158.1

PCU Factors:	
LIGHT	1.0
HEAVY	2.3

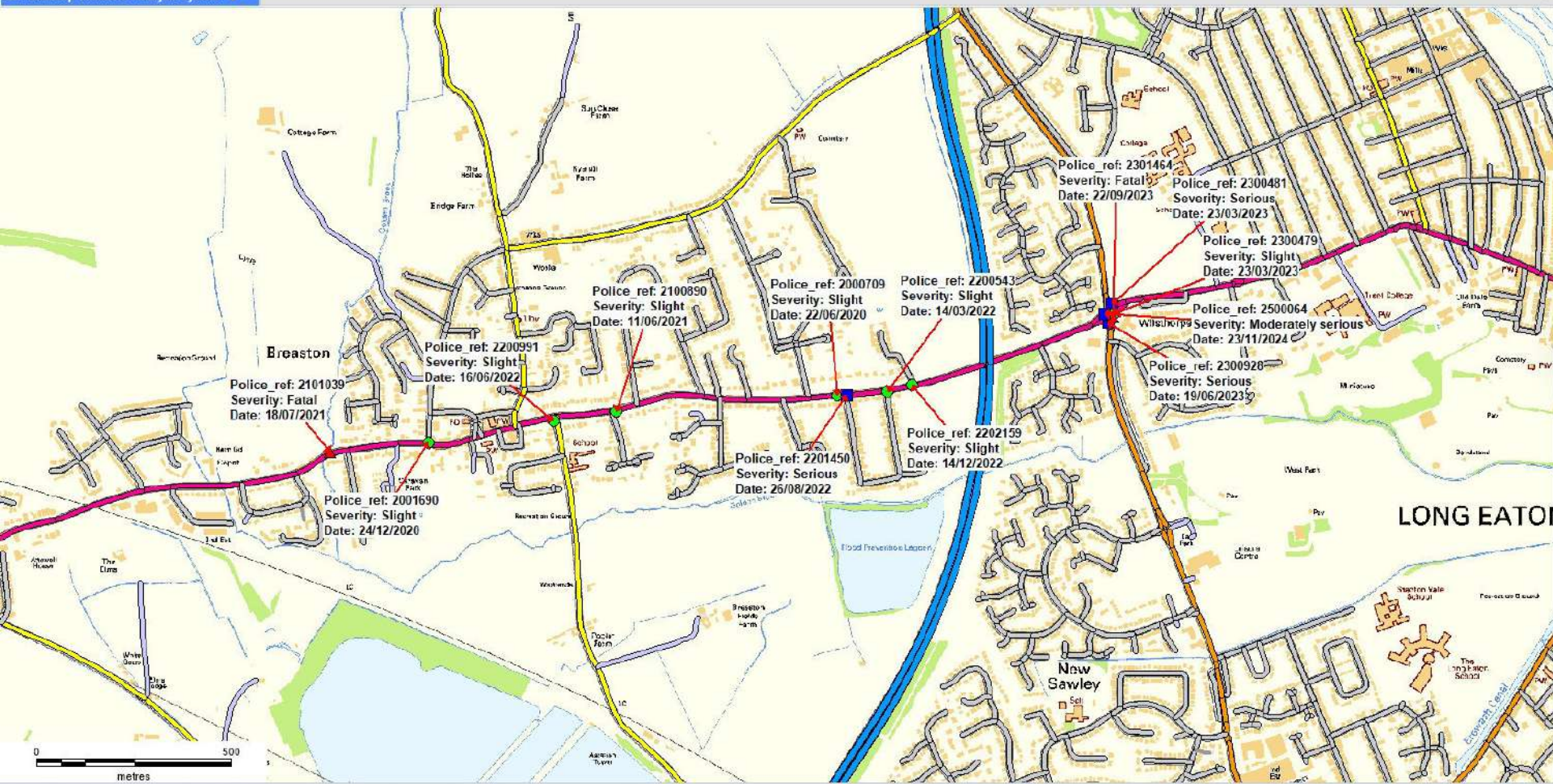
TOTAL	1133	47	1180	1241.1	463	17	480	502.1
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16:30 - 16:45	125	5	130	136.5	73	2	75	77.6
16:45 - 17:00	122	2	124	126.6	67		67	67.0
Hourly Total	247	7	254	263.1	140	2	142	144.6
17:00 - 17:15	179	2	181	183.6	68	4	72	77.2
17:15 - 17:30	164	2	166	168.6	55		55	55.0
17:30 - 17:45	133	1	134	135.3	42		42	42.0
17:45 - 18:00	121	2	123	125.6	87	1	88	89.3
Hourly Total	597	7	604	613.1	252	5	257	263.5
18:00 - 18:15	127	2	129	131.6	61	2	63	65.6
18:15 - 18:30	116		116	116.0	66	1	67	68.3
Hourly Total	243	2	245	247.6	127	3	130	133.9

TOTAL	1087	16	1103	1123.8	519	10	529	542.0
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APPENDIX C

PERSONAL INJURY COLLISION DATA



Colour-Coding by Severity (Legacy)
Total Accidents (13)

- ▲ Fatal (2)
- Serious (4)
- Slight (7)
- ★ Other (0)

Total Casualties (18)

- Fatal (2)
- Serious (4)
- Slight (12)

AccsMap Current Selection

Main database:
Dates: 01/01/2020 to 31/12/2024
Selected using Manual Selection

OK



INTERMEDIATE COLLISION REPORT
Total collisions: 13

Run on: 08/05/2025 12:48:59

Accidents between dates: 01/01/2020 and 31/12/2024
Selection: Selected using Manual Selection

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity	Date Weather	Time Speed	Day Rd cond	Darkness / Light Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info

2000709	22/06/2020	1525 hrs	Mon	Daylight					
Slight	Fine without high winds		Road Dry						
A6005	30 mph		E446905	N333631					
BREASTON-A6005 WILSTHORPE RD O/S NO. 143 (5894)									
					Veh 1	Car	Waiting to go ahead but held up	W - E	
					Veh 2	Car	Waiting to go ahead but held up	W - E	Casualty: Dri Slight Casualty: RSP Slight
					Veh 3	Car	Going ahead	W - E	Casualty: Dri Slight
V1 WAS STATIONARY WAITING FOR CAR AHEAD TO TURN RIGHT INTO LEISURE LAKE BIKES. V2 WAS WAITING BEHIND V1 WHEN V3 BEHIND V1 AND V2 FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF V2 CAUSING VEHICLE 2 TO COLLIDE WITH REAR OF V1 (5894)									

2001690	24/12/2020	1620 hrs	Thu	Dark: street lights lit					
Slight	Fine without high winds		Road Wet/Damp						
A6005	30 mph		E445855	N333509					
BREASTON-DRAYCOTT RD J/W STEVENS LN-(17706)									
					Veh 1	Car	Turning right	E - N	
					Veh 2	Pedal cycle	Going ahead	W - E	Casualty: Dri Slight
V1 (CAR) TURNED INTO STEVENS LANE WITHOUT NOTICING V2 (P/CYCLE), CAUSING V1 TO COLLIDE WITH V2-(17706)									

2100890	11/06/2021	1548 hrs	Fri	Daylight					
Slight	Unknown		Road Dry						
A6005	30 mph		E446338	N333588					
BREASTON-WILSTHORPE RD A6005 J/W FIRFIELD AV (17706)									
					Veh 1	M/C < 50 cc	Going ahead	NE - W	Casualty: Dri Slight
					Veh 2	Car	Parked	UK - UK	
V1 RAN INTO THE REAR OF A STATIONARY V2 CAUSING DAMAGE AND MINOR INJURY TO DRIVER OF V1 (17706)									

2101039	18/07/2021	2011 hrs	Sun	Daylight					
Fatal	Fine without high winds		Road Dry						
A6005	30 mph		E445601	N333483					
BREASTON - A6005 DRAYCOTT ROAD (IPQA)									
					Veh 1	M/C > 500 cc	Going ahead	SW - NE	Casualty: Dri Fatal
					Veh 2	Car	Going ahead	NE - SW	
V1 LEAVES PUB AND TRAVELLED AT SPEED IN DIRECTION OF LONG EATON. V1 STRIKES OFFSIDE OF ONCOMING V2 AND LOSES CONTROL AND LEAVES CARRIAGEWAY INTO BUS SHELTER AND WALL SUFFERING FATAL INJURIES (IPQA)									



INTERMEDIATE COLLISION REPORT
Total collisions: 13

Run on: 08/05/2025 12:48:59

Accidents between dates: 01/01/2020 and 31/12/2024
Selection: Selected using Manual Selection

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity	Date Weather	Time Speed	Day Rd cond	Darkness / Light Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info

2200543	14/03/2022	930 hrs	Mon	Daylight						
Slight	Fine without high winds		Road Dry			Veh 1	Pedal cycle	Going ahead	NE - SW	Casualty: Dri Slight
A6005	30 mph		E447035	N333640						
DERBY-WILSTHORPE RD A6005 J/W RICHMOND AV (17706)						Veh 2	Car	Turning left	NE - SE	
V1 (P/CYCLE) TRAVELLING ON MAIN ROAD; V2 CUT IN FRONT OF V1 TO MAKE THE TURN AT THE JCT CAUSING V1 TO APPLY BRAKES SHARPLEY AND FALL FROM V1 CAUSING SLIGHT INJURIES TO RIDER; V2 LEFT THE SCENE(17706)										

2200991	16/06/2022	830 hrs	Thu	Daylight						
Slight	Fine without high winds		Road Dry			Veh 1	Car	Going ahead	SE - SW	
U	30 mph		E446177	N333565						
BREASTON-SAWLEY RD J/W WILSTHORPE RD A6005(17706)						Veh 2	Car	Waiting to turn left	SE - SW	Casualty: Dri Slight Casualty: FSP Slight
V2 WAITING TO TURN LEFT AT JCT; V1 APPROACHED FROM REAR AND HIT V2 ON THE REAR CAUSING DAMAGE AND INJURY TO DRIVER AND PASSENGER FOR V2.(17706)										

2201450	26/08/2022	1620 hrs	Fri	Daylight						
Serious	Unknown		Road Dry			Veh 1	M/C > 500 cc	Going ahead	NE - SW	Casualty: Dri Serious
A6005	30 mph		E446929	N333629						
BREASTON-A6005 WILSTHORPE RD J/W WOODLAND AV (17706)						Veh 2	Car	Turning right	SW - SE	
						Veh 3	Car	Stopping	SW - NE	
V1 ON MAIN C/WAY; V2 TRAVELLING IN OPP. DIRECTION TURNED RIGHT INTO SIDE ROAD AND ACROSS THE PATH OF V1 CAUSING V1 TO COLLIDE WITH V2 AND THEN TO CONTINUE TO COLLIDE WITH V3; (17706)										

2202159	14/12/2022	1800 hrs	Wed	Dark: street lights lit						
Slight	Fine without high winds		Road Frost/Ice			Veh 1	Car	Going ahead	W - E	Casualty: Dri Slight
A6005	30 mph		E447098	N333657						
BREASTON - A6005 DERBY RD J/W HEATH GARDENS (18144)						Veh 2	Car	Going ahead	W - E	
V1 COLLIDED WITH V2 CAUSING SLIGHT INJURIES (18144)										



INTERMEDIATE COLLISION REPORT
Total collisions: 13

Run on: 08/05/2025 12:48:59

Accidents between dates: 01/01/2020 and 31/12/2024
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light				VEHICLE / CASUALTY DETAILS				
	Severity	Weather	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info	
2300479	23/03/2023	1932 hrs	Thu	Dark: street lights lit					
Slight	Raining without high winds		Road Wet/Damp						
A6005	40 mph		E447616	N333839	Veh 1	Car	Going ahead	N - E	
LONG EATON-A6005 DERBY RD J/W B6002 PETERSHAM RD (18144)					Veh 2	Pedal cycle	Going ahead	SW - E	Casualty: Dri Slight
V1 HAS COLLIDED WITH V2 (P/CYCLE) WHO WAS WEARING DARK CLOTHING AND NO HELMET(18144).									

2300481	23/03/2023	2140 hrs	Thu	Dark: street lights lit					
Serious	Fine without high winds		Road Wet/Damp						
A514	30 mph		E447613	N333866	Veh 1	Car	Going ahead	S - N	Casualty: Dri Slight
DERBY-A514 CHELLASTON RD J/W CHELLASTON RD O/S NO.77					Veh 2	Car	U turn	N - N	Casualty: FSP Serious Casualty: Dri Slight
					Veh 3	Car	Parked	UK - UK	
V2 ATTEMPTS A U-TURN IN C'WAY AND COLLIDES WITH ON-COMING V1 CAUSING SERIOUS INJURIES (18144).K									

2300928	19/06/2023	1305 hrs	Mon	Daylight					
Serious	Fine without high winds		Road Dry						
B6002	40 mph		E447603	N333817	Veh 1	Car	Starting	S - N	
LONG EATON- A6005 DERBY RD J/W B6002 WILSTHORPE RD (18144)					Veh 2	Pedal cycle	Starting	S - N	Casualty: Dri Serious
V1 COLLIDED WITH THE REAR OF V2 (P/CYCLE) CAUSING SERIOUS INJURY (18144).									

