



Land at Moorway Lane, Derby

Transport Assessment

Client: Ainscough Strategic Land

i-Transport Ref: JM/BD/ITM16217-005B

Date: 08 October 2025

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EXECUTIVE SUMMARY

This Transport Assessment (TA) supports a planning application for a proposed residential development of up to 350 new homes and local centre at Moorway Lane, Derby. The approach to the TA reflects a new approach to the assessment of the transport impact of development proposals, in accordance with the NPPF.

The TA outlines a sustainable transport vision that is aligned with local and national transport policies, and which reflects wider objectives to improve health, reduce transport inequality, and reduce carbon and other environmental impacts of development. The vision comprises:

- Creation of a healthy, walkable neighbourhood
- Designing streets for people
- Reducing car dominance
- Supporting future mobility
- Working within the landscape

Accessibility and Connectivity

The site benefits from good existing infrastructure:

- A network of footways/cycleways and a signed network of cycle friendly streets towards Derby City Centre
- Regular bus services from the bus stops at Squires Way and Oaklands Avenue - the total journey time by bus to Derby City Centre, from either of these stops, is around 35-40 minutes, including walking, waiting, and in-bus time, which is broadly in line with the average time taken to travel to work by bus in the East Midlands region (38 minutes)
- Access to local amenities, services, and green space within a 20-minute walk or cycle

The proposed development will strengthen this through the provision of new footway/cycleway, a new crossing, and the reduction in the speed limit on Moorway Lane. The proposed development will also include a contribution to the provision of shelters at the Oaklands Avenue bus stops and towards lighting improvements along the route through Millenium Wood between the site and Oaklands Avenue.

Trip Generation and Mode Share

A scenario-based approach to trip generation has been adopted in line with the National Planning Policy Framework (NPPF), including a progressive scenario aiming for 50% of trips by active travel and public transport. This reflects an ambitious but policy-aligned shift away from car dependency and is equivalent to one in two households substituting one two-way car journey with active travel or public transport when compared to the current average mode share for Derby.

Highway Safety and Traffic Impact

The site layout ensures safe and suitable access is provided all users – including pedestrians, cyclists, cars and service vehicles. The traffic impact of the proposed development has been assessed by estimating the distribution and assignment of the vehicle trips across the local road network, for the range of potential scenarios. The impact is greatest at the Hillsway / The Hollow junction, which currently operates with a noticeable level of queuing and delay. The significance of the impact of the proposed development on this junction is confined to just 30 minutes within the peak hour and is not considered to be severe. Notwithstanding this, consideration has been given to the potential to upgrade this junction to enhance the environment for pedestrians. Overall, the proposed development will not have a severe residual impact on the road network.

Policy Compliance and Conclusion

The proposed development is compliant with the key transport policies. It will prioritise sustainable transport modes and provide safe and suitable access to the site for all users, and there will be no significant detrimental impact on the transport network in terms of either capacity or highway safety.

The proposed development is acceptable in transport terms and supports the creation of a sustainable and well-connected community in Littleover, Derby.

SECTION 1 Introduction

1.1 Overview

1.1.1 Ainscough Strategic Land has prepared an outline planning application for a residential development at Land at Moorway Lane, Derby, for up to 350 dwellings. The proposed development, planning context, and the approach to this Transport Assessment (TA), is outlined below.

1.2 Description of Development

1.2.1 The description of development is:

“Outline application for the construction of up to 350 dwellings and local centre with associated landscaping, open space, drainage infrastructure and associated works (all matters reserved except access from Moorway Lane)”

1.2.2 The local centre will provide up to 1,000sqm of flexible floor space, comprising Use Classes E, F1, F2, with no more than 400sqm of E(a) or E(b). It will also include a mobility hub.

1.2.3 The site location is shown in the wider geographic context in **Image 1.1** below – approximately 5km to the south-west of Derby City Centre, within the suburb of Littleover, and east of Heatherton Village.

1.2.4 Derby City Council (DCC) is the local planning authority and the local highway authority.

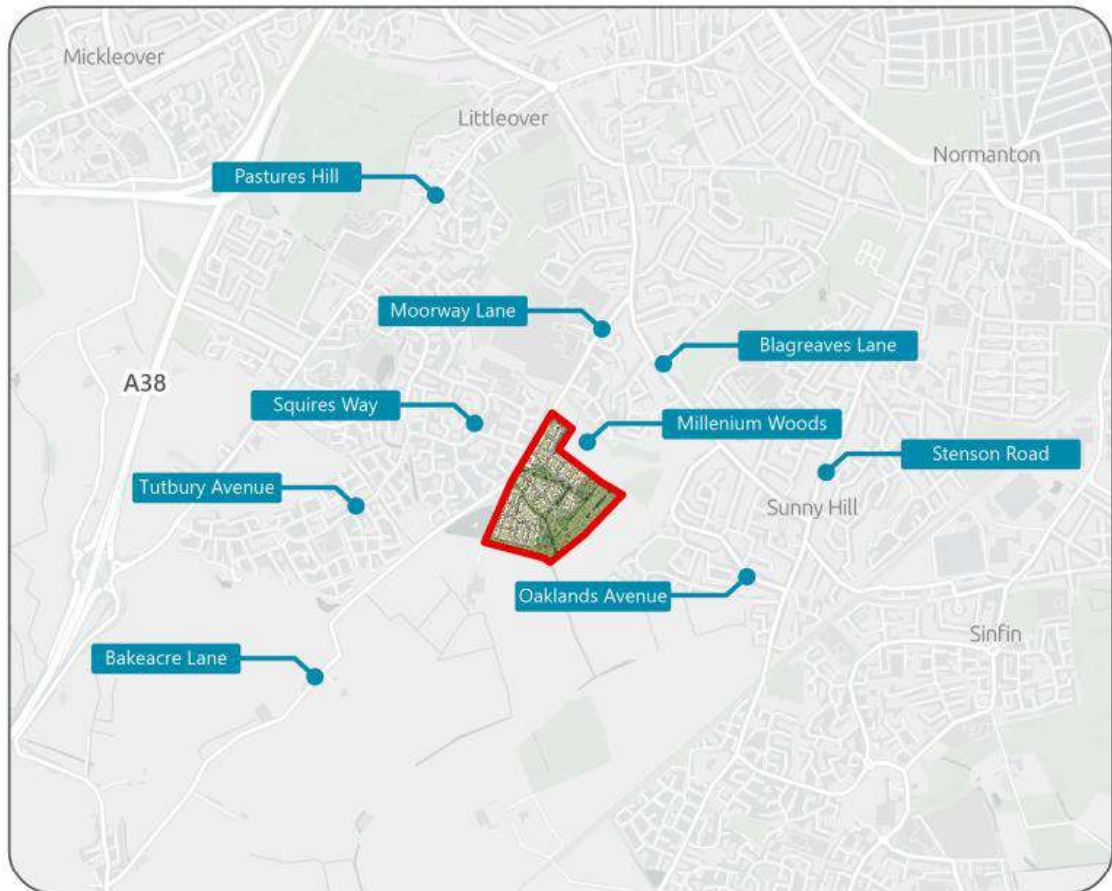
Image 1.1: Site Location – Wider Context



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1.2.5 The site is located to the east of Moorway Lane, and south of the Millenium Wood – shown in Image 1.2.

Image 1.2: Site Location – Local Context



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- 1.2.6 For the outline planning application, all matters are reserved except for means of access. Further details of the development, including details of the local centre and mobility hub, the internal street layout, and car parking, will be the subject of future Reserved Matters Applications (RMA), in accordance with the Parameters Plan. The proposed Parameters Plan is included in **Appendix A**. An illustrative masterplan has been prepared which is included in **Appendix B**.
- 1.2.7 The Parameters Plan identifies the access parameters. It identifies two new all-mode access points to the site on Moorway Lane (i.e. for pedestrians, cyclists and vehicles). It also includes two additional pedestrian/cycle connections to Moorway Lane – at either end of the site frontage. There are two further pedestrian/cycle connections east to Millenium Wood and one west to the public footpath by Heatherton Pond. The illustrative masterplan identifies an initial study of how pedestrian and cycle routes can be provided within the site, to maximise permeability whilst taking account of the environmental constraints. These routes will be the subject of further design work as part of future RMA(s).

1.3 Planning Context

1.3.1 This TA has been undertaken in accordance with the following planning policy and guidance. A review of compliance against the key elements of these policies and guidance is summarised in Section 9:

- **Local** – Derby City Local Plan (January 2017); Local Transport Plan LTP 3 (April 2011)
- **National** – National Planning Policy Framework (December 2024); Gear Change: a bold vision for cycling and walking (July 2020)

Local

1.3.2 The Derby City Local Plan Policy CP23 Delivering a Sustainable Transport Network requires development proposals to demonstrate that there are genuine sustainable travel options, and that the use of this is promoted. Transport Assessments and Travel Plans should be prepared that are proportionate to the scale of development.

1.3.3 The Derby Local Transport Plan includes several goals. Goal 2 is: “to contribute to tackling climate change by developing and promoting low-carbon travel choices”. Goal 3 is: “to contribute to better safety, security and health for all people in Derby by improving road safety, improving security of transport networks and promoting active travel”. Goal 4 is: “to provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users”.

National

1.3.4 The National Planning Policy Framework (NPPF) now includes a requirement to use a “vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”.

1.3.5 The NPPF requires that, in considering development proposals, it is ensured that sustainable transport modes are prioritised, safe and suitable access is provided for all uses, and that the design reflects national design guidance. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree through a vision-led approach and considering reasonable future scenarios.

1.3.6 National policies on mode shift are set out in Gear Change: A Bold Vision for Cycling and Walking (July 2020) and The Second Cycling and Walking Investment Strategy' (CWIS2, March 2023). The objectives of the CWIS2 are to: increase the percentage of short journeys in towns and cities that are walked or cycled; increase walking; double cycling; and increase the percentage of children aged 5 to 10 who usually walk to school. The aim is for 50% of all journeys in towns and cities to be walked or cycled by 2030.

1.4 Approach to the Transport Assessment

1.4.1 Drawing on the above, the TA is structured as follows:

- Section 2 – Sustainable Transport Vision
- Section 3 – Accessibility and Connectivity
- Section 4 – Typical Journeys by Residents of the Development
- Section 5 – Vision-Led Trip Generation Methodology
- Section 6 – Active Travel Trip Distribution and Assignment
- Section 7 – Highway Safety
- Section 8 – Traffic Impact Assessment
- Section 9 – Policy Compliance
- Section 10 – Summary and Conclusion

1.4.2 The approach to the TA reflects the new approach to the assessment of the transport related impacts of development proposals, in accordance with the NPPF. The need for change was set out in the Government's consultation¹ (July 2024), which stated:

"At present, planning for travel too often follows a simplistic 'predict and provide' pattern, with insufficient regard for the quality of places being created or whether the transport infrastructure which is planned is fully justified. Challenging the default assumption of automatic traffic growth, where places are designed for a 'worst case' peak hour scenario, can drive better outcomes for residents and the environment. It means working with residents, local planning authorities and developers to set a vision for how we want places to be, and designing the transport and behavioural interventions to help us achieve this vision. This approach is known as 'vision-led' transport planning and, unlike the traditional 'predict and provide' approach, it focuses on the outcomes desired, and planning for achieving them." (Extract from Question 69, paragraph 7)

¹ [MCHLG Proposed reforms to the National Planning Policy Framework and other changes to the planning system](#)

- 1.4.3 **Section 2** sets out the **Sustainable Transport Vision** for Land at Moorway Lane. It considers who the development is for, and why, when and how they travel. The **Sustainable Transport Vision** for Land at Moorway Lane comprises: the creation of a healthy, walkable neighbourhood, designing streets for people; reducing car dominance; supporting future mobility; and working within the landscape. This reflects the wider objectives and local and national level, to improve health, reduce transport inequality, and reduce carbon and other environmental impacts of development. The vision has been central to shaping the proposed development and picking up key policies in the Local Plan.
- 1.4.4 Section 3 reviews **accessibility and connectivity** in the context of the proposed development. It considers the walking and cycling routes available, the public transport options, and enhancements to these. It also considers the provision of a local centre and mobility hub and the active travel connections within and through the site.
- 1.4.5 Section 4 provides examples of **typical journeys** by residents of the proposed development.
- 1.4.6 Section 5 details the **vision-led trip generation** methodology, which provides estimates for three reasonable future scenarios:
- **Scenario 1 – High Vehicle Trips** – estimated using TRICS vehicle trip rates
 - **Scenario 2 – Local Context** – applying the TEMPro mode share proportions
 - **Scenario 3 – Reflecting Policy** – for a shift towards active travel
- 1.4.7 Details are set out regarding the mode share assumptions for each scenario, and the equivalent vehicle trip rate. Scenario 3 has an ambitious but achievable target that 50% of trips to/from the site will be made by active travel and public transport. This represents an average reduction of one vehicle trip per day per dwelling compared to Scenario 2. This is the equivalent of one in two households substituting one two-way car journey with active travel or public transport. This reflects the aspiration at both local and national levels to increase active travel whilst also acknowledging that residents may still choose to travel by car for some journeys.
- 1.4.8 Section 6 summarises the estimated **active travel distribution and assignment** across the local walking and cycling network, based on the review (in Section 3) of the likely routes taken by those walking and cycling to a range of destinations.
- 1.4.9 Section 7 provides a review of **highway safety** in the context of the proposed development. This includes a review of the site access arrangements – to ensure that safe and suitable access is provided for all – and of the positive impacts of the off-site active travel improvements.

- 1.4.10 Section 8 is the **traffic impact assessment**, which details the highway network study area, proposed development vehicle trip distribution and assignment, and junction capacity assessments. The methodology for vehicle trip distribution and assignment includes consideration of a range of journey purposes and likely destinations – it is not wholly based on journeys to/from work, which account for less than half of trips in the weekend evening peak hour. The extent of junction capacity modelling has been determined in the context of the likely traffic assignment and committed highway improvements. The assessments are proportional to the scale and likely impacts of the proposed development.
- 1.4.11 Section 9 summarises the **policy compliance** of the proposed development with respect to the key transport and planning policy and guidance at a local, regional and national level, as outlined above.
- 1.4.12 A **summary and conclusion** is provided in Section 10.

SECTION 2 Sustainable Transport Vision

2.1 Overview

2.1.1 The starting point for the TA is to identify **who** the development is for. The proposed development will provide up to 350 new homes to accommodate the growing population of Derby. This will include a mix of accommodation types and tenure, including affordable housing. The assessment considers the following three questions:

- **Why** will residents travel to/from the site?
- **When** and how often will residents travel to/from the site?
- **How** will residents travel to/from the site?