2301464	22/09/2023	210 hrs	Fri	Dark: street lights lit					
Fatal	Fine without high winds		Road Dry						
A6005	40 mph		E447614	N333832	Veh 1	M/C > 500 cc	Stopping	NE - SW	Casualty: Dri Fatal
LONG EATON -DERBY RD/WILSTHORPE RD JCT									
MOTORCYCLE ENTERS ROUNDABOUT AND LOSES CONTROL. COLLIDES WITH CENTRAL ISLAND. RIDER IS THROWN FROM VEHICLE IN PROCESS. (DQ) K									



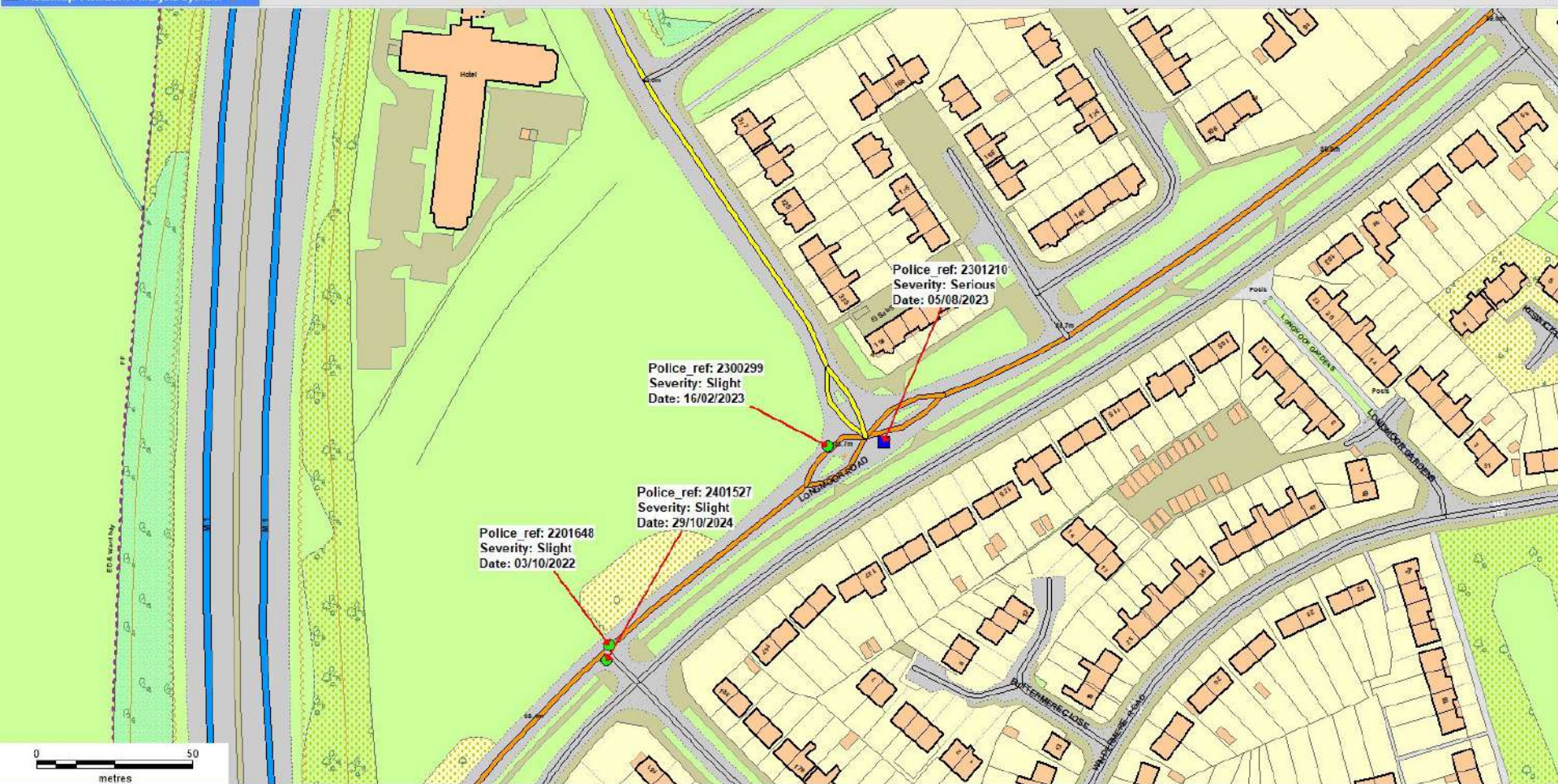
INTERMEDIATE COLLISION REPORT
Total collisions: 13

Run on: 08/05/2025 12:48:59

Accidents between dates: 01/01/2020 and 31/12/2024
Selection: Selected using Manual Selection

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity	Date Weather	Time Speed	Day Darkness / Light Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
2500064	Mod Serious	23/11/2024	1400 hrs	Sat	Daylight				
A6005		Raining without high winds			Road Wet/Damp	Veh 1 Car	Going ahead	SW - NE	
		40 mph		E447593	N333839	Veh 2 Pedal cycle	Going ahead	S - N	Casualty: Dri Mod Serious
LONG EATON - A6005 WILSTHORPE ROAD J/W DERBY ROAD R/B									
1 ENTERED THE ROUNDABOUT INTO THE PATH OF V2(P/CYCLE), CAUSING V2 TO COLLIDE WITH V1, RESULTING IN SERIOUS INJURIES (18144).									



Colour-Coding by Severity (Legacy)

Total Accidents (4)

- ▲ Fatal (0)
- Serious (1)
- Slight (3)
- ★ Other (0)

Total Casualties (5)

- Fatal (0)
- Serious (1)
- Sight (4)

AccsMap Current Selection

Main database:
Dates: 01/01/2020 to 31/12/2024
Selected using Manual Selection

OK



INTERMEDIATE COLLISION REPORT
Total collisions: 4

Run on: 08/05/2025 12:56:01

Accidents between dates: 01/01/2020 and 31/12/2024
Selection: Selected using Manual Selection

Notes:

LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity Road No. Location Description	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info

2201648	03/10/2022	1130 hrs	Mon	Daylight					
Slight	Fine without high winds		Road Dry						
U	40 mph		E447263	N334712					
LONG EATON- BRIAR GATE J/W LONGMOOR RD (18144)									
V1 COLLIDES WITH V2 CAUSING SLIGHT INJURY (18144).									

2300299	16/02/2023	1415 hrs	Thu	Daylight					
Slight	Unknown		Road Dry						
B6002	40 mph		E447333	N334776					
LONG EATON-LONGMOOR RD B6002 J/W BOSTOCKS LANE (17706)									
V2 WAITING TO ENTER R/ABOUT WHEN V1 APPROACHED FROM THE REAR AND COLLIDED WITH V2 CAUSING RIDER TO FALL OFF V2 (17706)									

2301210	05/08/2023	1341 hrs	Sat	Daylight					
Serious	Raining without high winds		Road Wet/Damp						
B6002	40 mph		E447351	N334777					
LONG EATON- B6002 LONGMOOR LN J/W BOSTOCK'S LN (18144)									
V1 HAS PULLED OUT INTO THE R/ABOUT INTO THE PATH OF V2 (M/CYCLE) CAUSING A COLLISION WHICH HAS RESULTED IN SLIGHT INJURIES (18144). K									

2401527	29/10/2024	1110 hrs	Tue	Daylight					
Slight	Fine without high winds		Road Dry						
B6002	40 mph		E447262	N334707					
LONG EATON- B6002 LONGMOOR RD J/W BRIAR GATE (18144)									
V1 ENTERED THE MAIN C/WAY INTO THE PATH OF V2, COLLIDING AND CAUSING SLIGHT INJURIES (18144).									



INTERMEDIATE COLLISION REPORT
Total collisions: 4

Run on: 08/05/2025 12:56:01

Accidents between dates: 01/01/2020 and 31/12/2024
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref.	Date	Time	Day	Darkness / Light	VEHICLE / CASUALTY DETAILS			
	Severity	Weather		Rd cond		Veh No / Type	Manoeuvre	Direction	Casualty Info
	Road No.	Speed		Grid Ref.					
	Location Description								
	POLICE OFFICERS ACCOUNT OF COLLISION								

APPENDIX D

WALKING ROUTE AUDIT

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool
Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score	Comments	Actions
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	1	Good overall quality footway provision along the A6005. Well surfaced route through a mainly residential precinct, coming into a partly commercial village centre. Slight deterioration of the footway at some sections, but overall of a high standard.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	2	No evidence of vandalism visible along the route.	
3. ATTRACTIVENESS - traffic noise and pollution	Traffic noise and pollution do not affect the attractiveness.	Levels of traffic noise and/or pollution could be improved.	Severe traffic pollution and/or severe traffic noise.	2	Very quiet during site visit, minimal traffic noise and acceptable speeds through the residential precinct along the A6005. A 30mph vehicle activated sign (VAS) was present along the A6005, in the direction of the village centre.	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			2	Lighting present along the entire 600m route. No refuse sacks or other bollards visible along the route. No excessive use of guardrails or bollards.	
ATTRACTIVENESS				7		
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or rutted pavement, or significant uneven patching or trenching.	1	Footways observed to be in relatively good condition. Some slight defects along the route, creating uneven surfaces. Overall, footways along the route from the site to the village centre are of a good standard.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	1	Footways along the route were of a generally good standard, with the majority of the route being of a 2m+ footway width. However, at some points heading into the village centre, the footway reduced to below 1m width, where buildings were positioned close to the kerbline of the carriageway. This may cause a struggle for wheelchair-users or pushchairs to navigate these sections of the footway easily. On the route back to the site, the footways were of a good standard, with no narrowing.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	2	No crossings present along the route.	
8. COMFORT - footway parking	No instances of vehicles parking generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	1	Very few instances of footway parking along the A6005 on the return back to the site location from the village centre.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	2	No slopes on the footway.	
10. COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			1	Bus shelter present at the site frontage. However, there is no major impact to the footway clearance width as the footway exceeds 2m at this point.	
COMFORT				8		
11. DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to roads).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	2	Footways are provided to cater for pedestrian desire lines.	
12. DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	2	Crossing across Stevens Lane follows the desire line.	
13. DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	2	Crossing of Stevens Lane was easy, direct and comfortable. No delay.	
14. DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	2	No controlled crossings present along the route.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	2	No signalled crossings along the route	
16. DIRECTNESS - other	Examples of 'other' directness issues include: - Routes left from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			2	No steps, layout straight-forward.	
DIRECTNESS				12		
17. SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	1	Low traffic volumes, pedestrians, for the most part, are not within close proximity. However this distance reduces where the footway widths decrease in some places.	
18. SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	1	Traffic speeds are low, and VAS present in the direction of the village centre, along the A6005. Where footway width decreases, pedestrians are in closer proximity to vehicles.	
19. SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	1	Good visibility overall along the route. Slightly reduced where road bends and buildings are positioned closer to the carriageway.	
SAFETY				3		
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	2	Adequate dropped kerbs present at crossing points and driveways. Tactile paving provided at the crossing at Stevens Lane.	
COHERENCE				2		
Total Score				32		

ROUTE SUMMARY

Route Name	Site to Breaston village centre
Length	650m (from approximate centre of the development)
Name of Assessor(s)	Dave Hobday
Date of Assessment	18 July 2025
Criterion	Performance Scores
Attractiveness	7
Comfort	8
Directness	12
Safety	3
Coherence	2
Total	32
Comments	Route is generally of a good standard.
Actions	



APPENDIX E

STAGE 1 ROAD SAFETY AUDIT



STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT – SITE ACCESS

LAND AT DRAYCOTT ROAD, BREASTON

DOCUMENT CONTROL

project number: ADC3594				
report reference: ADC3594-RP-F				
version	date	author	reviewer	comments
1		D Hobday		internal draft
2	30/03/2026	D Hobday	R Leconte	first issue to the client team

Introduction

1. **Appendix 1** contains the Stage 1 Road Safety Audit report on the proposed highway works that support the proposed residential development at land north of Draycott Road, Breaston, Derbyshire. The audit report includes background information about the location and works proposed. This document is the Road Safety Audit Response Report. It has been prepared with reference to DMRB GG 119.
2. The following drawing was the subject of the Road Safety Audit:
 - 3594-ADC-HGN-XX-DR-CH-0101-S1-P04_site access
3. The representatives from the design organisation who prepared this RSA response report are named in the document control table above and in the statement below.

Key personnel

4. GG 119 requires the Design Organisation to prepare a road safety audit response report in collaboration with the Overseeing Organisation. The key personnel are as follows:

Overseeing Organisation	Derbyshire County Council
RSA team	Sevenairs
Design Organisation	ADC Infrastructure Limited

Decision Log

5. The Road Safety Audit report noted problems, therefore there is no requirement for a decision log
6. The drawing listed above has been remains unaltered, as drawing number
 - 3594-ADC-HGN-XX-DR-CH-0101-S1-P04_site access