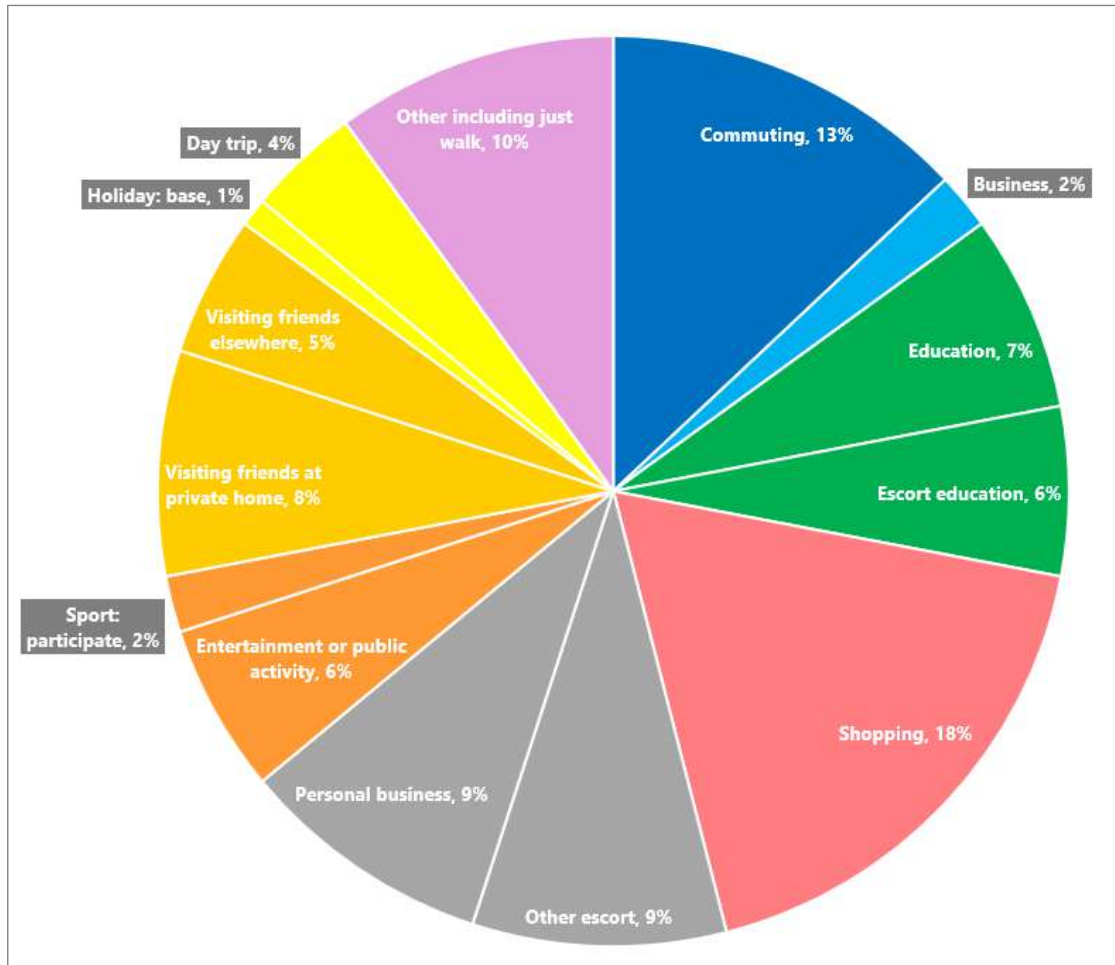
2.1.2 This provides the context for the **Sustainable Transport Vision** for the proposed development, which is set out thereafter.

2.1.3 The proposed development also includes land for a potential local centre and mobility hub. Details of this will come forward through a future RMA(s). The uses within the local centre will fulfil a local need, for a walkable catchment. At this stage, it is envisaged that the local centre will include a small convenience store, of no more than 400sqm gross floor area.

a) Why will residents travel to/from the Site?

2.1.4 Residents of the proposed development at Moorway Lane will travel for a variety of journey purposes. A summary of the range of journey purposes recorded in the 2023 National Travel Survey (NTS), for a typical day, is presented in **Chart 2.1**.

Chart 2.1: Average Proportions of Trips by Purpose (Trips per Person per Year) – England

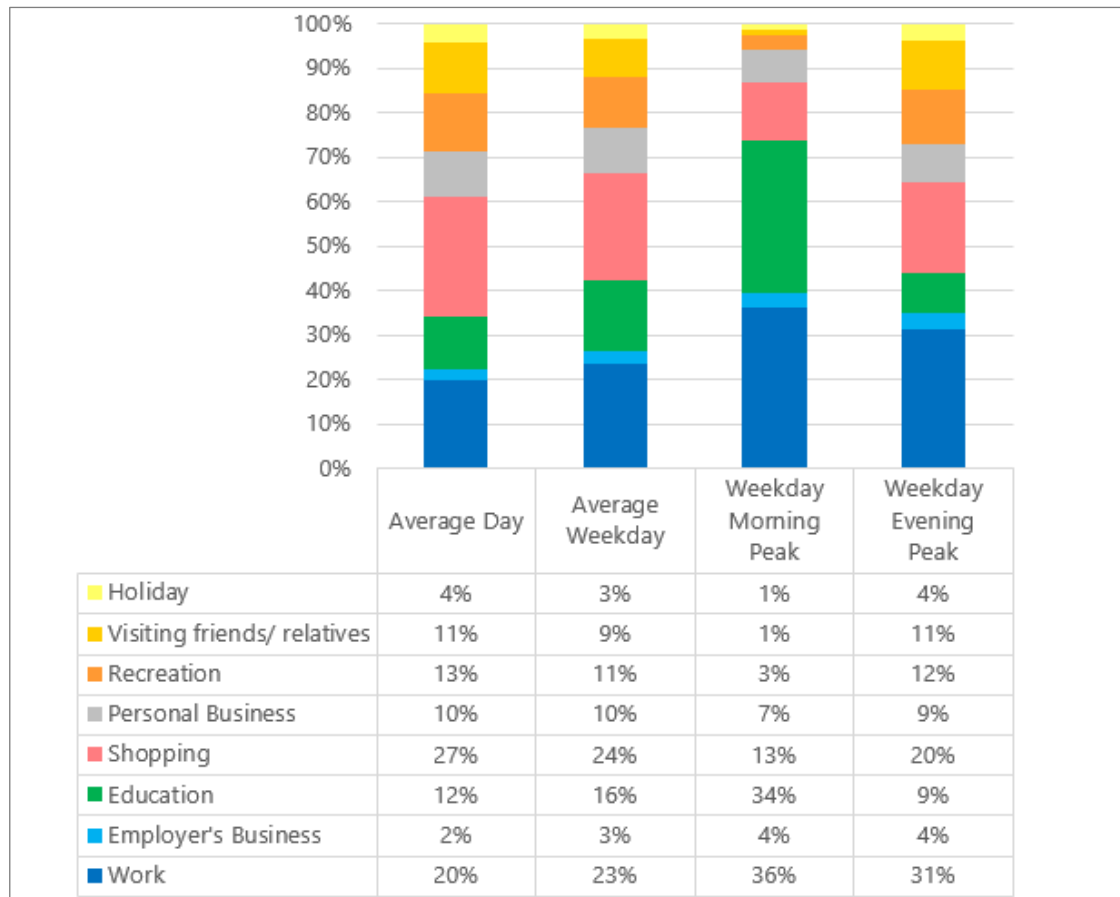


Source: NTS 2023, Table 0403a; including short walks

2.1.5 It is important to acknowledge that journey purposes vary by time of day. The equivalent proportions for an average weekday (5-day average) and the weekday morning and evening peak periods can be derived using TEMPro², for the Derby City Local Authority area. This is summarised in **Chart 2.2**. The proportion of journeys for work and employer’s business, for example, varies significantly by time period, and makes up a maximum of 40% of trips in the weekday morning peak hour.

² The [TEMPro](#) (Trip End Model Presentation Program) software allows users to view the National Trip End Model (NTEM) dataset and provides forecasts of trip ends. Analysis of the NTEM data can be made by geographical area, transport mode, travel time of day, purpose of journey, future years, and type of trip.

Chart 2.2: Proportions of Journeys Made, by Purpose, by Time Period (by All Modes)



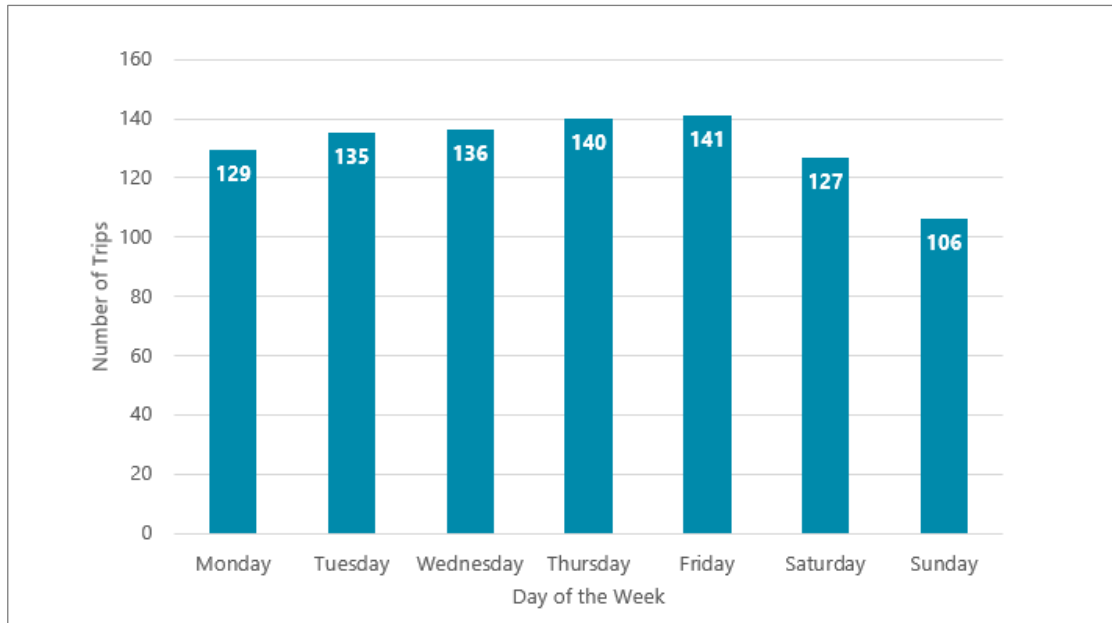
Source: TEMPro Version 8.1, for the Derby City Local Authority area

b) When and How often will residents travel to and from the site?

- 2.1.6 The National Travel Survey³ identifies that on average a person makes 915 trips per year. This is a decrease on the 2019 figure of 953. There has been a general downward trend over the last 20 years.
- 2.1.7 The average number of trips per person, per year, by day of the week, is shown in **Chart 2.3** – the weekday average is 136 and the 7-day average is 131, showing a relatively even spread of trips throughout the week. The average rate is 2.6 trips per person per weekday by all travel modes.

³ National Travel Survey 2023 Table NTS0101 and [‘2023 Main Results’ factsheet](#)

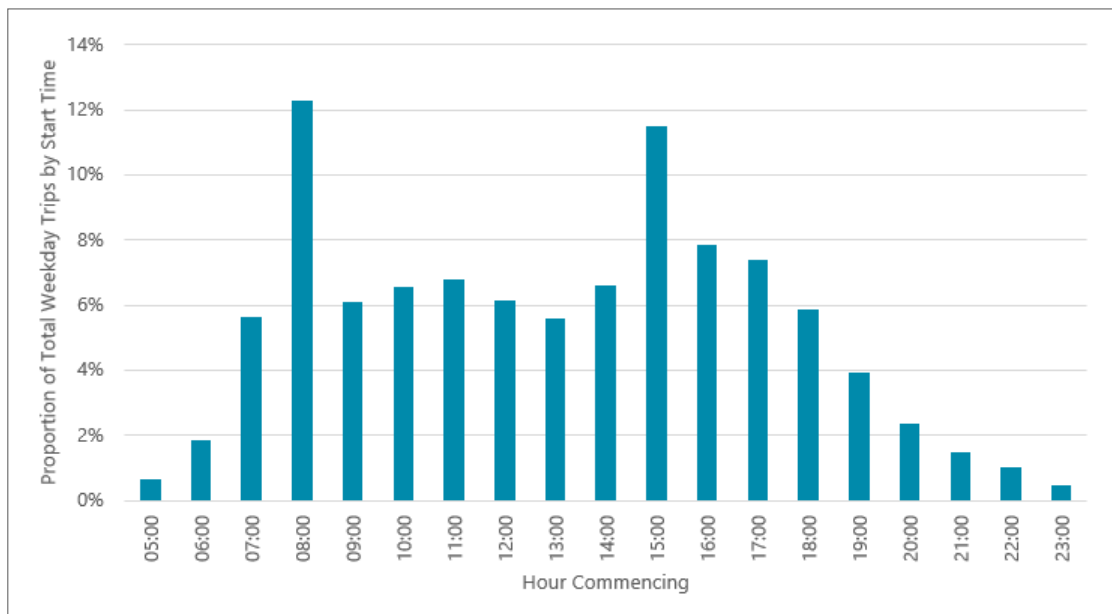
Chart 2.3: Average Trips per Person, per Year, by Day of the Week – England



Source: NTS 2023, Table 0504b

2.1.8 A typical temporal profile of weekday trips is shown in **Chart 2.4**.

Chart 2.4: Typical Daily Profile of Weekday Trips – England

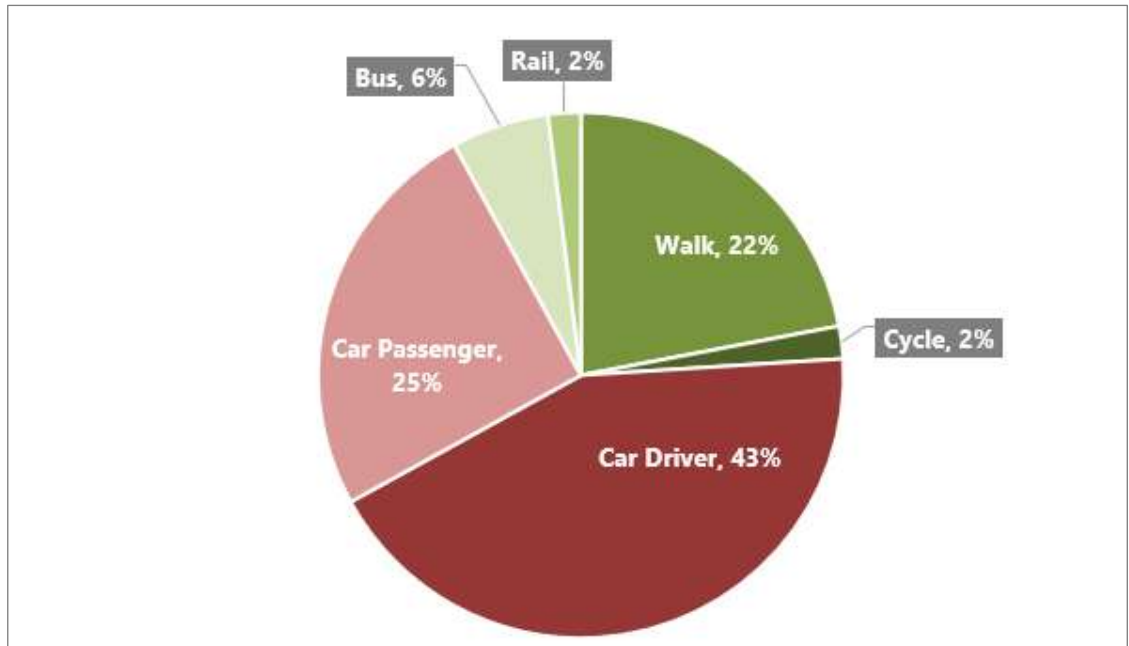


Source: NTS 2023, Table 0502a

c) How will residents travel to and from the Site?