Design organisation and Overseeing Organisation statement

7. On behalf of the design organisation, I certify that:
 - a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

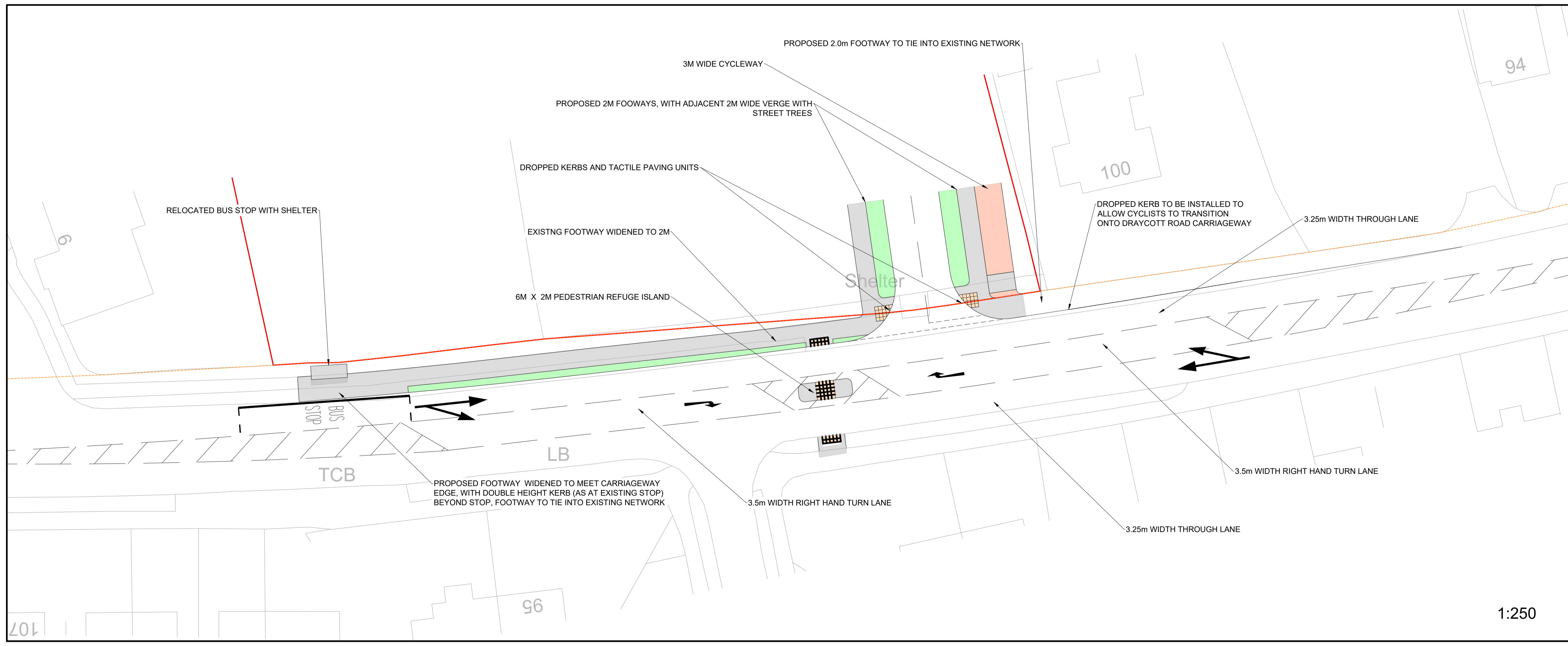
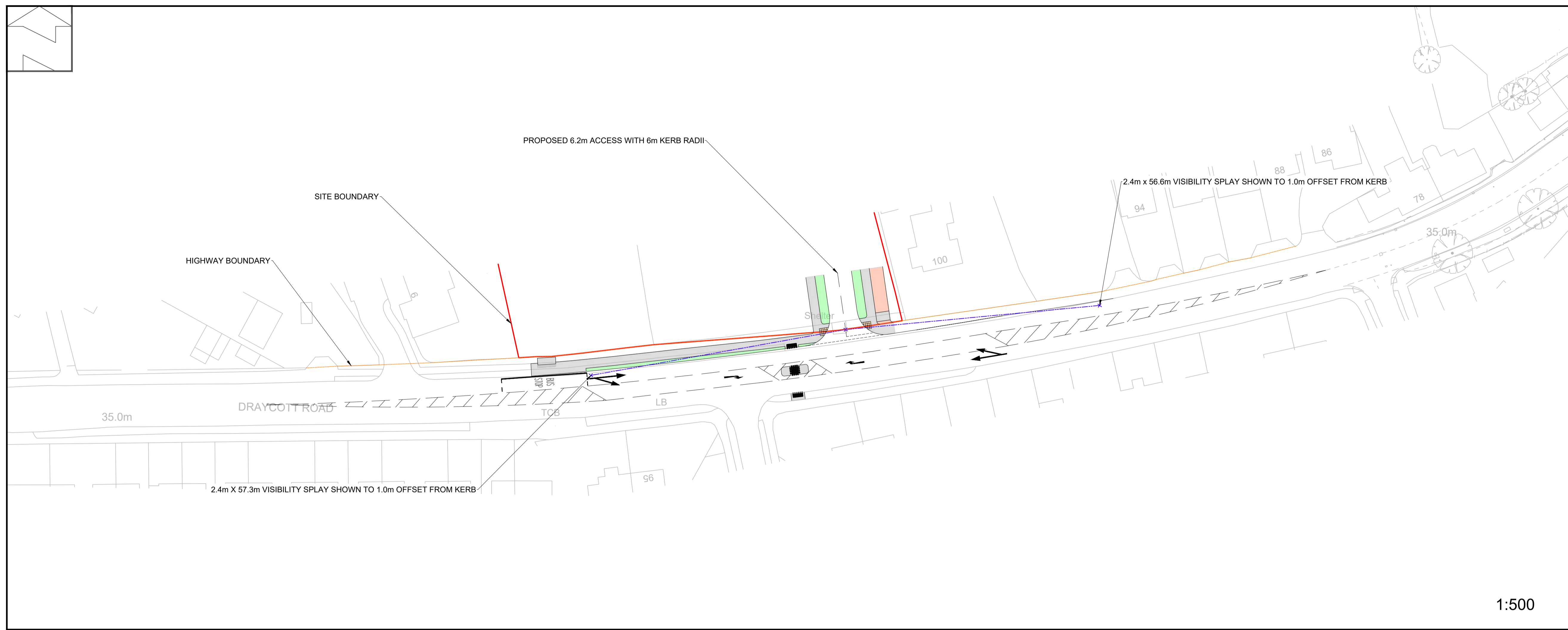
name	David Hobday		
position	Principal Engineer	organisation	ADC Infrastructure Limited
signed	David Hobday	date	30/03/2026

8. On behalf of the Overseeing Organisation, I certify that:
- a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
 - b) the agreed RSA actions will be progressed.

name			
position		organisation	Staffordshire County Council
signed		date	

DRAWING

3594-ADC-HGN-XX-DR-CH-0101-S1-P04



General Notes

1. Do not scale this drawing. All dimensions must be checked/verified on site.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

GHOST ISLAND RIGHT TURN LANE DESIGNED IN ACCORDANCE WITH DMRB CD123 WITH A DESIGN SPEED OF 50kph

1:20 MERGE/DIVERGE TAPER DRAWN OVER 75m
 5m DIRECT TAPER
 25m DECELERATION LANE
 10m TURNING LANE

Rev	Date	Description	Dr	Ch
P04	19.03.26	Access width increased to 6.2m	DH	RL
P03	27.08.25	Design revised after Stage 1 RSA	DH	RL
P02	05.08.25	Design revised, new visibility splays added	DH	RL
P01	16.07.24	First issue	CD	TC

Client: Peveril Homes

Project: Western Mere, Breaston

Title: Proposed site access layout



Size: A1 Scale: As shown

Status: PRELIMINARY

Project	Originator	Volume	Level	Type	Role	Number	Status	Revision
3594	ADC	HGN	XX	DR	CH	0101	S1	P04

APPENDIX 1

ROAD SAFETY AUDIT REPORT

SCL

Sevenairs Consulting Ltd

Draycott Road, Breaston, Derbyshire

Road Safety Audit Stage 1

March 2026



Document Control

Report Title:

Draycott Road, Breaston, Derbyshire – Road Safety Audit Stage 1

Date of Site Visit

24th March 2026

Document Reference

2026-03 Breaston RSA1 – Revision 0

Report Prepared By:

Sarah Vernals BAHonsQTS NPQH MCIHT, Director, Sevenairs Consulting Ltd.

Sevenairs Consulting Ltd. 20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Mobile: 07803 714 574

Email: haydn@sevenairs.co.uk

On behalf of

ADC Infrastructure Ltd. – 4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

Highway Authority / Overseeing Organisation

Derbyshire County Council

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Document History:

Revision	Date	Description	By
0	26.03.2026	For Issue	HV



Barnsley
Youth Choir

Sevenairs are proud sponsors of Barnsley Youth Choir

www.barnsleyyouthchoir.org.uk

Barnsley Youth Choir is a registered charity formed in 2009. It provides outstanding choral training to around 700 children and young people aged 0-24 years old in 10 separate choirs. BYC seeks to inspire and change lives through music and provide life-changing opportunities for those involved.

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Draycott Road in Breaston, Derbyshire. The audit was carried out at the request of David Hobday, Principal Engineer, ADC Infrastructure on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency) Road Safety Team Leader in accordance with GG119
	Sarah Vernals BAHonsQTS NPQH MCIHT Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development providing 120 new homes. Highway works include Highway works include the development access with associated footways including a dropped crossing, a cycleway into the development, two ghost island right turn facilities, a pedestrian crossing with pedestrian refuge and a relocated bus stop. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Tuesday 24th March 2026 between 11:30 and 12:00 hours during which the weather was overcast and the road surface dry. Traffic conditions were light and free flowing, with a small number of pedestrians observed and one cyclist observed.

Documents Supplied

- Email proposal background
- 3594-ADC-HGN-XX-DR-CH-0101-S1-P04 (Proposed site access layout)

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2.0.1 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of

the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

There were no road safety problems identified at this Stage 1 Road Safety Audit.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.0.1.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 26th March 2026

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH MCIHT

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 26th March 2026

APPENDIX F
TRICS REPORTS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	3 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary 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: No of Dwellings
Actual Range: 50 to 300 (units:)
Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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	4 days
Tuesday	13 days
Wednesday	5 days
Thursday	10 days
Friday	1 days

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

Selected survey types:

Manual count	33 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	13

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:

Residential Zone	20
Village	13

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	18 days - Selected
Servicing vehicles Excluded	63 days - Selected

Secondary Filtering selection:Use Class:

C3 33 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	11 days
5,001 to 10,000	14 days
10,001 to 15,000	8 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	10 days
25,001 to 50,000	11 days
50,001 to 75,000	7 days
75,001 to 100,000	5 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	6 days
1.1 to 1.5	20 days
1.6 to 2.0	7 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	20 days
No	13 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	33 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
2	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
	FARROCHIE ROAD		
	STONEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
3	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	GIDDING ROAD		
	SAWTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
6	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	ES-03-A-11	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	105	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
8	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX
	HOREBEECH LANE		
	HORAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	123	
	Survey date: TUESDAY	03/10/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
10	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
11	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE RINGWOOD CROW		
	Edge of Town Residential Zone		
	Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE
	A505 ROYSTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
14	IM-03-A-03	MIXED HOUSES	ISLE OF MAN
	MAIN ROAD COLBY		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	111	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
15	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
	NEW CASTLETOWN ROAD DOUGLAS		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	73	
	Survey date: MONDAY	20/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	IM-03-A-06	MIXED HOUSES		ISLE OF MAN
	MOORAGH PROMENADE RAMSEY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	129		
	Survey date: THURSDAY	23/05/24		Survey Type: MANUAL
17	KC-03-A-07	MIXED HOUSES		KENT
	RECVLVER ROAD HERNE BAY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17		Survey Type: MANUAL
18	KC-03-A-08	MIXED HOUSES		KENT
	MAIDSTONE ROAD CHARING			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	159		
	Survey date: TUESDAY	22/05/18		Survey Type: MANUAL
19	KC-03-A-10	MIXED HOUSES		KENT
	HEADCORN ROAD STAPLEHURST			
	Edge of Town Residential Zone			
	Total No of Dwellings:	106		
	Survey date: TUESDAY	09/05/23		Survey Type: MANUAL
20	KC-03-A-12	MIXED HOUSES & FLATS		KENT
	WESTERN LINK FAVERSHAM DAVINGTON			
	Edge of Town Residential Zone			
	Total No of Dwellings:	186		
	Survey date: TUESDAY	19/09/23		Survey Type: MANUAL
21	LE-03-A-02	DETACHED & OTHERS		LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	28/06/18		Survey Type: MANUAL
22	NF-03-A-27	MIXED HOUSES & FLATS		NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	93		
	Survey date: THURSDAY	16/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone Total No of Dwellings: 266 <i>Survey date: THURSDAY 23/09/21</i>		
			<i>Survey Type: MANUAL</i>
24	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD ATTLEBOROUGH		
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>		
			<i>Survey Type: MANUAL</i>
25	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: TUESDAY 27/09/22</i>		
			<i>Survey Type: MANUAL</i>
26	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK
	BURGH ROAD AYLSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 300 <i>Survey date: TUESDAY 14/09/21</i>		
			<i>Survey Type: MANUAL</i>
27	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
			<i>Survey Type: MANUAL</i>
28	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		
			<i>Survey Type: MANUAL</i>
29	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>
30	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>		
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL
32	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
33	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT		
	Edge of Town Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	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.

ADC Infrastructure Limited City Buildings Nottingham

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Ranking Type: **TOTALS** Time Range: 08:00-09:00 CALCULATION FACTOR 1 DWELLS

15th Percentile = No. **28** WS-03-A-07 Tot: 0.280

85th Percentile = No. **6** HC-03-A-23 Tot: 0.613

Median Values

Arrivals: 0.105
 Departures: 0.383
 Totals: 0.488

Mean Values

Arrivals: 0.135
 Departures: 0.327
 Totals: 0.462

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	IM-03-A-04	MIXED HOUSES	DOUGLAS	ISLE OF MAN	73	Mon	20/05/24	0.137	0.603	0.740	1.58
2	IM-03-A-06	MIXED HOUSES	RAMSEY	ISLE OF MAN	129	Thu	23/05/24	0.178	0.527	0.705	2.81
3	IM-03-A-03	MIXED HOUSES	COLBY	ISLE OF MAN	111	Tue	21/05/24	0.135	0.568	0.703	1.78
4	HC-03-A-38	MIXED HOUSES &	RINGWOOD	HAMPSHIRE	195	Wed	26/06/24	0.185	0.492	0.677	2.53
5	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.240	0.385	0.625	3.09
6	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.113	0.500	0.613	2.19
7	WS-03-A-23	MIXED HOUSES &	EAST GRINSTEAD	WEST SUSSEX	197	Tue	14/05/24	0.234	0.376	0.610	2.73
8	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.162	0.419	0.581	2.64
9	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.212	0.353	0.565	4.27
10	ES-03-A-12	MIXED HOUSES &	HORAM	EAST SUSSEX	123	Tue	03/10/23	0.203	0.358	0.561	2.92
11	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.123	0.425	0.548	2.33
12	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.253	0.293	0.546	2.41
13	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.121	0.407	0.528	2.70
14	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.182	0.343	0.525	2.19
15	WS-03-A-24	MIXED HOUSES	CHICHESTER	WEST SUSSEX	300	Thu	23/05/24	0.130	0.377	0.507	2.59
16	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.169	0.325	0.494	2.25
17	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.105	0.383	0.488	3.55
18	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.119	0.319	0.438	3.95
19	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.112	0.322	0.434	2.28
20	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.118	0.297	0.415	2.31
21	HF-03-A-06	MIXED HOUSES &	ROYSTON	HERTFORDSHIRE	180	Tue	28/11/23	0.106	0.306	0.412	2.03
22	KC-03-A-12	MIXED HOUSES &	FAVERSHAM	KENT	186	Tue	19/09/23	0.145	0.263	0.408	2.23
23	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.094	0.311	0.405	2.43
24	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.137	0.267	0.404	1.77
25	ES-03-A-11	MIXED HOUSES	RINGMER	EAST SUSSEX	105	Thu	28/09/23	0.105	0.286	0.391	2.62
26	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.129	0.247	0.376	2.67
27	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.113	0.214	0.327	3.02
28	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.140	0.140	0.280	1.89
29	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.075	0.158	0.233	2.84
30	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.071	0.160	0.231	2.10
31	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.052	0.138	0.190	2.28
32	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.020	0.140	0.160	1.74
33	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.032	0.104	0.136	0.99

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	3 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary 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: No of Dwellings
 Actual Range: 50 to 300 (units:)
 Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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	4 days
Tuesday	13 days
Wednesday	5 days
Thursday	10 days
Friday	1 days

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

Selected survey types:

Manual count	33 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	13

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:

Residential Zone	20
Village	13

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	18 days - Selected
Servicing vehicles Excluded	63 days - Selected

Secondary Filtering selection:Use Class:

C3 33 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	11 days
5,001 to 10,000	14 days
10,001 to 15,000	8 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	10 days
25,001 to 50,000	11 days
50,001 to 75,000	7 days
75,001 to 100,000	5 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	6 days
1.1 to 1.5	20 days
1.6 to 2.0	7 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	20 days
No	13 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	33 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
2	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
	FARROCHIE ROAD		
	STONEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
3	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	GIDDING ROAD		
	SAWTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
6	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	ES-03-A-11	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	105	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
8	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX
	HOREBEECH LANE		
	HORAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	123	
	Survey date: TUESDAY	03/10/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
10	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
11	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE RINGWOOD CROW		
	Edge of Town Residential Zone		
	Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE
	A505 ROYSTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
14	IM-03-A-03	MIXED HOUSES	ISLE OF MAN
	MAIN ROAD COLBY		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	111	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
15	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
	NEW CASTLETOWN ROAD DOUGLAS		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	73	
	Survey date: MONDAY	20/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	IM-03-A-06	MIXED HOUSES		ISLE OF MAN
	MOORAGH PROMENADE RAMSEY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	129		
	Survey date: THURSDAY	23/05/24		Survey Type: MANUAL
17	KC-03-A-07	MIXED HOUSES		KENT
	RECVLVER ROAD HERNE BAY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17		Survey Type: MANUAL
18	KC-03-A-08	MIXED HOUSES		KENT
	MAIDSTONE ROAD CHARING			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	159		
	Survey date: TUESDAY	22/05/18		Survey Type: MANUAL
19	KC-03-A-10	MIXED HOUSES		KENT
	HEADCORN ROAD STAPLEHURST			
	Edge of Town Residential Zone			
	Total No of Dwellings:	106		
	Survey date: TUESDAY	09/05/23		Survey Type: MANUAL
20	KC-03-A-12	MIXED HOUSES & FLATS		KENT
	WESTERN LINK FAVERSHAM DAVINGTON			
	Edge of Town Residential Zone			
	Total No of Dwellings:	186		
	Survey date: TUESDAY	19/09/23		Survey Type: MANUAL
21	LE-03-A-02	DETACHED & OTHERS		LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	28/06/18		Survey Type: MANUAL
22	NF-03-A-27	MIXED HOUSES & FLATS		NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	93		
	Survey date: THURSDAY	16/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone Total No of Dwellings: 266 <i>Survey date: THURSDAY 23/09/21</i>		
			<i>Survey Type: MANUAL</i>
24	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD ATTLEBOROUGH		
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>		
			<i>Survey Type: MANUAL</i>
25	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: TUESDAY 27/09/22</i>		
			<i>Survey Type: MANUAL</i>
26	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK
	BURGH ROAD AYLSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 300 <i>Survey date: TUESDAY 14/09/21</i>		
			<i>Survey Type: MANUAL</i>
27	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
			<i>Survey Type: MANUAL</i>
28	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		
			<i>Survey Type: MANUAL</i>
29	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>
30	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>		
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD		
	HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL
32	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD		
	EAST GRINSTEAD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
33	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE		
	CHICHESTER		
	WESTHAMPNETT		
	Edge of Town		
	Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	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.

ADC Infrastructure Limited City Buildings Nottingham

Licence No: 855401

RANK ORDER for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Ranking Type: **TOTALS** Time Range: 17:00-18:00 CALCULATION FACTOR 1 DWELLS

15th Percentile = No. **28** WS-03-A-18 Tot: 0.237

85th Percentile = No. **6** IM-03-A-03 Tot: 0.612

Median Values

Arrivals: 0.313

Departures: 0.141

Totals: 0.454

Mean Values

Arrivals: 0.302

Departures: 0.140

Totals: 0.442

Rank	Site-Ref	Description	Town/City	Area	DWELLS	Day	Date	Trip Rate (Sorted by Totals)			Park Spaces Per Dwelling
								Arrivals	Departures	Totals	
1	IM-03-A-04	MIXED HOUSES	DOUGLAS	ISLE OF MAN	73	Mon	20/05/24	0.616	0.247	0.863	1.58
2	IM-03-A-06	MIXED HOUSES	RAMSEY	ISLE OF MAN	129	Thu	23/05/24	0.488	0.233	0.721	2.81
3	CA-03-A-08	DETACHED & SEM	SAWTRY	CAMBRIDGESHIRE	83	Thu	13/10/22	0.458	0.193	0.651	2.25
4	HC-03-A-23	HOUSES & FLATS	LIPHOOK	HAMPSHIRE	62	Tue	19/11/19	0.532	0.097	0.629	2.19
5	HC-03-A-27	MIXED HOUSES	ANDOVER	HAMPSHIRE	73	Tue	16/11/21	0.507	0.110	0.617	2.33
6	IM-03-A-03	MIXED HOUSES	COLBY	ISLE OF MAN	111	Tue	21/05/24	0.432	0.180	0.612	1.78
7	KC-03-A-07	MIXED HOUSES	HERNE BAY	KENT	288	Wed	27/09/17	0.444	0.149	0.593	3.09
8	NF-03-A-33	MIXED HOUSES	ATTLEBOROUGH	NORFOLK	143	Thu	29/09/22	0.357	0.224	0.581	2.28
9	KC-03-A-12	MIXED HOUSES &	FAVERSHAM	KENT	186	Tue	19/09/23	0.371	0.183	0.554	2.23
10	HC-03-A-38	MIXED HOUSES &	RINGWOOD	HAMPSHIRE	195	Wed	26/06/24	0.374	0.179	0.553	2.53
11	NF-03-A-27	MIXED HOUSES &	NEAR NORWICH	NORFOLK	93	Thu	16/09/21	0.344	0.204	0.548	2.67
12	LE-03-A-02	DETACHED & OTH	IBSTOCK	LEICESTERSHIRE	85	Thu	28/06/18	0.329	0.212	0.541	4.27
13	WS-03-A-23	MIXED HOUSES &	EAST GRINSTEAD	WEST SUSSEX	197	Tue	14/05/24	0.330	0.203	0.533	2.73
14	KC-03-A-10	MIXED HOUSES	STAPLEHURST	KENT	106	Tue	09/05/23	0.302	0.170	0.472	2.43
15	NF-03-A-39	MIXED HOUSES	HOLT	NORFOLK	212	Tue	27/09/22	0.297	0.165	0.462	2.31
16	HF-03-A-03	MIXED HOUSES	BUNTINGFORD	HERTFORDSHIRE	160	Mon	08/07/19	0.287	0.169	0.456	3.95
17	AC-03-A-06	DETACHED HOUSE	NEAR CHESTER	CHESHIRE WEST & CHE	99	Fri	29/04/22	0.313	0.141	0.454	2.19
18	ES-03-A-07	MIXED HOUSES &	HAILSHAM	EAST SUSSEX	91	Thu	07/11/19	0.341	0.110	0.451	2.70
19	ES-03-A-11	MIXED HOUSES	RINGMER	EAST SUSSEX	105	Thu	28/09/23	0.248	0.200	0.448	2.62
20	ST-03-A-07	DETACHED & SEM	STAFFORD	STAFFORDSHIRE	248	Wed	22/11/17	0.319	0.125	0.444	3.55
21	AS-03-A-02	MIXED HOUSES	STONEHAVEN	ABERDEENSHIRE	131	Wed	20/04/22	0.260	0.168	0.428	1.77
22	ES-03-A-12	MIXED HOUSES &	HORAM	EAST SUSSEX	123	Tue	03/10/23	0.268	0.138	0.406	2.92
23	NF-03-A-46	MIXED HOUSES &	AYLSHAM	NORFOLK	300	Tue	14/09/21	0.240	0.163	0.403	2.41
24	NF-03-A-30	MIXED HOUSES	SWAFFHAM	NORFOLK	266	Thu	23/09/21	0.271	0.120	0.391	2.84
25	SC-03-A-09	MIXED HOUSES &	CRANLEIGH	SURREY	136	Tue	24/05/22	0.243	0.140	0.383	2.64
26	KC-03-A-08	MIXED HOUSES	CHARING	KENT	159	Tue	22/05/18	0.220	0.088	0.308	3.02
27	DH-03-A-01	SEMI DETACHED	BISHOP AUCKLAND	DURHAM	50	Tue	28/03/17	0.220	0.020	0.240	1.74
28	WS-03-A-18	MIXED HOUSES &	HASSOCKS	WEST SUSSEX	156	Mon	15/05/23	0.160	0.077	0.237	2.10
29	WS-03-A-07	BUNGALOWS	NEAR HORSHAM	WEST SUSSEX	57	Thu	19/10/17	0.088	0.070	0.158	1.89
30	WS-03-A-24	MIXED HOUSES	CHICHESTER	WEST SUSSEX	300	Thu	23/05/24	0.090	0.060	0.150	2.59
31	WS-03-A-16	DETACHED & SEM	BRACKLESHAM BAY	WEST SUSSEX	58	Wed	09/11/22	0.103	0.017	0.120	2.28
32	HF-03-A-06	MIXED HOUSES &	ROYSTON	HERTFORDSHIRE	180	Tue	28/11/23	0.061	0.039	0.100	2.03
33	DH-03-A-02	MIXED HOUSES	BISHOP AUCKLAND	DURHAM	125	Mon	27/03/17	0.064	0.016	0.080	0.99

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

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

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLESSelected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	3 days
	HC HAMPSHIRE	3 days
	HF HERTFORDSHIRE	2 days
	KC KENT	4 days
	SC SURREY	1 days
	WS WEST SUSSEX	5 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	5 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	DH DURHAM	2 days
	IM ISLE OF MAN	3 days
11	SCOTLAND	
	AS ABERDEENSHIRE	1 days

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

Primary 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: No of Dwellings
Actual Range: 50 to 300 (units:)
Range Selected by User: 50 to 300 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

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	4 days
Tuesday	13 days
Wednesday	5 days
Thursday	10 days
Friday	1 days

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

Selected survey types:

Manual count	33 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	17
Neighbourhood Centre (PPS6 Local Centre)	13

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:

Residential Zone	20
Village	13

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	18 days - Selected
Servicing vehicles Excluded	63 days - Selected

Secondary Filtering selection:Use Class:

C3 33 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

1,001 to 5,000	11 days
5,001 to 10,000	14 days
10,001 to 15,000	8 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	10 days
25,001 to 50,000	11 days
50,001 to 75,000	7 days
75,001 to 100,000	5 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	6 days
1.1 to 1.5	20 days
1.6 to 2.0	7 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	20 days
No	13 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	33 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
	COMMON LANE		
	NEAR CHESTER		
	WAVERTON		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	99	
	Survey date: FRIDAY	29/04/22	Survey Type: MANUAL
2	AS-03-A-02	MIXED HOUSES	ABERDEENSHIRE
	FARROCHIE ROAD		
	STONEHAVEN		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	131	
	Survey date: WEDNESDAY	20/04/22	Survey Type: MANUAL
3	CA-03-A-08	DETACHED & SEMI-DETACHED	CAMBRIDGESHIRE
	GIDDING ROAD		
	SAWTRY		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	83	
	Survey date: THURSDAY	13/10/22	Survey Type: MANUAL
4	DH-03-A-01	SEMI DETACHED	DURHAM
	GREENFIELDS ROAD		
	BISHOP AUCKLAND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	50	
	Survey date: TUESDAY	28/03/17	Survey Type: MANUAL
5	DH-03-A-02	MIXED HOUSES	DURHAM
	LEAZES LANE		
	BISHOP AUCKLAND		
	ST HELEN AUCKLAND		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total No of Dwellings:	125	
	Survey date: MONDAY	27/03/17	Survey Type: MANUAL
6	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
	NEW ROAD		
	HAILSHAM		
	HELLINGLY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
7	ES-03-A-11	MIXED HOUSES	EAST SUSSEX
	BISHOPS LANE		
	RINGMER		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	105	
	Survey date: THURSDAY	28/09/23	Survey Type: MANUAL
8	ES-03-A-12	MIXED HOUSES & FLATS	EAST SUSSEX
	HOREBEECH LANE		
	HORAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	123	
	Survey date: TUESDAY	03/10/23	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-23	HOUSES & FLATS	HAMPSHIRE
	CANADA WAY LIPHOOK		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
10	HC-03-A-27	MIXED HOUSES	HAMPSHIRE
	DAIRY ROAD ANDOVER		
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
11	HC-03-A-38	MIXED HOUSES & FLATS	HAMPSHIRE
	CROW LANE RINGWOOD CROW		
	Edge of Town Residential Zone		
	Total No of Dwellings:	195	
	Survey date: WEDNESDAY	26/06/24	Survey Type: MANUAL
12	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD BUNTINGFORD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
13	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE
	A505 ROYSTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	180	
	Survey date: TUESDAY	28/11/23	Survey Type: MANUAL
14	IM-03-A-03	MIXED HOUSES	ISLE OF MAN
	MAIN ROAD COLBY		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	111	
	Survey date: TUESDAY	21/05/24	Survey Type: MANUAL
15	IM-03-A-04	MIXED HOUSES	ISLE OF MAN
	NEW CASTLETOWN ROAD DOUGLAS		
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	73	
	Survey date: MONDAY	20/05/24	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