2.1.9 These trips are made by a range of travel modes. The proportional split of all household journey purposes for an average day, by mode, is summarised in **Chart 2.5**.

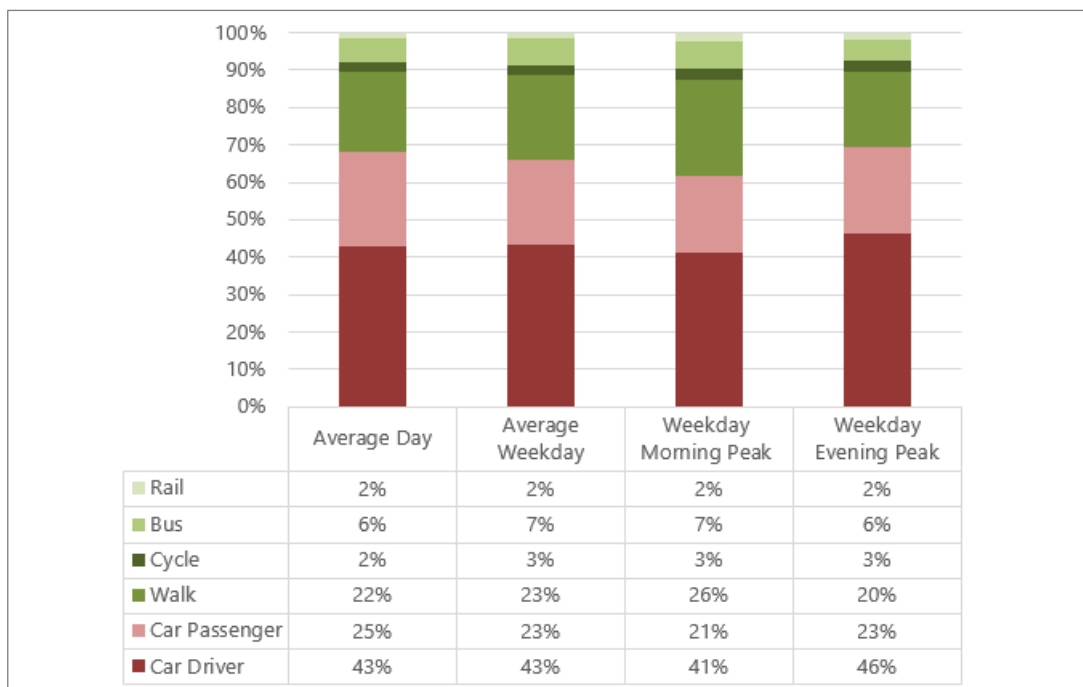
Chart 2.5: Typical Daily Mode Split Proportions for All Journey Purposes



Source: TEMPro Version 8.1, for the Derby City Local Authority Area

- 2.1.10 For an average day (7-day average), approximately 32% of all trips in the Derby City Local Authority area are made by active travel and public transport modes (including walk, cycle, bus and rail); 43% are car driver trips and 25% are car passengers.
- 2.1.11 The mode of travel varies by time of day, and the equivalent mode splits for an average weekday (5-day average) and the weekday morning and evening peak periods are summarised in **Chart 2.6**.

Chart 2.6: Typical Mode Split Proportions for All Journey Purposes, by Time Period



Source: TEMPro Version 8.1, for the Derby City Local Authority area

2.2 Vision-led Development






2.2.1 The NPPF defines a 'vision-led' approach as:

“An approach to transport planning based on setting outcomes for a development based on achieving well-designed, sustainable and popular places, and providing the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as ‘predict and provide’).”

2.2.2 The **Sustainable Transport Vision** for the development comprises five key elements:

- Creation of a healthy, walkable neighbourhood
- Designing streets for people
- Reducing car dominance
- Supporting future mobility
- Working within the landscape

2.2.3 This reflects wider objectives, at the local and national level, to improve health, reduce transport inequality, and reduce carbon and other environmental impacts of development. Achieving the vision will benefit the existing community as well as residents of the new development.

SUSTAINABLE TRANSPORT VISION		
1. Creation of a healthy, walkable neighbourhood		<ul style="list-style-type: none"> • Creation of a local centre within the site, to serve a local, walkable catchment • Provision of pleasant, attractive and safe active travel routes within the site, connecting into the wider network of cycle routes, footway and public rights of way (PRoW), and ensuring routes to school, retail and other key facilities are attractive options • Facilitating easy access to local bus services on Squires Way and Oaklands Avenue
2. Designing streets for people		<ul style="list-style-type: none"> • People-friendly spaces, with direct, safe, attractive routes • Street design that prioritises safety and accessibility for all, including older people, children, and those less mobile • Street design for low vehicle speeds
3. Reducing car dominance		<ul style="list-style-type: none"> • Car parking quantum to reflect a balance to accommodate likely demand whilst seeking to reduce car dependency • Minimising the dominance of cars within the streets
4. Supporting future mobility		<ul style="list-style-type: none"> • Including Electric Vehicle (EV) charging infrastructure, opportunities for car clubs, and digital connectivity • Promoting travel behaviour change through the delivery of a Travel Plan, with information and incentives for new residents to adopt sustainable travel habits
5. Working with the landscape		<ul style="list-style-type: none"> • Working with the retained hedgerow and trees and views southward to the countryside south of Derby to add character and interest to the active travel routes • Providing leisure routes connecting to the existing PRoWs routes through Millenium Wood to the east and Heatherton Pond to the west

2.3 Summary

2.3.1 The proposed development will provide up to 350 new homes to accommodate the growing population within Derby. This section has set out why, when and how future residents will travel to and from the proposed development at Moorway Lane, to provide the context for the **Sustainable Transport Vision**. The vision comprises five key elements – creation of a healthy, walkable neighbourhood; designing streets for people; reducing car dominance; supporting future mobility; and working within the landscape. This reflects wider objectives, at the local and national level, to improve health, reduce transport inequality, and reduce carbon and other environmental impacts of development. Achieving the vision will benefit the existing community as well as residents of the new proposed development.

SECTION 3 Accessibility and Connectivity

3.1 Overview

3.1.1 This section examines the accessibility and connectivity⁴ of the proposed development by active travel and public transport modes by considering:

- The existing active travel infrastructure and public transport provision;
- Journey destinations for future residents;
- The likely active travel routes and public transport options to reach these destinations; and
- An audit of these routes.

3.1.2 This section also considers how the proposed development will connect into the existing network and prioritise sustainable transport by considering:

- The site access;
- Off-site improvements;
- The Travel Plan; and
- The principles for the internal site layout.

3.1.3 The proposed development is also considered within the context of the ATE Checklist.

3.2 Existing Active Travel Infrastructure

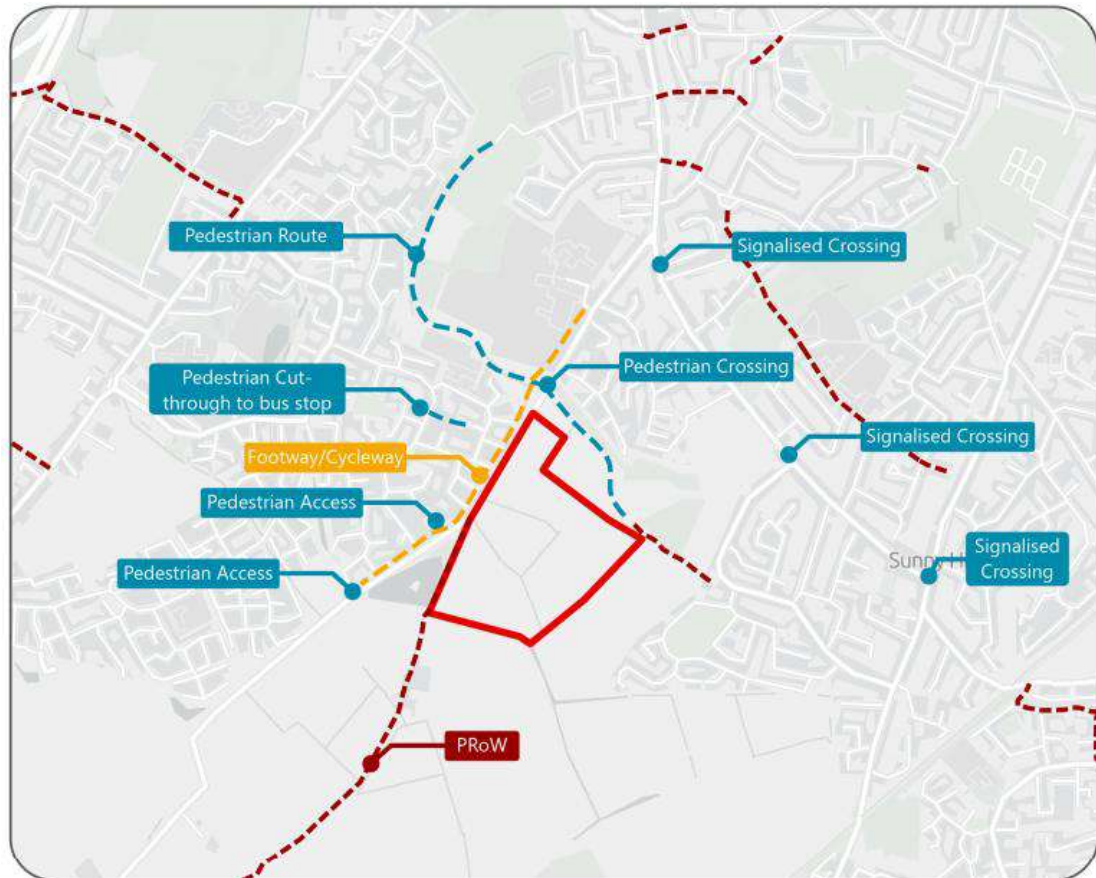
Walking and Wheeling⁵

3.2.1 There is a good network of pedestrian routes within the vicinity of the site; an overview is provided in **Image 3.1**.

⁴ Accessibility and connectivity are related but distinct concepts. Accessibility refers to how easily people can reach desired destinations (like jobs, schools, shops, or healthcare) using available transport options. Connectivity describes how well the transport network itself is linked. i.e., the connection of one place to another across the network.

⁵ Walking is foot/pedestrian-based mobility; wheeling is an equivalent to this which includes wheeled mobilities such as wheelchairs, mobility scooters, and other scooters used at a pedestrian's pace.

Image 3.1: Existing Pedestrian Routes



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3.2.2 The pedestrian routes around the site comprise the following:

- A shared footway/cycleway that runs parallel to Moorway Lane on the western side
- A footway/cycleway that runs between Moorway Lane and Griffie Field Park to the west, and through the Millenium Wood
- A PRoW (bridleway) that runs from the Millenium Wood to Oaklands Avenue (DDC path ref: Littlelover 17)
- A PRoW (footpath) that runs from Moorway Lane, past Heatherton Pond, and southwest towards Findern (DDC ref: Littlelover 11, Derbyshire ref: Findern FP 1)
- Footways alongside the carriageway on the streets within Heatherton Village and Littlelover, including on Moorway Lane (north of Derby Moor school) and on Blagreaves Lane – there are signed pedestrian routes towards Derby, and there is an informal pedestrian crossing on Moorway Lane, and traffic signal controlled crossings on Blagreaves Lane (accommodating routes eastwards towards Sinfin)

3.2.3 An audit of the key pedestrian routes is provided in Section 3.6.

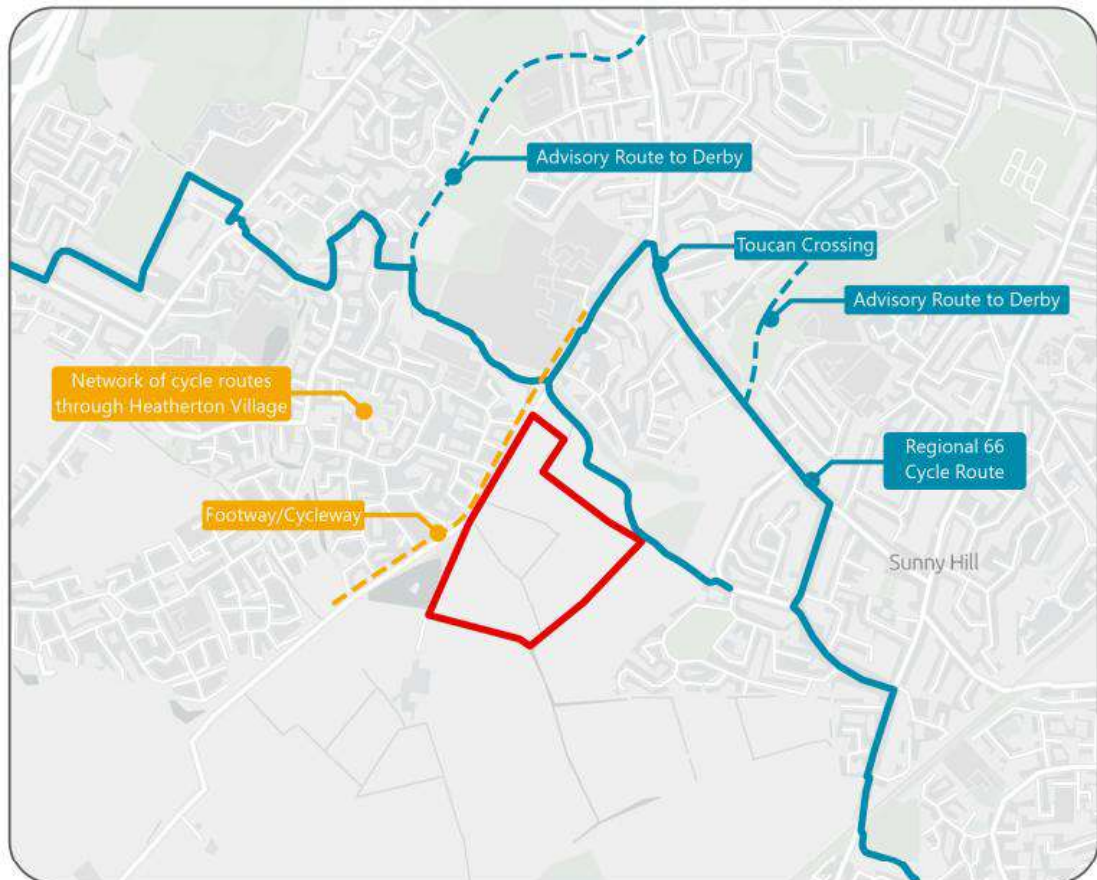
3.2.4 Currently there is no pedestrian provision along Moorway Lane along the site frontage. There is an informal pedestrian crossing just to the north of the site where the footway/cycleway between Griffie Field Park and Millenium Wood crosses Moorway Lane. The proposed development includes the provision of new footway/cycleway on Moorway Lane and a new crossing to provide connection into the existing pedestrian/cycle infrastructure at Heatherton Village. This is detailed further in Section 3.8.