16	IM-03-A-06	MIXED HOUSES		ISLE OF MAN
	MOORAGH PROMENADE RAMSEY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	129		
	Survey date: THURSDAY	23/05/24		Survey Type: MANUAL
17	KC-03-A-07	MIXED HOUSES		KENT
	RECVLVER ROAD HERNE BAY			
	Edge of Town Residential Zone			
	Total No of Dwellings:	288		
	Survey date: WEDNESDAY	27/09/17		Survey Type: MANUAL
18	KC-03-A-08	MIXED HOUSES		KENT
	MAIDSTONE ROAD CHARING			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	159		
	Survey date: TUESDAY	22/05/18		Survey Type: MANUAL
19	KC-03-A-10	MIXED HOUSES		KENT
	HEADCORN ROAD STAPLEHURST			
	Edge of Town Residential Zone			
	Total No of Dwellings:	106		
	Survey date: TUESDAY	09/05/23		Survey Type: MANUAL
20	KC-03-A-12	MIXED HOUSES & FLATS		KENT
	WESTERN LINK FAVERSHAM DAVINGTON			
	Edge of Town Residential Zone			
	Total No of Dwellings:	186		
	Survey date: TUESDAY	19/09/23		Survey Type: MANUAL
21	LE-03-A-02	DETACHED & OTHERS		LEICESTERSHIRE
	MELBOURNE ROAD IBSTOCK			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	85		
	Survey date: THURSDAY	28/06/18		Survey Type: MANUAL
22	NF-03-A-27	MIXED HOUSES & FLATS		NORFOLK
	YARMOUTH ROAD NEAR NORWICH BLOFIELD			
	Neighbourhood Centre (PPS6 Local Centre) Village			
	Total No of Dwellings:	93		
	Survey date: THURSDAY	16/09/21		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone Total No of Dwellings: 266 <i>Survey date: THURSDAY 23/09/21</i>		
			<i>Survey Type: MANUAL</i>
24	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD ATTLEBOROUGH		
	Edge of Town Residential Zone Total No of Dwellings: 143 <i>Survey date: THURSDAY 29/09/22</i>		
			<i>Survey Type: MANUAL</i>
25	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone Total No of Dwellings: 212 <i>Survey date: TUESDAY 27/09/22</i>		
			<i>Survey Type: MANUAL</i>
26	NF-03-A-46	MIXED HOUSES & FLATS	NORFOLK
	BURGH ROAD AYLSHAM		
	Edge of Town Residential Zone Total No of Dwellings: 300 <i>Survey date: TUESDAY 14/09/21</i>		
			<i>Survey Type: MANUAL</i>
27	SC-03-A-09	MIXED HOUSES & FLATS	SURREY
	AMLETS LANE CRANLEIGH		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 136 <i>Survey date: TUESDAY 24/05/22</i>		
			<i>Survey Type: MANUAL</i>
28	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		
			<i>Survey Type: MANUAL</i>
29	WS-03-A-07	BUNGALOWS	WEST SUSSEX
	EMMS LANE NEAR HORSHAM BROOKS GREEN Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 <i>Survey date: THURSDAY 19/10/17</i>		
			<i>Survey Type: MANUAL</i>
30	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX
	BRACKLESHAM LANE BRACKLESHAM BAY		
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 58 <i>Survey date: WEDNESDAY 09/11/22</i>		
			<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

31	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX
	LONDON ROAD HASSOCKS		
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings:	156	
	Survey date: MONDAY	15/05/23	Survey Type: MANUAL
32	WS-03-A-23	MIXED HOUSES & FLATS	WEST SUSSEX
	TURNERS HILL ROAD EAST GRINSTEAD		
	Edge of Town Residential Zone		
	Total No of Dwellings:	197	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
33	WS-03-A-24	MIXED HOUSES	WEST SUSSEX
	MADGWICK LANE CHICHESTER WESTHAMPNETT		
	Edge of Town Village		
	Total No of Dwellings:	300	
	Survey date: THURSDAY	23/05/24	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 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	145	0.073	33	145	0.251	33	145	0.324
08:00 - 09:00	33	145	0.144	33	145	0.327	33	145	0.471
09:00 - 10:00	33	145	0.137	33	145	0.166	33	145	0.303
10:00 - 11:00	33	145	0.121	33	145	0.150	33	145	0.271
11:00 - 12:00	33	145	0.126	33	145	0.136	33	145	0.262
12:00 - 13:00	33	145	0.146	33	145	0.135	33	145	0.281
13:00 - 14:00	33	145	0.146	33	145	0.141	33	145	0.287
14:00 - 15:00	33	145	0.145	33	145	0.155	33	145	0.300
15:00 - 16:00	33	145	0.238	33	145	0.157	33	145	0.395
16:00 - 17:00	33	145	0.253	33	145	0.158	33	145	0.411
17:00 - 18:00	33	145	0.291	33	145	0.141	33	145	0.432
18:00 - 19:00	33	145	0.239	33	145	0.133	33	145	0.372
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.059			2.050			4.109

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.

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Parameter summary

Trip rate parameter range selected: 50 - 300 (units:)
 Survey date date range: 01/01/16 - 18/09/24
 Number of weekdays (Monday-Friday): 33
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 8
 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 for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	145	0.001	33	145	0.006	33	145	0.007
08:00 - 09:00	33	145	0.003	33	145	0.014	33	145	0.017
09:00 - 10:00	33	145	0.002	33	145	0.004	33	145	0.006
10:00 - 11:00	33	145	0.003	33	145	0.001	33	145	0.004
11:00 - 12:00	33	145	0.001	33	145	0.003	33	145	0.004
12:00 - 13:00	33	145	0.002	33	145	0.001	33	145	0.003
13:00 - 14:00	33	145	0.003	33	145	0.001	33	145	0.004
14:00 - 15:00	33	145	0.004	33	145	0.003	33	145	0.007
15:00 - 16:00	33	145	0.007	33	145	0.001	33	145	0.008
16:00 - 17:00	33	145	0.008	33	145	0.006	33	145	0.014
17:00 - 18:00	33	145	0.008	33	145	0.005	33	145	0.013
18:00 - 19:00	33	145	0.006	33	145	0.004	33	145	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.049			0.097

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	145	0.085	33	145	0.365	33	145	0.450
08:00 - 09:00	33	145	0.180	33	145	0.561	33	145	0.741
09:00 - 10:00	33	145	0.170	33	145	0.228	33	145	0.398
10:00 - 11:00	33	145	0.154	33	145	0.203	33	145	0.357
11:00 - 12:00	33	145	0.168	33	145	0.187	33	145	0.355
12:00 - 13:00	33	145	0.196	33	145	0.181	33	145	0.377
13:00 - 14:00	33	145	0.197	33	145	0.186	33	145	0.383
14:00 - 15:00	33	145	0.200	33	145	0.205	33	145	0.405
15:00 - 16:00	33	145	0.399	33	145	0.217	33	145	0.616
16:00 - 17:00	33	145	0.391	33	145	0.222	33	145	0.613
17:00 - 18:00	33	145	0.448	33	145	0.199	33	145	0.647
18:00 - 19:00	33	145	0.358	33	145	0.199	33	145	0.557
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.946			2.953			5.899

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	145	0.016	33	145	0.040	33	145	0.056
08:00 - 09:00	33	145	0.036	33	145	0.099	33	145	0.135
09:00 - 10:00	33	145	0.038	33	145	0.038	33	145	0.076
10:00 - 11:00	33	145	0.026	33	145	0.028	33	145	0.054
11:00 - 12:00	33	145	0.032	33	145	0.032	33	145	0.064
12:00 - 13:00	33	145	0.031	33	145	0.027	33	145	0.058
13:00 - 14:00	33	145	0.028	33	145	0.028	33	145	0.056
14:00 - 15:00	33	145	0.032	33	145	0.031	33	145	0.063
15:00 - 16:00	33	145	0.095	33	145	0.051	33	145	0.146
16:00 - 17:00	33	145	0.059	33	145	0.039	33	145	0.098
17:00 - 18:00	33	145	0.043	33	145	0.033	33	145	0.076
18:00 - 19:00	33	145	0.042	33	145	0.040	33	145	0.082
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.478			0.486			0.964

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	145	0.000	33	145	0.020	33	145	0.020
08:00 - 09:00	33	145	0.002	33	145	0.039	33	145	0.041
09:00 - 10:00	33	145	0.002	33	145	0.011	33	145	0.013
10:00 - 11:00	33	145	0.005	33	145	0.004	33	145	0.009
11:00 - 12:00	33	145	0.003	33	145	0.004	33	145	0.007
12:00 - 13:00	33	145	0.003	33	145	0.004	33	145	0.007
13:00 - 14:00	33	145	0.005	33	145	0.002	33	145	0.007
14:00 - 15:00	33	145	0.005	33	145	0.005	33	145	0.010
15:00 - 16:00	33	145	0.027	33	145	0.006	33	145	0.033
16:00 - 17:00	33	145	0.016	33	145	0.003	33	145	0.019
17:00 - 18:00	33	145	0.015	33	145	0.002	33	145	0.017
18:00 - 19:00	33	145	0.015	33	145	0.003	33	145	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.098			0.103			0.201

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	33	145	0.102	33	145	0.431	33	145	0.533
08:00 - 09:00	33	145	0.221	33	145	0.713	33	145	0.934
09:00 - 10:00	33	145	0.212	33	145	0.280	33	145	0.492
10:00 - 11:00	33	145	0.187	33	145	0.236	33	145	0.423
11:00 - 12:00	33	145	0.205	33	145	0.224	33	145	0.429
12:00 - 13:00	33	145	0.233	33	145	0.214	33	145	0.447
13:00 - 14:00	33	145	0.233	33	145	0.218	33	145	0.451
14:00 - 15:00	33	145	0.241	33	145	0.244	33	145	0.485
15:00 - 16:00	33	145	0.527	33	145	0.276	33	145	0.803
16:00 - 17:00	33	145	0.474	33	145	0.271	33	145	0.745
17:00 - 18:00	33	145	0.514	33	145	0.240	33	145	0.754
18:00 - 19:00	33	145	0.421	33	145	0.246	33	145	0.667
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.570			3.593			7.163

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.

APPENDIX G

CENSUS DISTRIBUTION DATA

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population All usual residents aged 16 and over in employment the week before the census
 units Persons
 date 2011
 method of travel to work Driving a car or van

place of work : 2011 census merged local authority district	usual residence					Route		
	A	B	C	D	E			
E02004078 : Erewash 001	2	0.1%	1		1			
E02004080 : Erewash 003	38	2.1%	9	10	20			
E02004081 : Erewash 004	9	0.5%	4			5		
E02004082 : Erewash 005	8	0.4%		4		4		
E02004083 : Erewash 006	30	1.6%		30				
E02004084 : Erewash 007	3	0.2%		2		1		
E02004085 : Erewash 008	51	2.8%		51				
E02004086 : Erewash 009	47	2.6%	22			25		
E02004087 : Erewash 010	18	1.0%		18				
E02004088 : Erewash 011	36	2.0%			36			
E02004089 : Erewash 012	117	6.4%			117			
E02004090 : Erewash 013	96	5.2%	48			48		
E02004091 : Erewash 014	55	3.0%			45	10		
E02004092 : Erewash 015	39	2.1%			24	15		
E02006828 : Erewash 016	19	1.0%		10	9			
Derby	349	19.0%	175			174		
Nottingham	245	13.4%		124	121			
North West Leicestershire	136	7.4%		68		68		
Broxtowe	135	7.4%		68	67			
Amber Valley	49	2.7%	29	30				
South Derbyshire	48	2.6%	48					
Charnwood	38	2.1%		38				
Rushcliffe	35	1.9%		18		17		
Ashfield	34	1.9%	34					
East Staffordshire	23	1.3%				23		
Blaby	21	1.1%	11			10		
Leicester	17	0.9%		9		8		
Coventry	14	0.8%		7		7		
Derbyshire Dales	12	0.7%	6					
Gedling	12	0.7%		6	6			
Birmingham	6	0.3%		3		3		
Chesterfield	6	0.3%		6				
Hillingdon	6	0.3%		3		3		
Newark and Sherwood	6	0.3%		3		3		
Northampton	6	0.3%		3		3		
Bolsover	4	0.2%		4				
Leeds	4	0.2%		4				
Melton	4	0.2%		2		2		
North East Derbyshire	4	0.2%		2		2		
Walsall	4	0.2%		2		2		
Daventry	3	0.2%		2				
Harborough	3	0.2%		2				
Lincoln	3	0.2%		2				
Luton	3	0.2%		2				
Manchester	3	0.2%		2				
Mansfield	3	0.2%		2				
North Warwickshire	3	0.2%		2				
Stoke-on-Trent	3	0.2%		3				
Westminster, City of London	3	0.2%		2				
Dudley	2	0.1%		1		1		
East Lindsey	2	0.1%		1				
Milton Keynes	2	0.1%		1				
Rotherham	2	0.1%		1				
Rugby	2	0.1%		2				
Sheffield	2	0.1%		1				
South Staffordshire	2	0.1%				2		
Stratford-on-Avon	2	0.1%		2				
Warwick	2	0.1%		2				
York	2	0.1%		2				
TOTAL	1,833	100%	341	609	445	210	227	1832
			19%	33%	24%	11%	12%	100%



APPENDIX H

PICADY REPORT – PROPOSED SITE ACCESS JUNCTION

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution

Filename: 260116 A6005 Site Access T junction.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3594 Western Mere, Breaston\Calculations\Junction Modelling
Report generation date: 16/01/2026 14:46:55