3.2.5 There is also no connection between the PRowS at Heatherton Pond and Millenium Wood – the proposed development will deliver a footway/cycleway connection between these.

Cycling

3.2.6 There is a good network of cycle routes around the site – an overview of this is provided in **Image 3.2**. The Active Travel Map Derby (included in **Appendix C**, with an extract in **Image 3.3**) shows the wider cycle network across Derby. The site is very close to the boundary of the highlighted 20-minute cycle time radius for journeys to the city centre.

Image 3.2: Cycle Provision Close to the Site

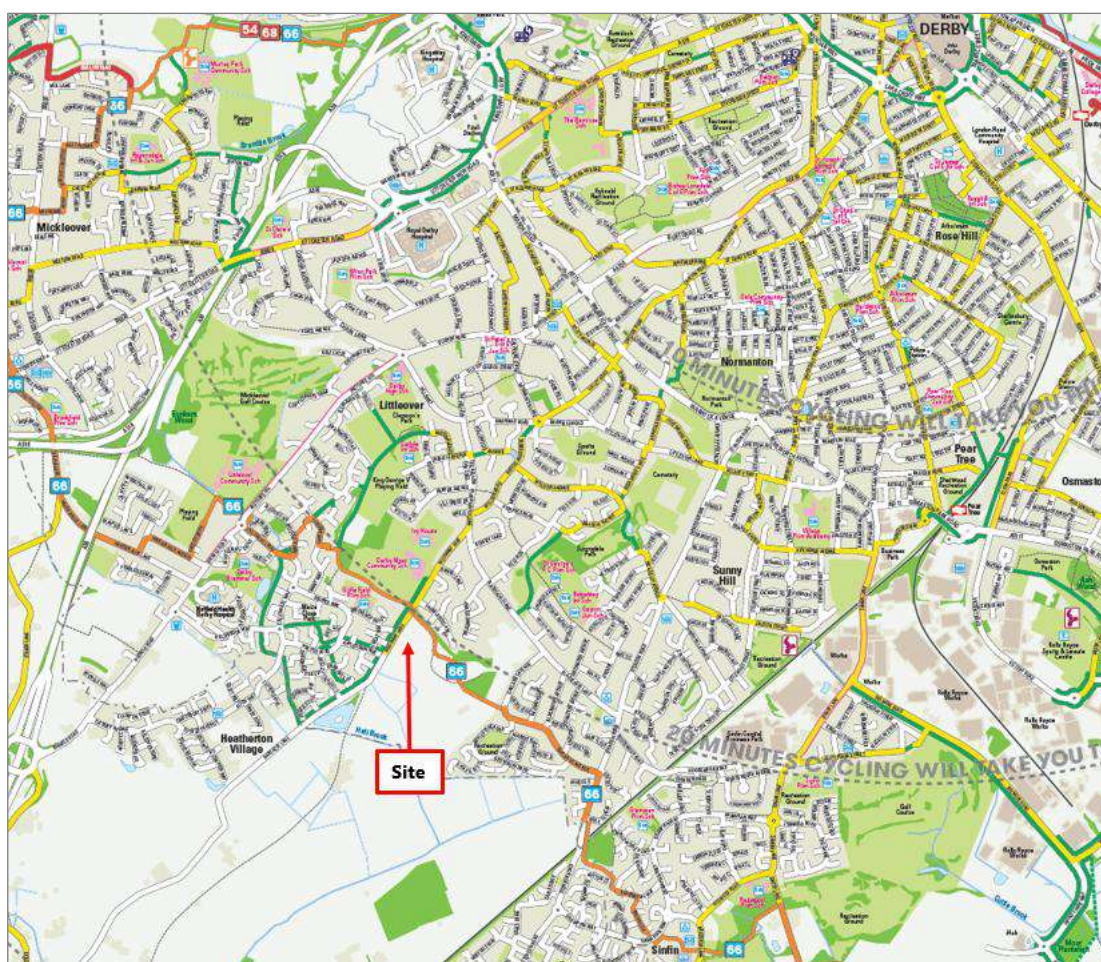


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3.2.7 The cycle routes around the site comprise the following:

- A shared footway/cycleway that runs parallel to Moorway Lane on the western side – this connects into a wider cycle network that is present across Derby with signage and routes providing quiet and often segregated routes to reach key destinations including Derby City Centre
- A footway/cycleway that runs through the Millenium Wood, crossing Moorway Lane (at an informal crossing) and continuing northwest to King George V Playing Fields – this forms part of the Regional Cycle Route 66 (Derby Orbital Route)
- A PRoW (bridleway) that runs from the Millenium Wood to Oaklands Avenue (DDC path ref: Littlelover 17)

Image 3.3: Extract from Active Travel Map Derby



Source: Active Travel Map Derby (<https://www.cyclederby.co.uk/pages/cycle-routes-maps>)

- 3.2.8 Many of the roads that are identified in the Derby Active Travel Map as an ‘recommended on-road cycle route’ have 20mph speed limits and toucan crossings where the route crosses busier/faster roads.
- 3.2.9 An audit of the key cycle routes is provided in Section 3.6.

3.3 Public Transport Provision

3.3.1 The public transport provision in the vicinity of the site includes bus services available from Squires Way (Maize Close) in Heatherton Village and on Oaklands Avenue. Bus stops at both locations offer a range of services, including to Derby City Centre, Derby Hospital, and the surrounding area. The Derby Bus Map is included as **Appendix D**.

3.3.2 The walking routes from the site to these bus stops are shown in **Image 3.4**. These routes are based on the pedestrian access points to the site and the illustrative masterplan. The approximate walking distances to the bus stops is 500m-800m to Squires Way (Maize Close) and 450m-900m to Oaklands Avenue. The range reflects the difference between the homes within the development located closest and furthest from the bus stops, and the choice of routes available. The distances are approximate as the internal layout will be subject of a RMA.

Image 3.4: Walking Routes to the Local Bus Stops



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3.3.3 When applying typical walking speeds⁶, these distances equate to a walking time of:

- 6-10 minutes to the bus stop at Squires Way (Maize Close)
- 6-11 minutes to the bus stops on Oaklands Avenue

3.3.4 The proximity to these bus services should not be assessed based on walking distance alone – the other important factors include:

- The total journey time (including the 'in bus' time as well as the walk at either end)
- The type of location
- The quality of the route

3.3.5 The total journey time from the site to several key destinations (city centre / hospital / Sinfyn / Littleover) is around 15-30 minutes, including the walking time to the bus stop and the 'in bus' time. These journey times are consistent with DCC's criteria adopted for their Local Plan sustainability appraisal. The walking distance component of this total journey time should be considered within the context of this being a residential area with good quality walking routes. This is reviewed further below.

3.3.6 The existing bus services will be useful to future residents of the proposed development for a range of journey purposes (examples are provided in Section 4). Furthermore, residents of the development will increase patronage of these bus services, increasing the viability and sustainability of the routes through the area. An estimate of the number of bus passengers is provided in Section 6.

Squires Way Bus Stop

3.3.7 The bus stop at Squires Way (Maize Close) is approximately 500m-800m walking distance from the new homes within the proposed development; this is equivalent to a 6-10 minute walk. There are several route options between the site and this bus stop, which include crossing Moorway Lane at either the existing crossing point to the north or the new crossing point to the south. It is not possible to provide additional connections across Moorway Lane into Heatherton Village as this would require third party land. The routes to the bus stop include sections of the footway/cycleway parallel to Moorway Lane and the footways within Heatherton Village, for which there is street lighting. An audit of this route is provided in Section 3.6.

⁶ Applying an average walking speed of 4.8kph

3.3.8 The bus stop has a shelter and seating and timetable information. There is a bus cage marking and bus boarding kerbs. There is a good level of natural surveillance of the bus stop, from users of Squires Way and nearby residential properties, and there is street lighting. This contributes to a good environment for waiting for the bus.

3.3.9 This bus stop is used by the regular Harlequin bus service, with three buses per hour Monday-Saturday daytimes. The Harlequin bus service operates along a loop through Heatherton Village and on towards Derby City Centre. The stop also serves the Link 1 bus to Royal Derby Hospital (hourly) and the V3 service between Derby City Centre and Burton (evenings and Sundays only). These bus services are summarised in **Table 3.1**.

Table 3.1: Bus Services Available from the Squires Way (Maize Close) Bus Stop

Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency	Time of First Bus	Time of Last Bus
Harlequin	Derby - Heatherton	3 buses per hour	3 buses per hour	-	07:15	23:38
V3	Derby – Maize Close - Burton	Evening only (from 19:32 to Burton / 19:43 to Derby)	Evening only (from 19:32 to Burton / 19:43 to Derby)	1 bus per hour	Sunday - 09:00 to Burton / 09:35 to Derby	Sunday - 22:32 to Burton / 23:38 to Derby
Link 1	Royal Derby Hospital to Maize Close	1 bus per hour	-	-	07:20	17:33

Source: Trentbarton and Notts&Derby [Services as of July 2025]

3.3.10 The journey times to key destinations are summarised in **Table 3.2**.

Table 3.2: Journey Times to Key Destinations from the Squires Way (Maize Close) Bus Stop

Destination	Bus Service	Approximate 'In Bus' Journey Time from Squires Way (Maize Close)
Derby City Centre	Harlequin / V3	20 minutes
Littleover	Harlequin	10 minutes
Burton	V3	60 minutes
Royal Derby Hospital	Link 1	15 minutes

Source: Trentbarton and Notts&Derby [Services as of July 2025]

3.3.11 The total journey time by bus to Derby City Centre (a key destination for employment and the 'sub-regional focus for commerce, culture, leisure and the visitor economy⁷), using the Squires Way bus stop is approximately 36-40 minutes – this comprises:

⁷ Ref: Derby City Local Plan Part 1 Core Strategy Section CP12 – Centres

- 6-10 minutes' walk to the bus stop
 - + an average 10 minute wait for the bus (sat in the shelter)
 - + 20 minutes travel time on the bus
-
- = **36-40 minutes total travel time to Derby City Centre**

Oaklands Avenue Bus Stops

- 3.3.12** The bus stops on Oaklands Avenue are approximately 450m-900m walking distance from the new homes within the proposed development; this is equivalent to a 6-11 minute walk. The route to these bus stops is via the footway/cycleway through the site, and a short section through the Millenium Wood. The route through the site will be lit (the lighting design will be covered in an RMA/planning condition). The route through the Millennium Wood comprises an approximate 120m long section through the wooded area and 90m beyond this. The proposed development will provide a financial contribution to DCC to install a sensitive lighting system over this approximate 210m section of the route through the Millenium Wood. The lighting will be designed in consultation with ecologists to limit the impact on wildlife. For example, the lighting could be cowed, low level, or sensor controlled. An audit of this route is provided in Section 3.6.
- 3.3.13** The bus stops (for northbound and southbound services) are flagpole stops, with no shelter. The proposed development will provide a financial contribution to DCC to upgrade these stops to provide a shelter with seating and timetable information. The bus stops include bus cage markings and bus boarding kerbs. There is a good level of natural surveillance of the bus stops, from users of Oaklands Avenue and the nearby residential properties, and there is street lighting. This contributes to a good environment for waiting for the bus.
- 3.3.14** This bus stops on Oaklands Avenue are used by the 5/5A (to Derby and Littleover) and 7 (to Derby and Sinfin) bus routes. These are regular services, which provide a combined frequency of five buses per hour in each direction on weekdays. These are summarised in **Table 3.3**.

Table 3.3: Bus Services Available from the Oaklands Avenue Bus Stops

Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency	Time of First Bus	Time of Last Bus
5/5A	Derby - Littleover	2 services per hour	2 services per hour	2 services per hour	06:32	20:41
7	Derby - Sinfin	3 services per hour	2 services per hour	1 service per hour	06:39 to Sinfin / 05:56 to Derby	20:23 to Derby / 19:03 to Derby

Source: Arriva [Services as of July 2025]

3.3.15 The journey times to key destinations are summarised in **Table 3.4**.

Table 3.4: Journey Times to Key Destinations from the Oaklands Avenue Bus Stops

Destination	Service	Approximate 'In Bus' Journey Time from Oaklands Avenue
Derby City Centre	5/5A	22 minutes
	7	23 minutes
Sinfin	7	5 minutes
Royal Derby Hospital	5/5A	13 minutes

Source: Arriva [Services as of July 2025]

3.3.16 There are frequent bus services (up to five buses per hour) to a range of key destinations, with short journey times.

3.3.17 For example, the total journey time by bus to Derby City Centre, from the Oaklands Avenue bus stop, is approximately 35-40 minutes – this comprises:

$$\begin{aligned}
 & 6-11 \text{ minutes' walk to the bus stop} \\
 & + \text{ an average 6 minute wait for the bus (new shelter to be provided)} \\
 & + \text{ 23 minutes travel time on the bus} \\
 \hline
 & = \text{ 35-40 minutes total travel time to Derby City Centre}
 \end{aligned}$$

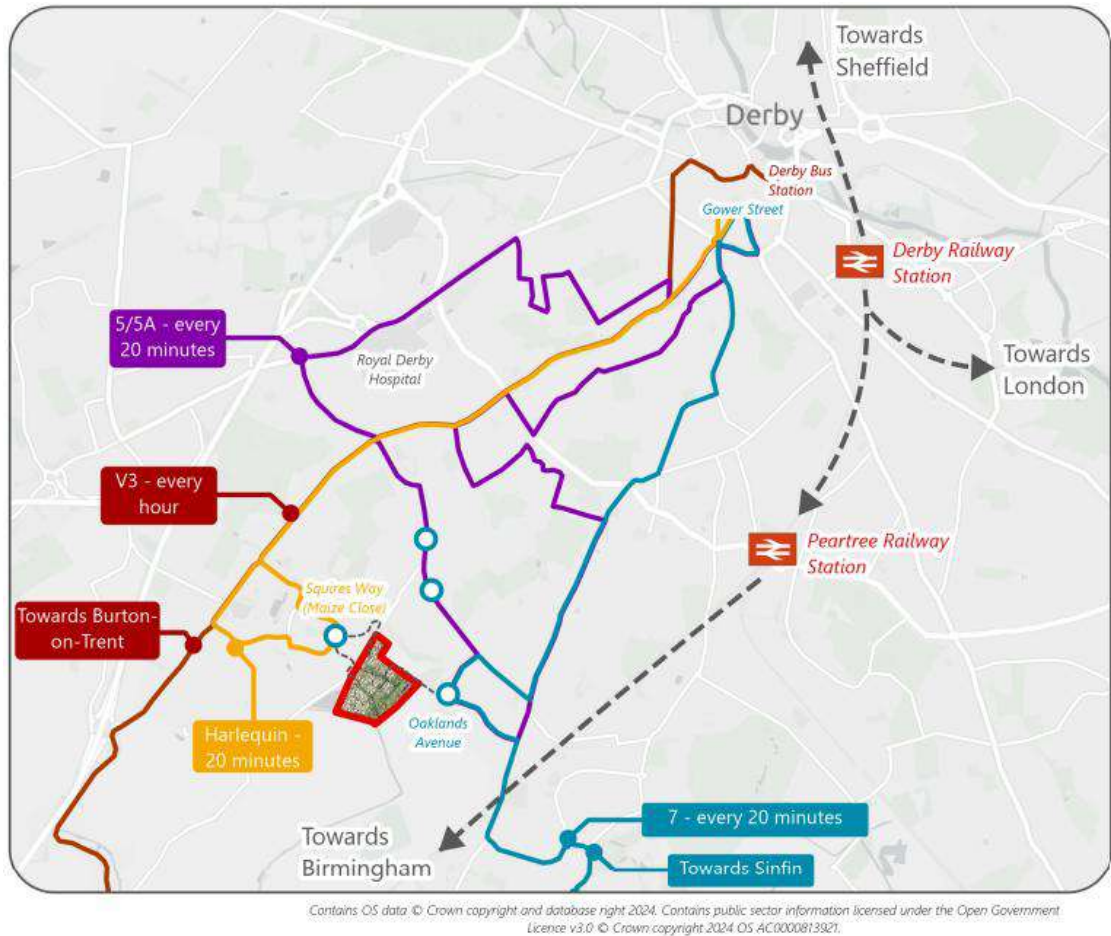
Other Public Transport Opportunities

3.3.18 In addition to the bus stops mentioned above, there are other bus stops located in the wider area, such as to the east on Stenson Road where the number 6 bus service stops, and to the west on Rykneld Road where the V3 runs throughout the day between Derby and Burton.

3.3.19 Furthermore, Peartree Railway Station is approximately 4km from the site – a 15 minute cycle, and Derby Railway Station is located within the City Centre – an approximate 24 minute cycle. There is secure cycle parking at Derby Railway Station, which can be used for rail services to London St Pancras, Sheffield, Birmingham, Crewe, Nottingham and further afield.

3.3.20 **Image 3.5** summarises all the public transport opportunities within the vicinity of the site.

Image 3.5: Public Transport Opportunities



Summary of Bus Service Access

3.3.21 In pre-application discussions, DCC referred to the Chartered Institute of Highways and Transport (CIHT) guidance on walking distances to bus stops⁸. DCC referenced a table that indicates recommended walking distances to bus stops of 250-500m. The CIHT guidance identifies that there are a range of factors that influence how far people are prepared to walk to bus stops. This is summarised below in the context of the proposed development:

⁸ Chartered Institute of Highways and Transport 'Buses in Urban Developments' (2018)

- ***“The acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey travel time, including the ‘in bus’ time as well as the walk at either end. Consequently, people will accept longer walks to reach bus services that are fast and direct, or more frequent, and to stops serving a wider range of destinations;”*** The details above identify that the total journey time to Derby City Centre by bus, including the walking time, waiting time, and in-bus time, is approximately 35-40 minutes. The journey time to other key destinations, such as Royal Derby Hospital and Sinfyn is less than this. For context, the average time taken to travel to work by bus in the East Midlands region is 38 minutes⁹. Access by bus to workplaces for residents of the proposed development is therefore in line with the regional average.
- ***“Acceptable walking distances are lower in town centres than in residential areas;”*** The site is within a residential area and therefore longer walking distances should be considered acceptable.
- ***“The quality of the walking route itself may affect people’s judgement of an acceptable walking distance. Safe routes, well overlooked and with visual interest along the way will be perceived as less onerous than isolated, poorly lit and uninteresting routes;”*** The walking routes to the bus stops are of good quality – this is explored further in the route audits in Section 3.6.

3.3.22 DCC has also stated that the bus service frequencies from the nearby stops are deemed ‘less frequent’ as the headway is greater than 12-minutes. Whilst acknowledging that this is the frequency quoted in the CIHT guidance, service headways of 20-minutes (such as at Heatherton Village) are not uncommon from areas at the edge of the urban area. The combined frequency of the service from Oaklands Avenue offers five bus per hour which equates to an average of a bus every 12 minutes.

3.3.23 The acceptability of a proposed development based on the access to bus services should be assessed in the context of the site location. Numerical thresholds for walking distances and bus service frequencies should be applied with a degree of flexibility.

3.3.24 It is clear from this review that the nearby bus services, from Squires Way and Oaklands Avenue, will provide a reasonable travel option for future residents of the development for a range of journey purposes.

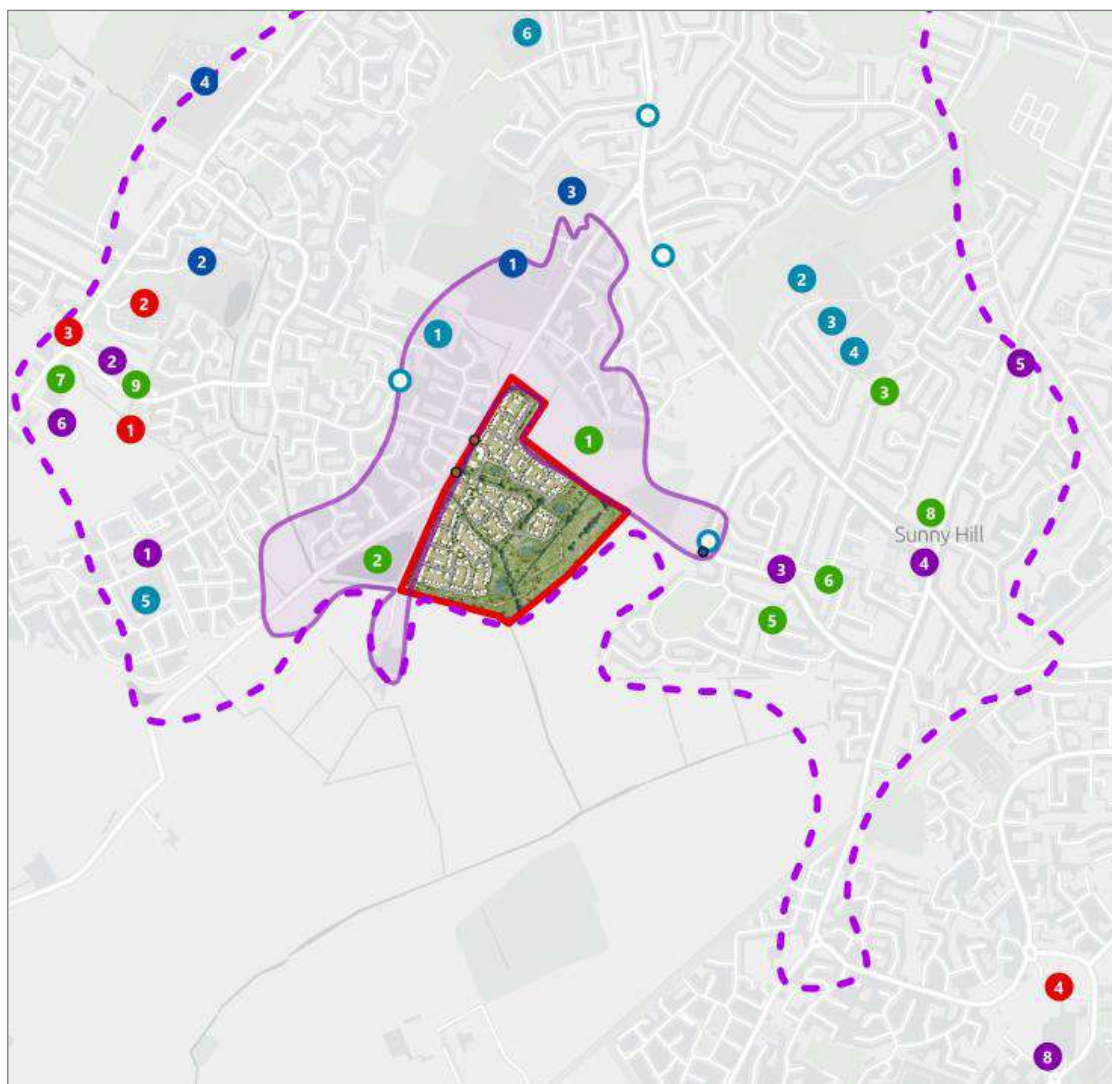
⁹ Department for Transport, Transport Statistics Great Britain 2023, [Table TSGB0111](#) Average time taken to travel to work by region of workplace and usual method of travel

3.4 20-Minute Neighbourhood

- 3.4.1 A 20-minute neighbourhood is an area which has adequate and affordable housing options and services, amenities, workspaces and green spaces all within a 20-minute journey, either by foot, cycling, or public transport. An assessment of the proposed development within this context is set out below.
- 3.4.2 Residents of the proposed development will travel for a range of journey purposes and **Chart 2.2** demonstrates how this varies by time period. For Derby City, for an average weekday, 24% of all trips are for shopping, 26% are the journey to/from work, and 16% are for education. Personal business, visiting friends/relatives and recreation account for a further 34% of trips.
- 3.4.3 Existing local services and amenities will be within a reasonable walking and cycling distance for residents. Millenium Wood and Griffie Field Park will be connected to the site through pedestrian and cycle routes, ensuring that future residents can access good quality green spaces within a convenient walk from their home.
- 3.4.4 In addition, the proposed development includes a local centre and on-site green space, which will be available within a short walk of all the new houses, and for the local community.
- 3.4.5 The key facilities and services within 800m and 2km catchments from the site are shown in **Figure 3.1**; an extract is provided in **Image 3.6**. These distances reflect the following guidance within Manual for Streets (MfS, 2007):

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10-minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly those under 2km.” (MfS, paragraph 4.4.1)

Image 3.6: Key Facilities within 800m and 2km (Extract from Figure 3.1)



Source: i-Transport

3.4.6 In particular, the following locations fall within an approximate 800m walking distance from the site:

- Griffie Field Primary School and Derby Moor Academy Secondary School
- On-site open space, Millenium Wood, Heatherton Pond and Griffie Field Park
- On-site local centre, likely to include a small convenience store (subject to RMA)

3.4.7 Within 2km, additional facilities can be reached, including:

- The following facilities in Heatherton Village: Hollybrook Medical Centre, Nuffield Health Centre, the pharmacy, Highfields Spencer Academy (primary school), Derby Grammar School, convenience stores (the Co-op stores on Tutbury Avenue and Hollybrook), an Aldi foodstore, the Hollybrook pub, and the Bollywood Restaurant

- Local shops at Oaklands Avenue and Stenson Road
- Further schools, including St George’s Catholic Primary School, Ridgeway Infant School, Gayton Junior School, Carlyle Infant and Nursery School, Littleover Community School, and Ivy House School (specialist school)

3.4.8 Beyond this, but within a reasonable cycling distance (taking up to around 20-minutes), are: Sinfyn Health Centre, an Asda Superstore, and Derby City Centre.

3.4.9 In pre-application discussions, DCC referenced an 800m/10-minute ‘walkable neighbourhood’. MfS is clear that this is not an upper limit to how far people will travel. There is extensive reference to 15-minute neighbourhoods (RTPI, 2021¹⁰), 20-minute neighbourhoods (TCPA, 2021¹¹), and reference to walking/cycling being the first choice for local journeys of less than 5-miles (NDG, 2021¹²) – which all indicate distances significantly beyond those quoted in the earlier guidance referenced by DCC (i.e. CIHT, 2015¹³ and DfT, 2008¹⁴).

3.4.10 Decision makers should not place too much emphasis on the 800m walking distance recommended in MfS and other related guidance. Such distances should not be construed as hard and fast rules and should be applied with a degree of flexibility which recognises that the opportunities to promote sustainable transport rather than just active travel modes will be determined by the type of development and its location. In that vein, outside of central London and other major cities, there will be very few residential sites that are able to meet the 800m recommended walk distance in all cases¹⁵.

3.4.11 Overall, the site is in a good location to offer realistic and genuine opportunities for active travel to be used to access a range of services, amenities, workspaces and green spaces. This is detailed further in the following section.