- »Traffic - 2031 With Development, AM
- »Traffic - 2031 With Development, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic - 2031 With Development						
Stream B-AC	0.2	10.15	0.13	0.1	9.81	0.05
Stream C-AB	0.0	6.65	0.01	0.1	7.12	0.05

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

File summary

File Description

Title	A6005 Site Access
Location	Breaston
Site number	
Date	04/07/2025
Version	v1
Status	preliminary
Identifier	
Client	Peveril Homes
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 With Development	AM	ONE HOUR	08:00	09:30	15
D2	2031 With Development	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic	100.000

Traffic - 2031 With Development, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A6005 Site Access	T-Junction	Two-way		0.70	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A6005 Draycott Road West		Major
B	Site Access		Minor
C	A6005 Draycott Road East		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.00		✓	3.50	0.0	✓	3.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.75	0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	466	0.085	0.214	0.135	0.306
1	B-C	608	0.093	0.236	-	-
1	C-B	655	0.254	0.254	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2031 With Development	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	379	100.000
B		✓	50	100.000
C		✓	350	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	5	374
	B	21	0	29
	C	344	6	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.13	10.15	0.2	B
C-AB	0.01	6.65	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	452	0.083	37	0.1	8.680	A
C-AB	5	582	0.008	4	0.0	6.232	A
C-A	259			259			
A-B	4			4			
A-C	282			282			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	434	0.104	45	0.1	9.242	A
C-AB	5	568	0.010	5	0.0	6.400	A
C-A	309			309			
A-B	4			4			
A-C	336			336			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	410	0.134	55	0.2	10.137	B
C-AB	7	548	0.012	7	0.0	6.646	A
C-A	379			379			
A-B	6			6			
A-C	412			412			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	55	410	0.134	55	0.2	10.145	B
C-AB	7	548	0.012	7	0.0	6.646	A
C-A	379			379			
A-B	6			6			
A-C	412			412			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	45	434	0.104	45	0.1	9.253	A
C-AB	5	568	0.010	5	0.0	6.400	A
C-A	309			309			
A-B	4			4			
A-C	336			336			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	38	452	0.083	38	0.1	8.700	A
C-AB	5	582	0.008	5	0.0	6.233	A
C-A	259			259			
A-B	4			4			
A-C	282			282			

Traffic - 2031 With Development, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	A6005 Site Access	T-Junction	Two-way		0.42	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2031 With Development	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	434	100.000
B		✓	18	100.000
C		✓	383	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	18	416
	B	8	0	10
	C	358	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	1
	B	0	0	0
	C	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.05	9.81	0.1	A
C-AB	0.05	7.12	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	435	0.031	13	0.0	8.530	A
C-AB	19	571	0.033	19	0.0	6.511	A
C-A	270			270			
A-B	14			14			
A-C	313			313			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	415	0.039	16	0.0	9.022	A
C-AB	22	555	0.040	22	0.0	6.756	A
C-A	322			322			
A-B	16			16			
A-C	374			374			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	387	0.051	20	0.1	9.804	A
C-AB	28	533	0.052	27	0.1	7.124	A
C-A	394			394			
A-B	20			20			
A-C	458			458			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	20	387	0.051	20	0.1	9.807	A
C-AB	28	533	0.052	28	0.1	7.124	A
C-A	394			394			
A-B	20			20			
A-C	458			458			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	16	415	0.039	16	0.0	9.025	A
C-AB	22	555	0.040	23	0.0	6.760	A
C-A	322			322			
A-B	16			16			
A-C	374			374			

18:15 - 18:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	14	435	0.031	14	0.0	8.539	A
C-AB	19	571	0.033	19	0.0	6.514	A
C-A	270			270			
A-B	14			14			
A-C	313			313			

APPENDIX I

ARCADY REPORT – A6005/B6002 EATON FARM ROUNDABOUT

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: 260119 A6005 B6020 Wilsthorpe Road roundabout (unequal lane).j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3594 Western Mere, Breaston\Calculations\Junction Modelling\260116 - Junction Modelling
Report generation date: 19/01/2026 09:44:42

- »2025 Observed AM - 2025 Observed, AM
- »2025 Observed PM - 2025 Observed, PM
- »2031 Base AM - 2031 Base, AM
- »2031 Base PM - 2031 Base, PM
- »2031 With Dev AM - 2031 With Dev, AM
- »2031 With Dev PM - 2031 With Dev, PM

Summary of junction performance

	AM		
	Queue (Veh)	Delay (s)	RFC
	2025 Observed AM - 2025 Observed		
Arm A	0.5	3.33	0.34
Arm B	5.8	25.51	0.86
Arm C	0.7	3.51	0.40
Arm D	2.3	10.80	0.70

	PM		
	Queue (Veh)	Delay (s)	RFC
	2025 Observed PM - 2025 Observed		
Arm A	0.5	3.29	0.33
Arm B	5.2	21.67	0.85
Arm C	0.9	3.95	0.47
Arm D	1.8	9.81	0.65

	AM		
	Queue (Veh)	Delay (s)	RFC
	2031 Base AM - 2031 Base		
Arm A	0.6	3.58	0.37
Arm B	11.2	47.24	0.94
Arm C	0.8	3.77	0.43
Arm D	3.0	13.45	0.75

	PM		
--	----	--	--

	Queue (Veh)	Delay (s)	RFC
2031 Base PM - 2031 Base			
Arm A	0.6	3.54	0.36
Arm B	9.4	38.09	0.92
Arm C	1.0	4.30	0.50
Arm D	2.4	11.98	0.71

AM			
	Queue (Veh)	Delay (s)	RFC
2031 With Dev AM - 2031 With Dev			
Arm A	0.6	3.69	0.39
Arm B	12.0	50.18	0.95
Arm C	0.8	3.79	0.43
Arm D	3.0	13.69	0.76

PM			
	Queue (Veh)	Delay (s)	RFC
2031 With Dev PM - 2031 With Dev			
Arm A	0.6	3.55	0.37
Arm B	9.0	35.52	0.92
Arm C	1.0	4.44	0.51
Arm D	2.5	12.67	0.72

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

File summary

File Description

Title	A6005/B6002/Wilsthorpe Road
Location	Breaston
Site number	
Date	19/06/2025
Version	v 1
Status	preliminary
Identifier	
Client	Peeveril Homes
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	ONE HOUR	07:15	08:45	15	✓
D2	2025 Observed	PM	ONE HOUR	17:00	18:30	15	✓
D3	2031 Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓
D5	2031 With Dev	AM	ONE HOUR	07:15	08:45	15	✓
D6	2031 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

2025 Observed AM - 2025 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	2025 Observed AM	✓	✓	D1	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A6005/B6002/Wilsthorpe Road	Standard Roundabout		A, B, C, D	12.07	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A6005 Derby Road West	
B	B6002 Petersham Road	
C	A6005 Derby Road East	
D	Wilsthorpe Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.92	8.38	35.2	48.3	32.8	24.5	
B	3.51	10.78	9.7	20.0	25.4	26.5	
C	5.34	9.83	10.4	48.7	25.4	16.0	
D	3.83	8.04	5.3	11.9	32.8	30.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A	None		
B	Direct	BC methodology	-278
C	None		
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.811	2398
B	0.672	1456
C	0.821	2358
D	0.596	1465

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	500	100.000
B		ONE HOUR	✓	781	100.000
C		ONE HOUR	✓	619	100.000
D		ONE HOUR	✓	695	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	119	257	124
	B	80	0	270	431
	C	200	213	0	206
	D	137	380	178	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	2	5
	B	8	0	2	4
	C	3	5	0	1
	D	1	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.34	3.33	0.5	A	459	688
B	0.86	25.51	5.8	D	717	1075
C	0.40	3.51	0.7	A	568	852
D	0.70	10.80	2.3	B	638	957

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	376	94	578	1852	0.203	375	312	0.0	0.3	2.436	A
B	588	147	419	1125	0.522	584	534	0.0	1.1	6.594	A
C	466	117	475	1893	0.246	465	528	0.0	0.3	2.518	A
D	523	131	370	1203	0.435	520	570	0.0	0.8	5.251	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	449	112	692	1759	0.255	449	374	0.3	0.3	2.747	A
B	702	176	502	1071	0.656	699	639	1.1	1.8	9.604	A
C	556	139	569	1814	0.307	556	632	0.3	0.4	2.861	A
D	625	156	443	1159	0.539	623	682	0.8	1.2	6.704	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	551	138	845	1634	0.337	550	457	0.3	0.5	3.317	A
B	860	215	614	996	0.863	846	781	1.8	5.3	22.133	C
C	682	170	690	1713	0.398	681	770	0.4	0.7	3.482	A
D	765	191	541	1099	0.696	761	830	1.2	2.2	10.523	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	551	138	849	1632	0.337	551	459	0.5	0.5	3.329	A
B	860	215	615	995	0.864	858	784	5.3	5.8	25.509	D
C	682	170	698	1707	0.399	682	776	0.7	0.7	3.511	A
D	765	191	543	1098	0.697	765	837	2.2	2.3	10.804	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	449	112	697	1755	0.256	450	378	0.5	0.3	2.761	A
B	702	176	504	1069	0.657	717	643	5.8	2.0	10.645	B
C	556	139	581	1804	0.308	557	640	0.7	0.4	2.888	A
D	625	156	445	1157	0.540	629	693	2.3	1.2	6.876	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	376	94	582	1849	0.204	377	315	0.3	0.3	2.447	A
B	588	147	422	1124	0.523	591	537	2.0	1.1	6.801	A
C	466	117	480	1888	0.247	466	533	0.4	0.3	2.532	A
D	523	131	372	1202	0.435	525	575	1.2	0.8	5.332	A

2025 Observed PM - 2025 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A2	2025 Observed PM	✓	✓	D2	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A6005/B6002/Wilsthorpe Road	Standard Roundabout		A, B, C, D	10.65	B

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A6005 Derby Road West	
B	B6002 Petersham Road	
C	A6005 Derby Road East	
D	Wilsthorpe Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.92	8.38	35.2	48.3	32.8	24.5	
B	3.51	10.78	9.7	20.0	25.4	26.5	
C	5.34	9.83	10.4	48.7	25.4	16.0	
D	3.83	8.04	5.3	11.9	32.8	30.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A	None		
B	Direct	BC methodology	-277
C	None		
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.811	2398
B	0.672	1457
C	0.821	2358
D	0.596	1465

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025 Observed	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	490	100.000
B		ONE HOUR	✓	815	100.000
C		ONE HOUR	✓	719	100.000
D		ONE HOUR	✓	623	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	116	248	126
	B	84	0	258	473
	C	209	321	0	189
	D	125	360	138	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	2	0
	B	1	0	2	1
	C	2	2	0	2
	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.33	3.29	0.5	A	450	674
B	0.85	21.67	5.2	C	748	1122
C	0.47	3.95	0.9	A	660	990
D	0.65	9.81	1.8	A	572	858

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	369	92	614	1867	0.198	368	313	0.0	0.2	2.400	A
B	614	153	384	1180	0.520	609	598	0.0	1.1	6.264	A
C	541	135	511	1897	0.285	540	482	0.0	0.4	2.650	A
D	469	117	461	1183	0.396	466	590	0.0	0.7	5.006	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	440	110	735	1769	0.249	440	375	0.2	0.3	2.708	A
B	733	183	460	1129	0.649	730	715	1.1	1.8	8.948	A
C	646	162	612	1815	0.356	646	578	0.4	0.6	3.076	A
D	560	140	551	1128	0.496	559	706	0.7	1.0	6.309	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	539	135	899	1637	0.330	539	458	0.3	0.5	3.276	A
B	897	224	562	1060	0.847	885	875	1.8	4.8	19.364	C
C	792	198	744	1709	0.463	790	704	0.6	0.9	3.916	A
D	686	171	674	1054	0.651	683	860	1.0	1.8	9.612	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	539	135	902	1635	0.330	539	460	0.5	0.5	3.286	A
B	897	224	564	1059	0.847	896	877	4.8	5.2	21.669	C
C	792	198	751	1702	0.465	792	709	0.9	0.9	3.952	A
D	686	171	676	1053	0.652	686	867	1.8	1.8	9.807	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	440	110	739	1766	0.250	441	378	0.5	0.3	2.721	A
B	733	183	462	1128	0.650	746	719	5.2	1.9	9.719	A
C	646	162	623	1806	0.358	648	584	0.9	0.6	3.109	A
D	560	140	554	1126	0.497	563	716	1.8	1.0	6.432	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	369	92	618	1864	0.198	369	315	0.3	0.2	2.411	A
B	614	153	386	1179	0.521	617	601	1.9	1.1	6.443	A
C	541	135	516	1893	0.286	542	486	0.6	0.4	2.667	A
D	469	117	463	1182	0.397	470	595	1.0	0.7	5.073	A

2031 Base AM - 2031 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A3	2031 Base AM	✓	✓	D3	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A6005/B6002/Wilthorpe Road	Standard Roundabout		A, B, C, D	19.48	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A6005 Derby Road West	
B	B6002 Petersham Road	
C	A6005 Derby Road East	
D	Wilthorpe Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.92	8.38	35.2	48.3	32.8	24.5	
B	3.51	10.78	9.7	20.0	25.4	26.5	
C	5.34	9.83	10.4	48.7	25.4	16.0	
D	3.83	8.04	5.3	11.9	32.8	30.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A	None		
B	Direct	BC methodology	-278
C	None		
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.811	2398
B	0.672	1456
C	0.821	2358
D	0.596	1465

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 Base	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	531	100.000
B		ONE HOUR	✓	830	100.000
C		ONE HOUR	✓	657	100.000
D		ONE HOUR	✓	739	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	126	273	132
	B	85	0	287	458
	C	212	226	0	219
	D	146	404	189	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	4	2	5
	B	7	0	2	4
	C	2	5	0	1
	D	1	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.37	3.58	0.6	A	487	731
B	0.94	47.24	11.2	E	762	1142
C	0.43	3.77	0.8	A	603	904
D	0.75	13.45	3.0	B	678	1017

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	400	100	613	1823	0.219	399	332	0.0	0.3	2.523	A
B	625	156	445	1109	0.563	620	567	0.0	1.3	7.283	A
C	495	124	505	1874	0.264	493	561	0.0	0.4	2.604	A
D	556	139	392	1190	0.467	553	606	0.0	0.9	5.617	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	477	119	735	1725	0.277	477	397	0.3	0.4	2.885	A
B	746	187	533	1051	0.710	742	678	1.3	2.3	11.485	B
C	591	148	604	1791	0.330	590	671	0.4	0.5	2.995	A
D	664	166	469	1144	0.581	662	725	0.9	1.4	7.445	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	585	146	897	1593	0.367	584	483	0.4	0.6	3.568	A
B	914	228	652	972	0.940	886	829	2.3	9.3	34.183	D
C	723	181	725	1690	0.428	722	813	0.5	0.7	3.716	A
D	814	203	572	1082	0.752	808	875	1.4	2.9	12.859	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	585	146	901	1589	0.368	585	487	0.6	0.6	3.584	A
B	914	228	654	971	0.941	906	832	9.3	11.2	47.244	E
C	723	181	738	1679	0.431	723	822	0.7	0.8	3.766	A
D	814	203	575	1080	0.753	813	886	2.9	3.0	13.455	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	477	119	742	1719	0.278	478	403	0.6	0.4	2.904	A
B	746	187	536	1049	0.711	781	684	11.2	2.6	15.005	C
C	591	148	630	1770	0.334	592	687	0.8	0.5	3.059	A
D	664	166	474	1141	0.582	671	747	3.0	1.4	7.753	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	400	100	618	1819	0.220	400	335	0.4	0.3	2.537	A
B	625	156	448	1107	0.564	630	571	2.6	1.3	7.614	A
C	495	124	512	1869	0.265	495	566	0.5	0.4	2.621	A
D	556	139	395	1189	0.468	558	612	1.4	0.9	5.728	A

2031 Base PM - 2031 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A4	2031 Base PM	✓	✓	D4	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A6005/B6002/Wilthorpe Road	Standard Roundabout		A, B, C, D	16.38	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A6005 Derby Road West	
B	B6002 Petersham Road	
C	A6005 Derby Road East	
D	Wilthorpe Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.92	8.38	35.2	48.3	32.8	24.5	
B	3.51	10.78	9.7	20.0	25.4	26.5	
C	5.34	9.83	10.4	48.7	25.4	16.0	
D	3.83	8.04	5.3	11.9	32.8	30.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A	None		
B	Direct	BC methodology	-278
C	None		
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.811	2398
B	0.672	1456
C	0.821	2358
D	0.596	1465

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 Base	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	521	100.000
B		ONE HOUR	✓	866	100.000
C		ONE HOUR	✓	764	100.000
D		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	123	264	134
	B	89	0	274	503
	C	222	341	0	201
	D	133	383	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	2	0
	B	1	0	2	1
	C	2	1	0	1
	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.36	3.54	0.6	A	478	717
B	0.92	38.09	9.4	E	795	1192
C	0.50	4.30	1.0	A	701	1052
D	0.71	11.98	2.4	B	608	913

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	392	98	653	1838	0.213	391	333	0.0	0.3	2.488	A
B	652	163	409	1162	0.561	647	635	0.0	1.3	6.921	A
C	575	144	543	1885	0.305	573	513	0.0	0.4	2.742	A
D	499	125	489	1167	0.428	496	627	0.0	0.7	5.341	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	468	117	781	1734	0.270	468	398	0.3	0.4	2.843	A
B	779	195	489	1108	0.702	774	760	1.3	2.3	10.653	B
C	687	172	650	1797	0.382	686	614	0.4	0.6	3.238	A
D	596	149	585	1109	0.537	594	751	0.7	1.1	6.968	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	574	143	955	1595	0.360	573	485	0.4	0.6	3.521	A
B	953	238	598	1035	0.921	930	929	2.3	8.2	29.344	D
C	841	210	783	1688	0.498	840	745	0.6	1.0	4.236	A
D	730	182	714	1031	0.708	725	908	1.1	2.3	11.580	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	574	143	959	1592	0.360	574	488	0.6	0.6	3.535	A
B	953	238	600	1034	0.922	948	932	8.2	9.4	38.094	E
C	841	210	796	1678	0.501	841	753	1.0	1.0	4.303	A
D	730	182	717	1030	0.709	730	920	2.3	2.4	11.977	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	468	117	787	1729	0.271	469	403	0.6	0.4	2.860	A
B	779	195	492	1107	0.703	806	765	9.4	2.5	13.008	B
C	687	172	672	1779	0.386	688	626	1.0	0.6	3.306	A
D	596	149	590	1106	0.539	601	770	2.4	1.2	7.187	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	392	98	657	1834	0.214	393	335	0.4	0.3	2.498	A
B	652	163	411	1161	0.562	657	639	2.5	1.3	7.206	A
C	575	144	550	1879	0.306	576	518	0.6	0.4	2.764	A
D	499	125	492	1166	0.428	501	634	1.2	0.8	5.429	A

2031 With Dev AM - 2031 With Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A5	2031 With Dev AM	✓	✓	D5	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A6005/B6002/Wilsthorpe Road	Standard Roundabout		A, B, C, D	20.32	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A6005 Derby Road West	
B	B6002 Petersham Road	
C	A6005 Derby Road East	
D	Wilsthorpe Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.92	8.38	35.2	48.3	32.8	24.5	
B	3.51	10.78	9.7	20.0	25.4	26.5	
C	5.34	9.83	10.4	48.7	25.4	16.0	
D	3.83	8.04	5.3	11.9	32.8	30.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A	None		
B	Direct	BC methodology	-271
C	None		
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.811	2398
B	0.672	1463
C	0.821	2358
D	0.596	1465

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2031 With Dev	AM	ONE HOUR	07:15	08:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	560	100.000
B		ONE HOUR	✓	834	100.000
C		ONE HOUR	✓	660	100.000
D		ONE HOUR	✓	739	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	143	285	132
	B	89	0	287	458
	C	215	226	0	219
	D	146	404	189	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	3	2	5
	B	7	0	2	4
	C	2	5	0	1
	D	1	4	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.39	3.69	0.6	A	514	771
B	0.95	50.18	12.0	F	765	1148
C	0.43	3.79	0.8	A	606	908
D	0.76	13.69	3.0	B	678	1017

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	422	105	613	1828	0.231	420	337	0.0	0.3	2.555	A
B	628	157	454	1110	0.566	623	579	0.0	1.3	7.316	A
C	497	124	508	1872	0.265	495	570	0.0	0.4	2.613	A
D	556	139	398	1187	0.469	553	605	0.0	0.9	5.645	A

07:30 - 07:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	503	126	734	1729	0.291	503	403	0.3	0.4	2.936	A
B	750	187	544	1050	0.714	745	694	1.3	2.4	11.629	B
C	593	148	607	1788	0.332	593	682	0.4	0.5	3.009	A
D	664	166	476	1140	0.583	662	725	0.9	1.4	7.505	A

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	617	154	896	1597	0.386	616	491	0.4	0.6	3.666	A
B	918	230	665	970	0.947	888	847	2.4	9.8	35.546	E
C	727	182	728	1688	0.431	726	826	0.5	0.8	3.739	A
D	814	203	580	1077	0.755	807	874	1.4	2.9	13.054	B

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	617	154	901	1593	0.387	617	494	0.6	0.6	3.687	A
B	918	230	667	969	0.948	909	851	9.8	12.0	50.185	F
C	727	182	742	1676	0.434	727	835	0.8	0.8	3.791	A
D	814	203	583	1075	0.757	813	886	2.9	3.0	13.686	B

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	503	126	742	1723	0.292	504	410	0.6	0.4	2.955	A
B	750	187	547	1048	0.715	787	699	12.0	2.6	15.601	C
C	593	148	635	1765	0.336	594	699	0.8	0.5	3.079	A
D	664	166	481	1137	0.585	671	748	3.0	1.4	7.827	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	422	105	619	1824	0.231	422	340	0.4	0.3	2.568	A
B	628	157	457	1108	0.567	633	583	2.6	1.3	7.661	A
C	497	124	515	1866	0.266	497	575	0.5	0.4	2.633	A
D	556	139	400	1186	0.469	559	612	1.4	0.9	5.760	A

2031 With Dev PM - 2031 With Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	Arm A - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Analysis Set Details

ID	Name	Include in report	Use specific Demand Set (s)	Specific Demand Set (s)	Network flow scaling factor (%)	Network capacity scaling factor (%)
A6	2031 With Dev PM	✓	✓	D6	100.000	100.000

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	A6005/B6002/Wilsthorpe Road	Standard Roundabout		A, B, C, D	15.81	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A6005 Derby Road West	
B	B6002 Petersham Road	
C	A6005 Derby Road East	
D	Wilsthorpe Road	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	4.92	8.38	35.2	48.3	32.8	24.5	
B	3.51	10.78	9.7	20.0	25.4	26.5	
C	5.34	9.83	10.4	48.7	25.4	16.0	
D	3.83	8.04	5.3	11.9	32.8	30.5	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Direct intercept adjustment (PCU/hr)
A	None		
B	Direct	BC methodology	-252
C	None		
D	None		

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.811	2398
B	0.672	1482
C	0.821	2358
D	0.596	1465

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2031 With Dev	PM	ONE HOUR	17:00	18:30	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	531	100.000
B		ONE HOUR	✓	881	100.000
C		ONE HOUR	✓	774	100.000
D		ONE HOUR	✓	663	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	129	268	134
	B	104	0	274	503
	C	232	341	0	201
	D	133	383	147	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	2	1	0
	B	1	0	2	1
	C	2	1	0	1
	D	0	0	1	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.37	3.55	0.6	A	487	731
B	0.92	35.52	9.0	E	808	1213
C	0.51	4.44	1.0	A	710	1065
D	0.72	12.67	2.5	B	608	913

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	400	100	653	1847	0.216	399	351	0.0	0.3	2.485	A
B	663	166	412	1187	0.559	658	639	0.0	1.2	6.745	A
C	583	146	554	1875	0.311	581	516	0.0	0.4	2.778	A
D	499	125	508	1156	0.432	496	627	0.0	0.8	5.433	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	477	119	781	1743	0.274	477	421	0.3	0.4	2.844	A
B	792	198	493	1133	0.699	788	765	1.2	2.2	10.311	B
C	696	174	663	1786	0.390	695	618	0.4	0.6	3.299	A
D	596	149	608	1096	0.544	594	751	0.8	1.2	7.154	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	585	146	954	1603	0.365	584	512	0.4	0.6	3.531	A
B	970	242	603	1060	0.915	948	935	2.2	7.8	27.844	D
C	852	213	800	1674	0.509	851	750	0.6	1.0	4.364	A
D	730	182	742	1015	0.719	725	909	1.2	2.4	12.196	B

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	585	146	959	1599	0.366	585	516	0.6	0.6	3.546	A
B	970	242	604	1059	0.916	966	939	7.8	9.0	35.518	E
C	852	213	813	1664	0.512	852	757	1.0	1.0	4.435	A
D	730	182	745	1013	0.721	730	920	2.4	2.5	12.672	B

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	477	119	788	1737	0.275	478	426	0.6	0.4	2.862	A
B	792	198	495	1132	0.700	818	771	9.0	2.4	12.372	B
C	696	174	684	1769	0.393	697	629	1.0	0.7	3.364	A
D	596	149	613	1093	0.545	601	769	2.5	1.2	7.401	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	400	100	658	1843	0.217	400	354	0.4	0.3	2.497	A
B	663	166	414	1186	0.559	668	644	2.4	1.3	7.007	A
C	583	146	561	1869	0.312	583	521	0.7	0.5	2.800	A
D	499	125	511	1154	0.432	501	634	1.2	0.8	5.527	A

Junction	A6005 B6002 Wilsthorpe Road roundabout											
Arm	B - B6002 Petersham Road											
flow scenario	2025 Observed AM		2025 Observed PM		2030 Base AM		2030 Base PM		2030 WD AM		2030 WD PM	
	existing	adjusted	existing	adjusted	existing	adjusted	existing	adjusted	existing	adjusted	existing	adjusted
geometry												
v (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
e (m)	10.8	4.5	10.8	4.5	10.8	4.5	10.8	4.5	10.8	4.5	10.8	4.5
l' (m)	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7
r (m)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
D (m)	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4
PHI	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
calculations												
$K = 1 - 0.00347 (PHI - 30) - 0.978(1/r - 0.05)$	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012
$t_D = 1 + 0.5 / (1 + \exp[(D - 60) / 10])$	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485
$X_2 = v + \{(e - v) / (1 + 2S)\}$	5.649	4.256	5.649	4.256	5.649	4.256	5.649	4.256	5.649	4.256	5.649	4.256
$S = 1.6 \{(e - v) / l'\}$	1.199	0.163	1.199	0.163	1.199	0.163	1.199	0.163	1.199	0.163	1.199	0.163
$Q_c = \text{circulatory flow passing entry arm}$	559	559	512	512	594	594	545	545	606	606	549	549
$Q_e (\text{entry capacity}) = F - f_c Q_c \text{ for at-grade rbs}$	1357	979	1388	1006	1333	958	1366	987	1325	951	1364	985
$f_c (\text{slope}) = 0.210 t_D K (1 + 0.2 X_2)$	0.672	0.584	0.672	0.584	0.672	0.584	0.672	0.584	0.672	0.584	0.672	0.584
$F (\text{intercept}) = 303 X_2 K$	1733	1305	1733	1305	1733	1305	1733	1305	1733	1305	1733	1305
flow across whole approach	781		815		830		866		834		881	
flow in 'main' lane		701		731		745		777		745		777
Intercept Weighting Factor		1.114		1.115		1.114		1.115		1.119		1.134
Intercept Correction (pcus/hr)		-278		-277		-278		-278		-271		-252
Capacity Adjustment		1454		1455		1454		1455		1461		1480
Slope adjustment		83.9%		84.0%		83.9%		84.0%		84.3%		85.4%
New slope		0.564		0.565		0.564		0.564		0.567		0.574