¹⁰ Royal Town Planning Institute ‘Net Zero Transport - The role of spatial planning and place-based solutions’ (January 2021)

¹¹ Town and Country Planning Association ‘20-Minute Neighbourhoods’ (March 2021)

¹² Ministry of Housing, Communities & Local Government ‘National Design Guide’ (January 2021)

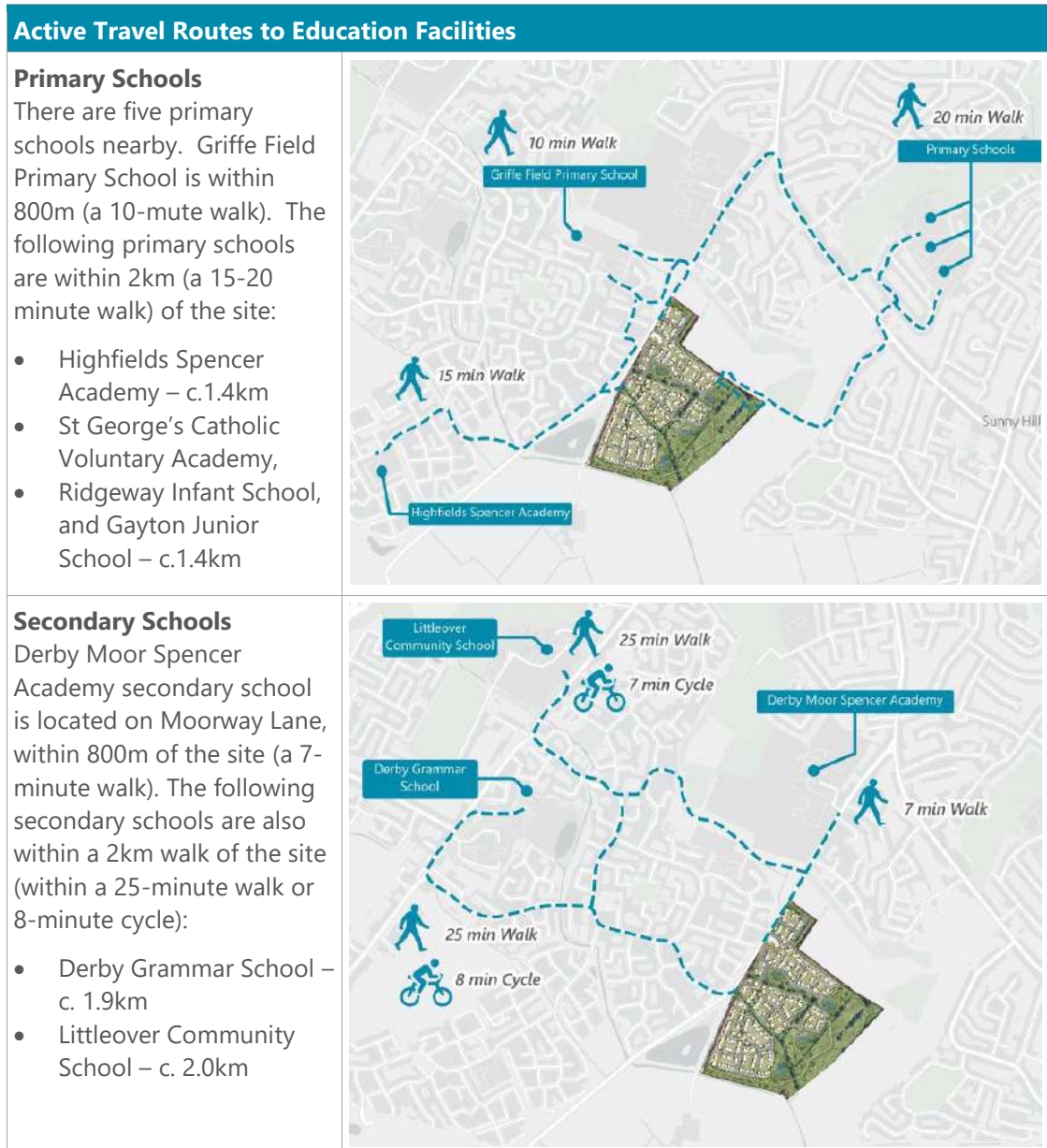
¹³ Chartered Institute of Highways and Transport ‘Planning for Walking’ (2015)

¹⁴ Department for Transport ‘Building Sustainable Transport into new Developments’ (2008)

¹⁵ Refer to the Planning Inspectorate Appeal Decision APP/Z3825/W/24/3355546

3.5 Active Travel Routes to Likely Destinations

3.5.1 Descriptions are provided below of active travel route options for the journeys to educational facilities, local retail, key service centres (Derby City Centre), and employment areas that residents are likely to make. A quality audit of these routes follows in the next section.



Active Travel Routes to Local Retail

There are local retail opportunities at:

- Tutbury Avenue
- Hollybrook Way
- Oaklands Avenue

These can be reached in an approximate 10-20 minute walk of the site or a 4-6 minute cycle.

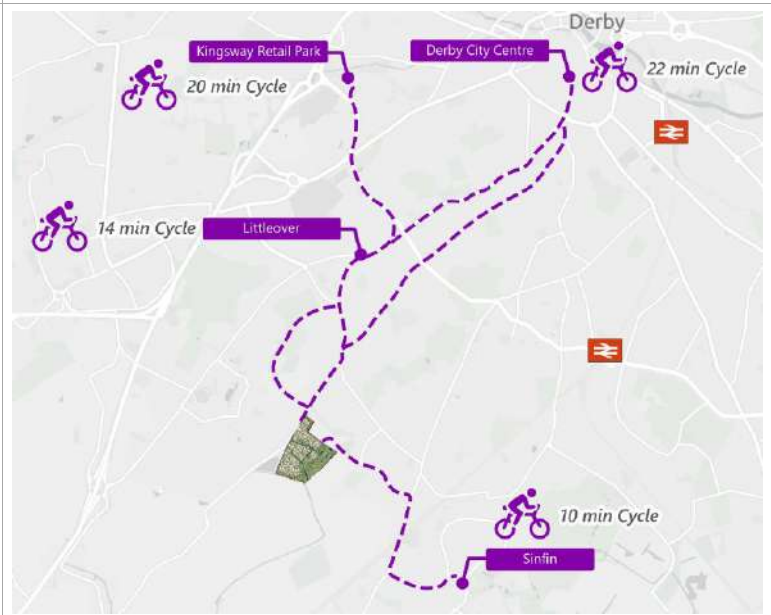
A local centre will also be provided on site.



There are further retail opportunities within a short cycle ride, including at:

- Derby City Centre
- Sinfon
- Littleover
- Kingsway Retail Park

These destinations call all be reached within approximately 22 minutes by bike.

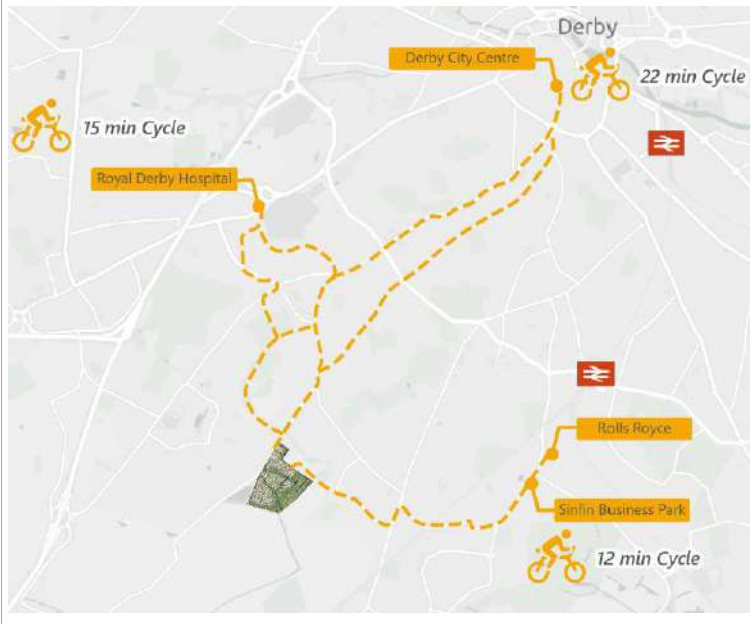


Active Travel Routes to Service Centres and Employment Areas

Derby City Centre is a key destination for employment, and is the sub-regional focus for commerce, culture, leisure and the visitor economy.

There are also employment opportunities at Sinfin Central Business Park and Rolls Royce to the east, Royal Derby Hospital to the North, and the Toyota Motor Manufacturing UK to the south.

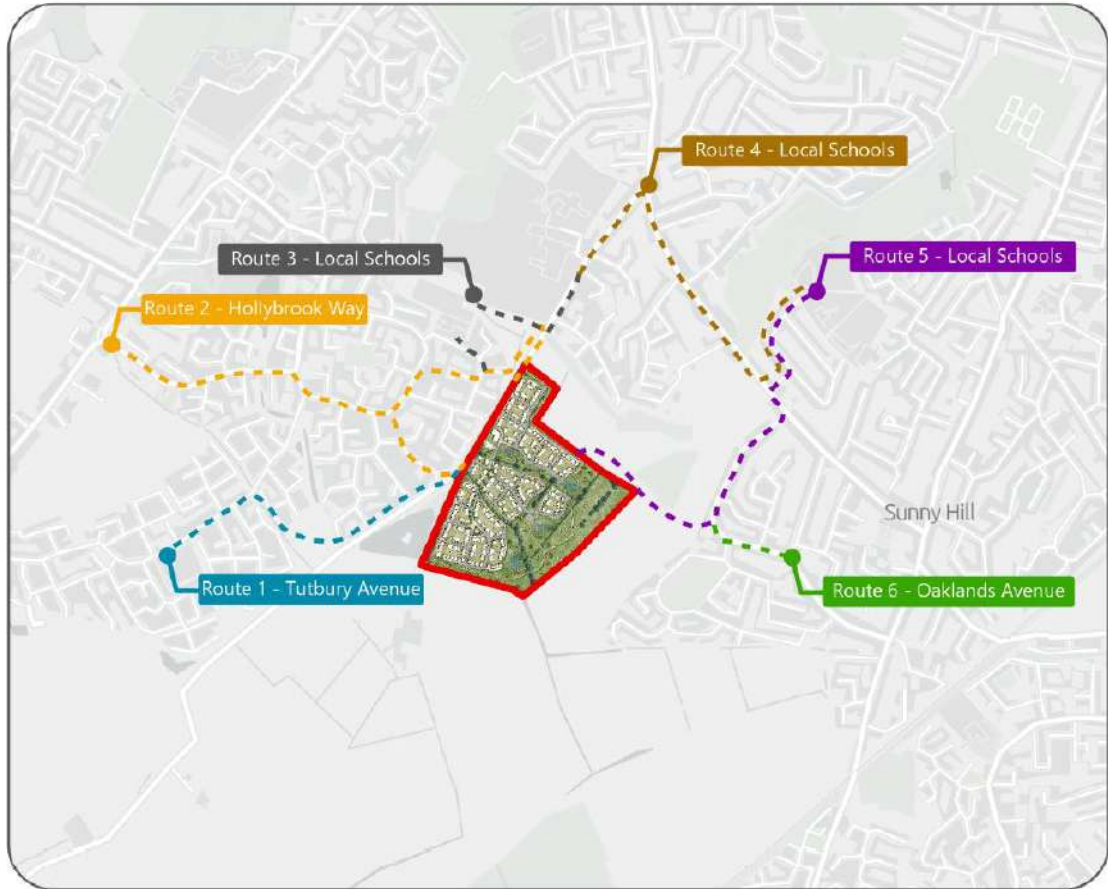
These can be reached by cycling or public transport.



3.6 Active Travel Route Audits

3.6.1 Route audits have been undertaken for the key active travel routes, identified from the above review. The routes considered are shown in **Image 3.7** and the audits are summarised thereafter. The route audits consider the active travel routes from the site as they currently stand. They do not pick up the internal routes within the site, which will be designed to a high standard and covered by a future RMA. The audits do identify potential off-site improvements.

Image 3.7: Route Audit Overview



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Route 1 – to Tutbury Avenue



For the local shops, Highfield Spencer Academy, Highfield Vets

Currently there are no formal crossing points on Moorway Lane along the section of the site frontage between the site and the entrance to the footway/cycleway to the west. There is a crossing point further to the north on Moorway Lane.

There is an access point to the footway/cycleway opposite Heatherton Pond and a 'finger-post sign' identifies the routes to key destinations.



The footway/cycleway continues southwest offering a direct and convenient route through Heatherton Village. The route has street lighting and natural surveillance from residential properties and other users.

A network of low speed local roads and footway/cycleway routes permeate through the area with many routes signposted for cyclists. These routes provide good footway provision with suitably wide footways and streetlighting, with either tactile paving at crossings or raised table crossings.

Potential Improvements include:

- Provision of a crossing point on Moorway Lane at the location of the access to the footway/cycleway to allow for pedestrians and cyclists to access the route from the site.



Source: Images from site visit in February 2025

Route 2 – to Hollybrook Way



For the Squires Way (Maize Close) bus stop (on route), Aldi, the Co-op, Hollybrook Medical Centre, Busy Bees Nursery, Heatherton Community Centre, Bollywood Restaurant

As with Route 1, there is currently no formal crossing point on Moorway Lane at the location of the footway/cycleway access near Heatherton Pond.

Once on the footway/cycleway, connections to the local roads are available or through footway/cycleway links that permeate the area.

These lead through to Portico Road and Callow Hill Way where cyclists would rejoin the carriageway and pedestrians can continue along footways towards Hollybrook Way.

These are low speed roads that are suitable for cycling. Many of the footways have sections which are segregated by grass verge. Pedestrian crossings are present along the route. There is street lighting and natural surveillance from residential properties and other users.

Potential improvements could include:

- Provision of a crossing point on Moorway Lane at the location of the access to the footway/cycleway to allow for pedestrians and cyclists to access the route from the site.

Source: Images from site visit from February 2025 and Google Streetview

Route 3 – to the Local Schools and Park (Heatherton Village)



For Griffie Field Primary School and Derby Moor Spencer Academy Secondary School, and Griffie Field Park, and to the Squires Way (Maize Close) bus stop

To the north of the site there is a pedestrian crossing on Moorway Lane. This provides a crossing from Millenium Wood to the footway/cycleway to the west.

Griffie Field Primary School can be reached either following the footway/cycleway that continues west or by heading south and through the local streets and cut throughs for pedestrians and cyclists.

There is street lighting present along the footway/cycleway that runs north/south but there is no street lighting present along the section that heads west and towards the King George V Playing Fields.

There is also a footway/cycleway that provides a direct link to the bus stop on Squires Way (Maize Close).

To the north of the crossing the footway/cycleway continues northwards towards Derby Moor Spencer Academy.

Potential improvements could include:

- An improved crossing point and footway/cycleway from the site connecting to the north at the existing crossing.

Source: Images from site visit from February 2025

Route 4 – Local Schools (Via Moorway Lane)



For St George's Catholic Primary School, Ridgeway Infant School, Gayton Junior School (and Gayton swimming pool)

Heading north from the site along Moorway Lane there is a crossing point (as mentioned in Route 3) which provides a crossing to the footway/cycleway along the western side of Moorway Lane. There is also a footway with street lighting that runs along the eastern side of Moorway Lane up to Blagreaves Lane.



At the Junction with Blagreaves Lane there is a footway/cycleway at the southern corner of the junction which then leads to a signalised toucan crossing on Blagreaves Lane.

Heading southeast along Blagreaves Lane there are footways that are segregated from the carriageway by grass verge. Street lighting is present.

A footway/cycleway through Sunnysdale Park provides a connection to Uplands Avenue and then onto the local schools in the area.



As an alternative, there is a route along Blagreaves Lane and then along Kegworth Avenue and the local roads that lead to the schools. There is a signalised crossing point just south of the junction with Kegworth Avenue.

Potential improvements could include:

- Signage for pedestrians and cyclists heading along Moorway Lane accessing these destinations.

Source: Images from site visit from February 2025

Route 5 – Local Schools (Via Oaklands Avenue)



For St George’s Catholic Primary School, Ridgeway Infant School, Gayton Junior School (and Gayton swimming pool)

There will be a direct connection from the site to Millenium Wood for pedestrian and cyclists. This would connect to the Regional Cycle Route 66, which passes through the Millenium Wood (between Moorway Lane and Oaklands Avenue).

Heading east, the path has a bound surface and is wide enough for pedestrians and cyclists to pass with ease. This section of the route is wooded and there is no lighting currently until Oaklands Avenue.

At Oaklands Avenue, footways are present with street lighting and cyclists are encouraged to cycle on street and continue along Route 66 towards Sinfin.

Heading north there is a signalised crossing on Blagreaves Lane south of the junction with Kegworth Avenue. The route to the local schools continues on local roads as mentioned in Route 4.

Potential improvements could include:

- Provision of lighting along the route through the Millenium Wood between the connection to the site and Oaklands Avenue.

Source: Images from site visit from February 2025 and Google Streetview

Route 6 – Oaklands Avenue



For the Oaklands Avenue bus stops and local shops

As with Route 5, it is proposed that a link will be provided to Millenium Wood for pedestrian and cyclists. This would connect to the Regional Cycle Route 66, towards Oaklands Avenue.

Heading east, the path has a bound surface and is wide enough for pedestrians and cyclists to pass. This section of the route is wooded and there is no lighting until Oaklands Avenue.

At Oaklands Avenue there is a bus stop which has a flagpole but no shelter.

Footways continue along Oaklands Avenue to the east where there are local shops and a pub. There is street lighting and natural surveillance from the residential properties.

At the time of the site visit it was not evident that there was any cycle parking provision at the local shops.

Potential improvements could include:

- Provision of lighting along the route through the Millenium Wood between the connection to the site and Oaklands Avenue.
- Provision of bus shelters at the Oaklands Avenue bus stops.
- Provision of a small number of cycle parking stands near the local shops.

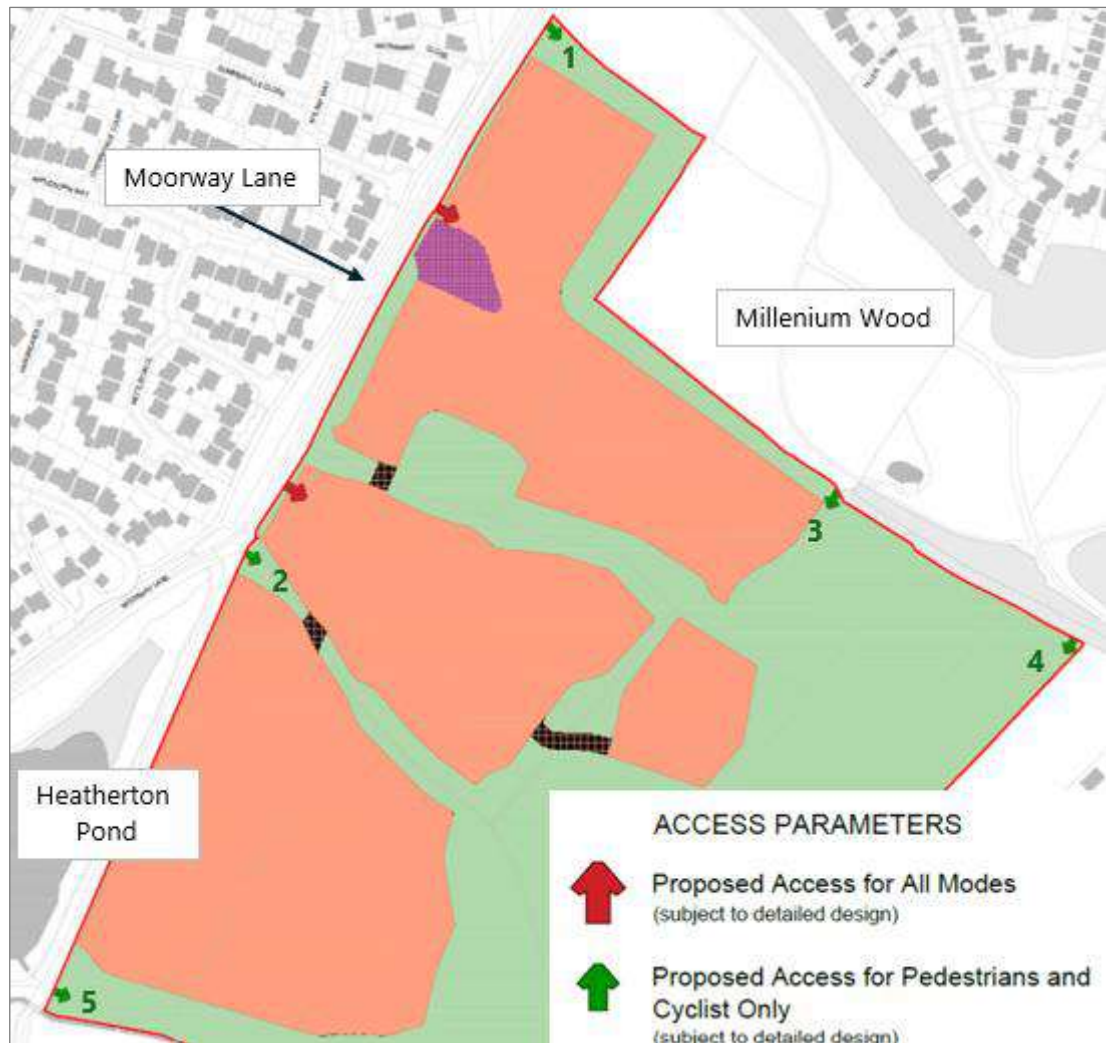
Source: Images from site visit from February 2025

3.7 Site Access

3.7.1 The Parameters Plan (**Appendix A**) identifies the following points of access to the proposed development, an extract is provided in **Image 3.8**:

- Two all-mode accesses on Moorway Lane
- Two additional pedestrian/cycle accesses on Moorway Lane, to the north and south of the site frontage
- Two pedestrian/cycle connections via the Millenium Wood
- A pedestrian/cycle connection to the PRow by Heatherton Pond

Image 3.8: Access Parameters (Extract)



Source: Marrons and i-Transport

3.7.2 These access locations have been selected to maximise the permeability of the site, and to tie into the existing footway/cycleway network, as follows:

- 1 The northern pedestrian/cycle access on Moorway Lane is located to connect to the existing crossing point, which provides access to the wider footway/cycleway along Moorway Lane and the Regional Cycle Route 66.
- 2 The southern pedestrian/cycle access on Moorway Lane is located close to the existing southern access to the footway/cycleway along Moorway Lane. A new crossing is proposed to improve the connection to this.
- 3 The western access to the Millenium Wood connects to the footpath through the wood.
- 4 The eastern access to the Millenium Wood provides a direct connection to the Regional Cycle Route 66 (of which, this section is also a designated PRow).

- 5 The access to the west of the site provides connection to the PRoW that runs past Heatherton Pond.
- 3.7.3 As this is an outline application, the internal connections between these access points will be refined as part of the RMA(s); indicative connections are shown in the illustrative masterplan (**Appendix B**).
- 3.7.4 Two new all-mode accesses on Moorway Lane will provide vehicle access to the proposed development. This meets the requirements of DCC, as set out in the 6C's Highways Design Guide, that development of 150 homes or more have two points of vehicular access. The locations of these accesses have been selected to minimise the impact on the trees on Moorway Way Lane.
- 3.7.5 The access junctions have been designed as priority junctions and are shown in **Drawing ITM16217-GA-018B**. The site accesses are 5.5m wide with 3m wide footway/cycleways on either side.
- 3.7.6 It is proposed that the speed limit on the section of Moorway Lane along the site frontage is reduced from 40mph to 30mph. This will improve the environment for pedestrians and cyclists, will better suit the character of the street following the proposed development, and will tie into the existing 30mph section of Moorway Lane to the north. The proposed development will include a financial contribution to DCC to cover the cost of the Traffic Regulation Order that is necessary to change the speed limit.
- 3.7.7 Visibility splays of 2.4m x 43m at each access (suitable for a 30mph road) are indicated on the site access drawing. The dimensions of the site access junctions meet the relevant design standards (set out in the 6C's guide and Manual for Streets). The spacing between the two site accesses is approximately 180m, which is more than sufficient for safe operation of each junction.
- 3.7.8 Swept path analysis of the largest vehicles that will require access to the site (i.e. a refuse collection vehicle and a 12m rigid vehicle – for deliveries to the local centre) are shown in the following drawings; other vehicles that are smaller than this can also be accommodated, such as fire appliances and grocery delivery vehicles:
- **ITM16217-GA-019** – Swept path analysis of a 12m rigid vehicle
 - **ITM16217-GA-020** – Swept path analysis of a refuse collection vehicle

3.7.9 In summary, the proposed access points provide permeability and connect the proposed development into the existing footway/cycleway networks. The two all-mode accesses meet the relevant design standards and can accommodate the types of vehicles requiring access. Safe and suitable access will be provided to the proposed development.

3.8 Off-site Transport Improvements

3.8.1 The proposed development includes wider improvements to Moorway Lane to facilitate access to the site and to improve the environment for active travel. These improvements are shown in **Drawing ITM16217-GA-018B** include the following:

- Widening of the Moorway Lane carriageway to 5.5m (from approximately 4.5m-4.9m at present). To minimise the impact on the trees, the following sections will be narrower than 5.5m:
 - A short section with priority shuttle working immediately to the north of the site, with a 3.7m wide carriageway for a length of approximately 24m
 - A 5.0m wide section between the two accesses, for approximately 100m
- New footway/cycleway on the eastern side of Moorway Lane along the site frontage (with a short section diverted within the site to minimise the impact on the trees), up to the entrance to the Millenium Wood and the existing pedestrian crossing to the north
- A new informal pedestrian crossing on Moorway Lane at the southern end of the site frontage, to enable safer crossing and entry to the existing footway/cycleway on the western side of Moorway Lane
- Reduction in the speed limit on Moorway Lane from 40mph to 30mph

3.8.2 The proposed development will include a financial contribution to DCC to install a sensitive lighting system over the approximate 210m section of the route from the site through the Millenium Wood to Oaklands Avenue. The lighting will be designed in consultation with ecologists to limit the impact on wildlife. For example, the lighting could be cowled, low level, or sensor controlled.

3.8.3 In addition, the proposed development will include a financial contribution to DCC to upgrade the two bus stops on Oaklands Avenue to provide a shelter with seating and timetable information.

3.8.4 These improvements will ensure that the proposed development is well connected to the existing pedestrian/cycle and public transport networks.

3.9 Travel Plan

3.9.1 A Framework Travel Plan (FTP) has been prepared for the proposed development (report reference: ITM16217-006A). This is a long-term management strategy, which details how agreed sustainable transport objectives are to be delivered, and the process for monitoring and review.

3.9.2 The aims and objectives of the FTP reflect the **Sustainable Transport Vision** set out in Section 2. The FTP targets are aligned with that of Scenarios 2 and 3 assessed within this TA. A range of measures are identified that are aligned with the vision.

3.10 Reserved Matters Principles

3.10.1 The planning application is being made in Outline, with all matters reserved except for access. This means that the details of the internal site layout – including street layout, cycle parking, car parking, details of the local centre and mobility hub, will be the subject of a future RMA.

3.10.2 The **Sustainable Transport Vision** for the proposed development defines the principles that will guide the RMA(s) – creation of a healthy, walkable neighbourhood; designing streets for people; reducing car dominance; supporting future mobility; and working within the landscape. These principles are further defined below in relation to their application to the RMAs.

Principles of the Sustainable Transport Vision for the RMAs	
	<p><u>Connections to Moorway Lane, Heatherton Village and Oaklands Avenue</u></p> <ul style="list-style-type: none"> • Provision of a new local centre, and connection to this for the local community • Upgrades to Moorway Lane, include reduction of the speed limit to 30mph, new footway/cycleway, and a new crossing • Provision of a pedestrian/cycle connection through the site to the Millenium Wood PRoW/regional cycle route, also connecting to the PRoW by Heatherton Pond, and connecting into the wider footway/cycleway network through Heatherton Village
	<p><u>Bus access and mobility hub</u></p> <ul style="list-style-type: none"> • The provision of routes within the site, and a crossing on Moorway Lane, to maximise the connectivity to the existing bus stops at Squires Way and Oaklands Avenue • Creation of a 'mobility hub' by the local centre – which could include including seating, wireless internet, interactive map/journey planning, cycle parking, and car club spaces
	<p><u>Green and open spaces</u></p> <ul style="list-style-type: none"> • Provision of a walking routes through the site and connecting to the PRoWs at Millenium Wood and Heatherton Pond, • Incorporating play areas and play on the way features along the active travel routes within the site • Embedding active travel routes within the green corridors, using retained and new landscape features to create interest along these routes – including ponds, trees, woodland, hedgerows, new planting, and seating
	<p><u>Street design</u></p> <ul style="list-style-type: none"> • People-friendly spaces, with direct, safe, attractive routes • Street design that prioritises safety and accessibility for all, including older people, children, and those less mobile • Street design for low vehicle speeds • Minimising the dominance of cars within the streets • The street hierarchy will comprise residential streets, private driveways, and active travel corridors
	<p><u>Cycle parking</u></p> <ul style="list-style-type: none"> • Secure cycle storage will be provided for all the new homes, and visitor cycle parking will be provided for the local centre and mobility hub • This will be provided in accordance with DCC adopted standards
	<p><u>Electric vehicle (EV) charging and car parking</u></p> <ul style="list-style-type: none"> • EV charging infrastructure will be provided in accordance with Building Regulations • The provision of car parking will reflect a balance to accommodate likely demand whilst seeking to reduce car dependency

3.11 Active Travel England Checklist

3.11.1 An Active Travel England Checklist has been prepared to aid Active Travel England (ATE) in their assessment. This signposts where information is contained within the accompanying documents for the submitted planning application. The checklist is in **Appendix E**.

3.12 Summary

3.12.1 The accessibility and connectivity review considers the existing provision for active travel and of public transport, and the services and amenities that are available within the local area. It considers how the proposed development connects into this and enhances it, to ensure that sustainable transport modes are prioritised taking account of the vision for the site, and that safe and suitable access to the site can be achieved for all users.

Existing Provision

3.12.2 There is a good network of pedestrian and cycle routes within the vicinity of the site, including the footway/cycleway on the western side of Moorway Lane, and the regional cycle route 66, the runs between Griffie Field Park, across Moorway Lane, through the Millenium Wood to Oaklands Avenue. There are PRoWs to the north and south of the site – the route through the Millenium Wood, and the route by Heatherton Pond. From Moorway Lane, there is signed network of cycle friendly streets towards Derby City Centre – which can be reached in just over 20 minutes.