Junction	A6005 B6002 Wilsthorpe Road roundabout											
Arm	C - A6005 Derby Road East											
flow scenario	2025 Observed AM		2025 Observed PM		2030 Base AM		2030 Base PM		2030 WD AM		2030 WD PM	
geometry	existing	adjusted	existing	adjusted	existing	adjusted	existing	adjusted	existing	adjusted	existing	adjusted
v (m)	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3	5.3
e (m)	9.8	5.3	9.8	5.3	9.8	5.3	9.8	5.3	9.8	5.3	10.8	5.3
l' (m)	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7	9.7
r (m)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0
D (m)	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4	25.4
PHI	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5	26.5
calculations												
$K = 1 - 0.00347 (PHI-30) - 0.978(1/r-0.05)$	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012	1.012
$t_b = 1 + 0.5/(1+\exp[(D-60)/10])$	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485	1.485
$X_2 = v + \{(e-v)/(1+2S)\}$	7.111	5.300	7.111	5.300	7.111	5.300	7.111	5.300	7.111	5.300	7.252	5.300
$S = 1.6\{(e-v)/l'\}$	0.742	0.000	0.742	0.000	0.742	0.000	0.742	0.000	0.742	0.000	0.904	0.000
Q _c = circulatory flow passing entry arm	635	635	683	683	675	675	726	726	679	679	741	741
Q _c (entry capacity) = F - f _c Q _c for at-grade rbs	1695	1213	1659	1181	1665	1187	1626	1153	1662	1184	1651	1144
f _c (slope) = 0.210t _b K(1+0.2X ₂)	0.764	0.650	0.764	0.650	0.764	0.650	0.764	0.650	0.764	0.650	0.773	0.650
F (intercept) = 303X ₂ K	2181	1625	2181	1625	2181	1625	2181	1625	2181	1625	2224	1625
flow across whole approach	619		719		657		764		739		774	
flow in 'main' lane		413		530		438		563		563		441
Intercept Weighting Factor		1.499		1.357		1.500		1.357		1.313		1.755
Intercept Correction (pcus/hr)		255		24		257		25		-47		629
Capacity Adjustment		2436		2205		2438		2206		2134		2853
Slope adjustment		111.7%		101.1%		111.8%		101.1%		97.8%		128.3%
New slope		0.854		0.773		0.855		0.773		0.748		0.992

APPENDIX J

ARCADY REPORT – A6005/BOSTOCKS LANE MINI
ROUNDBOUT

Junctions 9
ARCADY 9 - Roundabout Module
Version: 9.5.0.6896 © Copyright TRL Limited, 2018
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Filename: 260116 B6002 Bostocks Lane mini roundabout.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC3594 Western Mere, Breaston\Calculations\Junction Modelling\260116 - Junction Modelling
Report generation date: 16/01/2026 14:54:40

- »Traffic - 2025 Observed, AM
- »Traffic - 2025 Observed, PM
- »Traffic - 2031 Base, AM
- »Traffic - 2031 Base, PM
- »Traffic - 2031 With Dev, AM
- »Traffic - 2031 With Dev, PM

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic - 2025 Observed						
Arm A	26.0	94.98	1.02	17.1	66.53	0.98
Arm B	202.4	1025.32	1.44	238.0	1173.81	1.49
Arm C	1.1	6.73	0.53	1.2	6.58	0.54
Traffic - 2031 Base						
Arm A	54.0	173.65	1.09	38.5	127.91	1.05
Arm B	266.9	1417.83	1.53	314.4	1580.63	1.59
Arm C	1.3	7.23	0.56	1.3	6.98	0.57
Traffic - 2031 With Dev						
Arm A	62.8	197.99	1.11	41.1	135.06	1.06
Arm B	272.0	1452.49	1.53	333.8	1672.59	1.62
Arm C	1.3	7.26	0.57	1.3	7.03	0.57

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

File summary

File Description

Title	B6002/Bostocks Lane mini roundabout
Location	Long Eaton
Site number	
Date	02/07/2025
Version	v 1
Status	preliminary
Identifier	
Client	Peeveril Homes
Jobnumber	
Enumerator	ADC-AAD-PC1\ADC
Description	

Units

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

Analysis Options

Mini-roundabout model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9			0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Observed	AM	ONE HOUR	08:00	09:30	15
D2	2025 Observed	PM	ONE HOUR	17:00	18:30	15
D3	2031 Base	AM	ONE HOUR	08:00	09:30	15
D4	2031 Base	PM	ONE HOUR	17:00	18:30	15
D5	2031 With Dev	AM	ONE HOUR	08:00	09:30	15
D6	2031 With Dev	PM	ONE HOUR	17:00	18:30	15

Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	Traffic	100.000

Traffic - 2025 Observed, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B6002/Bostocks Lane	Mini-roundabout		A, B, C	427.99	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	B6002 Petersham Road	
B	Bostocks Lane	
C	B6002 Longmoor Road	

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
A	3.51	3.26	5.91	26.4	15.65	12.91	0.0	✓
B	3.87	3.38	6.07	4.4	15.48	11.31	0.0	✓
C	3.71	3.45	6.56	10.3	20.00	20.00	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.574	1166
B	0.532	845
C	0.860	1610

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2025 Observed	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	880	100.000
B		✓	858	100.000
C		✓	550	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	627	253
	B	593	0	265
	C	277	273	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	7	0	5
	C	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	1.02	94.98	26.0	F
B	1.44	1025.32	202.4	F
C	0.53	6.73	1.1	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	663	204	1009	0.656	655	1.8	9.968	A
B	646	188	698	0.925	616	7.5	35.973	E
C	414	426	1165	0.355	412	0.5	4.765	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	791	245	986	0.802	784	3.7	17.171	C
B	771	225	679	1.135	670	32.9	125.481	F
C	494	463	1133	0.437	494	0.8	5.625	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	969	300	954	1.015	913	17.6	55.367	F
B	945	263	660	1.431	660	104.1	385.475	F
C	606	456	1139	0.532	604	1.1	6.718	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	969	301	954	1.016	935	26.0	94.976	F
B	945	269	657	1.438	657	176.0	771.098	F
C	606	454	1140	0.531	606	1.1	6.731	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	791	246	985	0.803	876	4.7	45.803	E
B	771	252	666	1.159	666	202.4	1025.316	F
C	494	460	1135	0.436	496	0.8	5.645	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	663	206	1008	0.657	673	2.0	11.062	B
B	646	194	696	0.929	692	190.9	1023.155	F
C	414	478	1119	0.370	415	0.6	5.117	A

Traffic - 2025 Observed, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B6002/Bostocks Lane	Mini-roundabout		A, B, C	479.33	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2025 Observed	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	870	100.000
B		✓	915	100.000
C		✓	577	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	601	269
	B	613	0	302
	C	317	260	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	2	0	1
	C	3	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	0.98	66.53	17.1	F
B	1.49	1173.81	238.0	F
C	0.54	6.58	1.2	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	655	195	1031	0.635	648	1.7	9.242	A
B	689	200	724	0.951	652	9.1	39.581	E
C	434	437	1196	0.363	432	0.6	4.701	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	782	233	1009	0.775	776	3.2	15.048	C
B	823	240	703	1.170	696	40.7	145.022	F
C	519	466	1170	0.443	518	0.8	5.507	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	958	286	979	0.978	919	13.0	43.643	E
B	1007	284	679	1.483	679	122.8	444.233	F
C	635	455	1180	0.538	634	1.1	6.570	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	958	286	979	0.979	941	17.1	66.526	F
B	1007	291	676	1.491	676	205.7	870.953	F
C	635	453	1182	0.537	635	1.2	6.580	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	782	234	1009	0.775	835	3.8	25.783	D
B	823	258	693	1.187	693	238.0	1149.090	F
C	519	464	1172	0.442	520	0.8	5.533	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	655	196	1031	0.636	663	1.8	9.989	A
B	689	205	722	0.954	719	230.6	1173.809	F
C	434	481	1158	0.375	435	0.6	4.987	A

Traffic - 2031 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B6002/Bostocks Lane	Mini-roundabout		A, B, C	607.61	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2031 Base	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	935	100.000
B		✓	912	100.000
C		✓	584	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	666	269
	B	630	0	282
	C	294	290	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	7	0	5
	C	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	1.09	173.65	54.0	F
B	1.53	1417.83	266.9	F
C	0.56	7.23	1.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	704	217	1002	0.703	695	2.3	11.410	B
B	687	200	692	0.992	639	11.9	49.123	E
C	440	441	1152	0.382	437	0.6	5.022	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	841	260	977	0.860	829	5.2	22.571	C
B	820	238	673	1.219	669	49.7	181.792	F
C	525	462	1133	0.463	524	0.9	5.897	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1029	318	944	1.091	925	31.3	85.011	F
B	1004	266	659	1.525	658	136.2	518.877	F
C	643	455	1140	0.564	641	1.3	7.197	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1029	319	943	1.092	939	54.0	173.647	F
B	1004	270	657	1.530	656	223.1	994.016	F
C	643	453	1141	0.564	643	1.3	7.229	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	841	262	976	0.861	959	24.4	150.901	F
B	820	276	654	1.254	654	264.7	1334.418	F
C	525	451	1143	0.459	527	0.9	5.862	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	704	219	1001	0.703	792	2.5	24.354	C
B	687	228	678	1.013	678	266.9	1417.828	F
C	440	468	1128	0.390	441	0.6	5.244	A

Traffic - 2031 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B6002/Bostocks Lane	Mini-roundabout		A, B, C	660.16	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2031 Base	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	925	100.000
B		✓	973	100.000
C		✓	613	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	639	286
	B	652	0	321
	C	337	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	2	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	1.05	127.91	38.5	F
B	1.59	1580.63	314.4	F
C	0.57	6.98	1.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	696	207	1024	0.680	688	2.0	10.469	B
B	733	213	718	1.021	673	15.0	55.373	F
C	461	451	1190	0.388	459	0.6	4.905	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	832	248	1001	0.831	822	4.4	19.184	C
B	875	254	695	1.258	693	60.5	211.176	F
C	551	464	1179	0.468	550	0.9	5.719	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1018	303	969	1.051	941	23.8	67.625	F
B	1071	291	676	1.585	676	159.4	595.889	F
C	675	453	1189	0.568	673	1.3	6.960	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1018	304	969	1.051	960	38.5	127.910	F
B	1071	297	673	1.592	673	259.0	1121.955	F
C	675	451	1190	0.567	675	1.3	6.984	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	832	249	1000	0.831	959	6.6	85.223	F
B	875	297	673	1.300	673	309.5	1492.225	F
C	551	451	1190	0.463	553	0.9	5.661	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	696	208	1024	0.680	714	2.2	12.231	B
B	733	221	713	1.027	713	314.4	1580.628	F
C	461	478	1167	0.395	462	0.7	5.116	A

Traffic - 2031 With Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B6002/Bostocks Lane	Mini-roundabout		A, B, C	628.46	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2031 With Dev	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	952	100.000
B		✓	916	100.000
C		✓	584	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	683	269
	B	634	0	282
	C	294	290	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	4	2
	B	7	0	5
	C	5	4	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	1.11	197.99	62.8	F
B	1.53	1452.49	272.0	F
C	0.57	7.26	1.3	A

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	717	217	1002	0.715	707	2.4	11.857	B
B	690	200	692	0.996	640	12.3	50.180	F
C	440	443	1150	0.382	437	0.6	5.034	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	856	260	977	0.876	842	5.8	24.466	C
B	823	238	673	1.224	669	50.9	185.642	F
C	525	463	1132	0.464	524	0.9	5.908	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1048	318	943	1.111	929	35.7	94.216	F
B	1009	262	660	1.527	660	138.0	525.263	F
C	643	457	1138	0.565	641	1.3	7.226	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1048	319	943	1.112	940	62.8	197.987	F
B	1009	266	659	1.531	659	225.4	1002.376	F
C	643	456	1139	0.565	643	1.3	7.261	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	856	262	976	0.877	961	36.5	188.093	F
B	823	272	656	1.256	656	267.4	1349.163	F
C	525	454	1141	0.460	527	0.9	5.880	A

09:15 - 09:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	717	219	1001	0.716	852	2.7	43.870	E
B	690	241	672	1.027	671	272.0	1452.492	F
C	440	465	1131	0.389	441	0.6	5.219	A

Traffic - 2031 With Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	B6002/Bostocks Lane	Mini-roundabout		A, B, C	702.81	F

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2031 With Dev	PM	ONE HOUR	17:00	18:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	931	100.000
B		✓	988	100.000
C		✓	613	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	645	286
	B	667	0	321
	C	337	276	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	2
	B	2	0	1
	C	2	2	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
A	1.06	135.06	41.1	F
B	1.62	1672.59	333.8	F
C	0.57	7.03	1.3	A

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	701	207	1024	0.684	693	2.1	10.597	B
B	744	213	718	1.037	677	16.7	59.601	F
C	461	457	1185	0.389	459	0.6	4.942	A

17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	837	248	1001	0.836	827	4.5	19.670	C
B	888	254	695	1.277	693	65.4	228.156	F
C	551	468	1175	0.469	550	0.9	5.757	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1025	303	969	1.058	943	25.1	70.289	F
B	1088	290	677	1.608	676	168.3	632.175	F
C	675	457	1185	0.569	673	1.3	7.005	A

17:45 - 18:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	1025	304	969	1.058	961	41.1	135.057	F
B	1088	295	674	1.615	674	271.9	1183.714	F
C	675	455	1187	0.569	675	1.3	7.030	A

18:00 - 18:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	837	249	1000	0.837	972	7.4	95.210	F
B	888	299	672	1.322	672	326.0	1568.148	F
C	551	453	1188	0.464	553	0.9	5.684	A

18:15 - 18:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
A	701	208	1024	0.685	722	2.3	12.672	B
B	744	222	713	1.044	713	333.8	1672.590	F
C	461	481	1164	0.396	462	0.7	5.136	A