3.12.3 Local bus services can be accessed from the bus stops on Squires Way (Maize Close) and Oaklands Avenue. The Squires Way bus stop is approximately 500m-800m walking distance from the new homes within the proposed development; this is equivalent to a 6-10 minute walk. The range reflects the difference between the homes within the development located closest and furthest from the bus stops, and the choice of routes available. This is approximate as the internal layout will be subject to a future RMA(s). This bus stop is used by the regular Harlequin bus service, with three buses per hour Monday-Saturday daytimes. The bus stops on Oaklands Avenue are approximately 450m-900m walking distance from the site (a 6-11 minute walk). These stops are used by the 5/5A (to Derby and Littleover) and 7 (to Derby and Sinfin) bus routes. These are regular services, which provide a combined frequency of five buses per hour in each direction on weekdays.

3.12.4 The total journey time by bus to Derby City Centre, from either of these stops, is around 35-40 minutes, including walking, waiting, and in-bus time. This is broadly in line with the average time taken to travel to work by bus in the East Midlands region (38 minutes). The walking routes to these bus stops have been reviewed and found to be safe and suitable for use by residents of the development. Overall, the local bus services will provide a reasonable travel option for future residents of the development for a range of journey purposes.

3.12.5 The proposed development will be part of a 20-minute neighbourhood, with a range of services, amenities, workspaces and green spaces all within a 20-minute journey, either by foot, cycling, or public transport. The proposed development includes the provision of a local centre and mobility hub, and on-site green and open space. Griffie Field Primary School, Derby Moor Academy Secondary School, and Griffie Field Park are within an 800m walk of the site, accessed using safe and attractive footway/cycleways. This will provide a real opportunity to maximise the use of active travel for school journeys.

Prioritising Sustainable Travel for the Proposed Development

3.12.6 The proposed development will connect into the local community and active travel network through several connections to Moorway Way Lane, two connections to the Millenium Wood, and connection to the PRoW by Heatherton Pond. These connections are identified in the Parameters Plan. The illustrative masterplan shows links within the site that connect these routes, providing a permeable site, and routes that can be used by the wider community, such as footway/cycleway that will connect the PRoWs to the north (Millenium Wood) and south (at Heatherton Pond).

3.12.7 The proposed development will bring forward a package of transport improvements that respond to sustainable travel desire lines for residents. This includes:

- The provision of a new footway/cycleway on Moorway Lane along the site frontage
- Reduction in the speed limit on Moorway Lane to 30mph
- A new pedestrian crossing on Moorway Lane
- A contribution to the provision of shelters at the Oaklands Avenue bus stops
- A contribution towards lighting improvements along the route through Millenium Wood between the site and Oaklands Avenue

3.12.8 A Framework Travel Plan has been prepared which details how agreed sustainable transport objectives are to be managed and delivered, and the process for monitoring and review.

3.12.9 The sustainable transport vision for the proposed development defines the principles that will guide the design of the internal site layout – including street layout, cycle parking, car parking, details of the local centre and mobility hub – which will be the subject of a future RMA(s).

SECTION 4 Typical Journeys by Residents

4.1 Overview

4.1.1 It is clear from Section 3 that there are options available to residents of the development for using active travel and public transport. This section provides examples of typical journeys made by future residents of the development using these modes.

4.1.2 There are many reasons why not all residents of the development will travel by car, some of these are summarised below:

- Driving licences – there are young people who can travel independently but are not old enough to get a driving licence and there are other people who do not (or cannot for various reasons) have a licence
- Car ownership – there may be people who do not own a car, either because they actively choose not to, or because they cannot afford to; some of these people might have a license and could make use of the car club car (to be included within the mobility hub). For others, there might be fewer cars in the household than there are drivers; for example, there might be two adult licence holders who share one car.
- Parking cost/availability at destination – some people might choose not to drive to a particular location because it might be difficult or expensive to park their car.
- Preference for other modes – some people might choose to walk or cycle for some of their daily journeys as part of an active healthy lifestyle; some people might choose to use public transport so that they can read on their journey or perhaps have a few drinks while they are out.

4.1.3 The journeys highlighted below are made without a car, for one or more of the reasons set out above. The examples include the following:

- Taking the bus to Derby City Centre for work
- Travel to Derby Hospital by bike (and sometimes the bus)
- Dropping a child at school, and then taking the bus to Derby City Centre
- Independent travel to the secondary school and park
- Travel to the medical centre by mobility scooter
- Weekend trip to the city centre by bus

- Longer distance travel from Derby Railway Station

4.2 Typical Journeys

Taking the bus to Derby City Centre for work

John travels to work in Derby City Centre by public transport. He leaves his house at 07:45 and walks to the bus stop on Oaklands Avenue to catch the number 7 bus. He has the option of either the 7 from Oaklands Avenue or the Harlequin bus from Squires Way, but the 7 bus goes nearer to his office. He walks through the development along the footways to the north where there is a pedestrian route through Millenium Wood and out to the bus stop on Oaklands Avenue, arriving at 07:55.

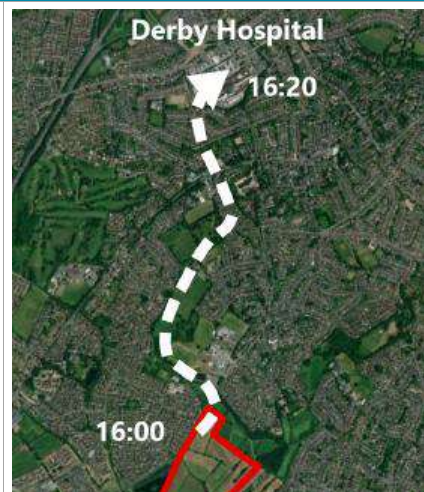


John catches the 07:58 bus, but he knows that there is a bus at 08:18 if he is late, or at 07:35 if he needs to get in earlier. The bus arrives at St Peters Street in Derby at 08:25. His office is a short walk from there and he arrives at 08:30. John uses the free taster bus pass which he was provided as part of the Travel Plan for the development. Occasionally John stays late in town to meet up with friends after work knowing that he can get the last number 7 bus at 20:00 or the last Harlequin/V3 bus at 11:15. John likes the freedom of not having to find somewhere to park and being able to have a beer after work every now and again.



Travel to Derby Hospital by bike (and sometimes the bus)

Toby likes to cycle to work and feels more confident on his bike having joined the bicycle user group set up for the development as part of the Travel Plan. Using the signed cycle routes he can get to the Hospital in 20 minutes. Sometimes Toby does not fancy cycling to work, particularly for some cold, dark, wet and late shifts, so he car shares with a colleague, organised through the hospital Liftshare. Alternatively, sometimes he gets the 5A bus from Oaklands Avenue which goes direct to the hospital



Dropping a child at school, and then taking the bus to Derby City Centre

Melanie walks her child to primary school before taking the bus to work. She sets off at 08:00, walking through the new development along the footways until reaching the new crossing on Moorway Lane. They then walk along the pedestrian/cycle path towards the primary school arriving at around 08:15. The walk takes slightly longer with her child enjoying the natural environment and seeing their friends along the way. After saying goodbye, Melanie walks to the bus stop on Squires Way arriving at the bus stop at 08:17.

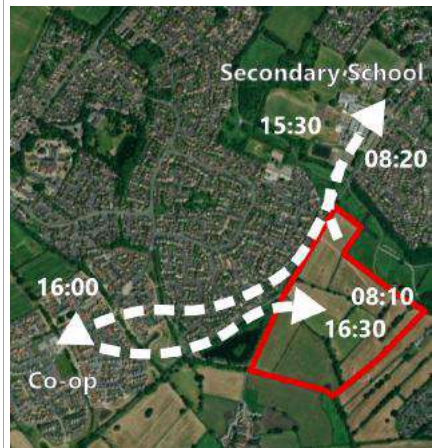


Melanie waits for the 08:20 Harlequin bus towards Derby, on occasion waiting for the 08:40 if running a bit behind. If waiting for the later bus, Melanie sits down in the shelter and skims through her emails on her phone. The bus takes 25 minutes to Gower Street in the centre of Derby arriving at either 08:45 or 09:05. Melanie makes use of her free taster bus pass that was provided by the developer as part of the Travel Plan for the development. Melanie arrives after work by 09:00 or 09:20.



Independent travel to the secondary school and park

Rahul can easily walk to school and he sets off around 08:10. Using the footways within the site and the improved connections on Moorway Lane, Rahul can get to school around 08:20. Rahul finishes at 15:30 and heads to the Co-op on Tutbury Avenue. He uses the shared footway/cycleway that runs adjacent to Moorway Lane, taking his time as he walks with his mates through the area. He knows he can get there in 20 minutes, but he takes 30 minutes with his mates. He arrives at the Co-op at 16:00 picking up some groceries. He walks back home which takes another 20 minutes arriving back at 16:30.



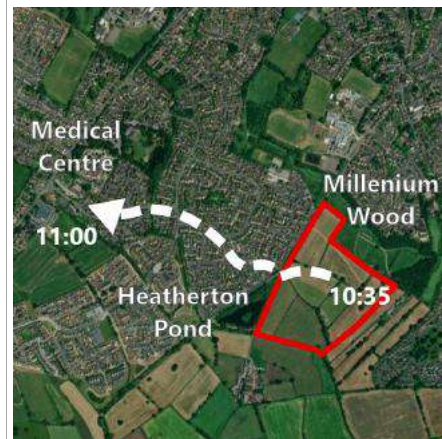
Independent travel to the secondary school and park

At the weekends Rahul plays football up at Clemson's Park which starts at 10:00. He knows it is a 20-minute walk or a 6-minute cycle along the shared footway/cycleway that leads directly to the park. Having attended a bikeability course set up as part of the Travel Plan, he feels confident to use his bike.



Travel to the medical centre by mobility scooter

Deborah has some mobility issues meaning that for some longer walking distances she will opt for her mobility scooter. Deborah regularly needs to go to Hollybrook Medical Centre for check ups and she will usually use her mobility scooter to get there knowing that the route has appropriate provision such as ramps and dropped kerbs.



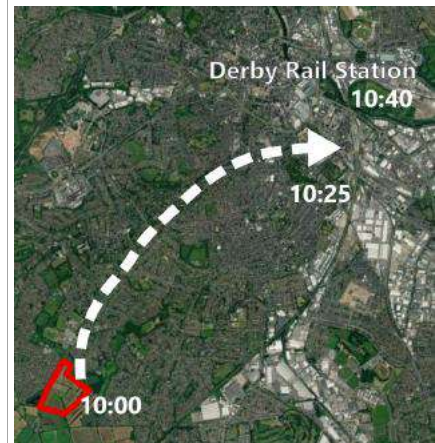
Weekend trip to the city centre by bus

Alex and Jo both enjoy heading into Derby and going shopping at shopping centre there. They both use the free taster bus pass provided to them as part of the Travel Plan for the development. They decide to go by bus into town on a Sunday. They leave around 10:30 and get the 10:45 V3 bus from Squires Way, which has an hourly service to Derby Bus Station. They arrive just after 11:00 and head to the shops, and stay for a meal out. The last V3 bus back is at 22:15 and gets them back to Squires Way just after 22:30. They both walk back along the footways with street lighting and arrive home around 22:45.



Longer distance travel from Derby Railway Station

Ellie mostly works from home sometimes needs to travel outside of Derby. She could get the bus into Derby and then walk to the station, but she prefers to cycle. She sets off at 10:00 and follows the cycle route into the centre of Derby using cycle lanes, quiet streets and shared footway/cycleways and it takes 25 minutes to get there. She arrives at 10:25 and locks her bike in the secure and sheltered bike store at the station, making her train at 10:40.



4.3 Summary

- 4.3.1 Not everyone within the development will have a car that they can use for all the journeys that they make, or they might prefer to travel without a car. This section highlights some examples of how future residents of the proposed development might use active travel or public transport for a range of journey purposes.

SECTION 5 Vision-led Trip Generation Methodology

5.1 Overview

5.1.1 The approach to estimating the trip generation of the proposed development at Moorway Lane reflects the **Sustainable Transport Vision**, as required by the NPPF. A scenario-based assessment has been undertaken, considering the following three scenarios:

- **Scenario 1 – High Vehicle Trips** – estimated using TRICS vehicle trip rates
- **Scenario 2 – Local Context** – applying the TEMPro mode share proportions
- **Scenario 3 – Reflecting Policy** – for a shift towards active travel

5.1.2 The trip generation covers the residential element of the proposed development only.

5.1.3 The proposed development also includes land for a potential local centre. Details of this will come forward through an RMA. The uses within the local centre will fulfil a local need. At this stage, it is envisaged that the local centre will include a small convenience store, of no more than 400sqm gross floor area. This is not expected to draw trips beyond a very local catchment. To reflect the sustainable transport vision, it is assumed that all trips to the local centre will be made by active travel. These trips have not been separately quantified, as they will predominantly be internal (i.e. from residents of the site).

5.2 Total Person Trip Generation

5.2.1 The starting point for the assessment is to consider who the development is for, and why, when, and how they might travel.

5.2.2 The TRICS database has been used to estimate the likely daily trip generation of the proposed residential development, by all modes. This is summarised in **Table 5.1**. The criteria used for the interrogation of the TRICS Database is summarised below and the TRICS output is included in **Appendix F**.

5.2.3 TRICS selection criteria:

- Sites with between 200-500 dwellings
- Sites in Edge of Town locations
- Sites surveyed Monday to Friday
- Surveys from 2016 onwards (excluding surveys affected by COVID-19 travel restrictions)

5.2.4 **Table 5.1** summarises the 'Total People' trip rates for the 12-hour daily period from TRICS (7am-7pm). It also presents the 24-hour daily trip generation estimated using a factor derived from TEMPro for Derby City.

Table 5.1: Weekday Trip Generation (All Modes)

	Arrivals	Departures	Two-Way
Trip Rate per home (12-hour)	3.55	3.59	7.14
Trip Generation 350 homes (12-hour)	1,243	1,257	2,499
12-hour weekday to 24-hour average day conversion factor	1.13	1.13	1.13
Trip Generation 350 homes (24-hour)	1,404	1,420	2,824

Source: TRICS Database and TEMPro Version 8.1

5.2.5 An average weekday would see approximately 2,800 daily trips by all modes.

5.2.6 To compare this trip rate to the national average (see **Section 2.1**), the Derby average household occupancy of 2.4 people has been used¹⁶. Multiplying the national average weekday trips per person (2.6), by the Derby average people per household (2.4), equates to an average of 6.4 daily trips per household. Comparing the daily trip rate from TRICS (which is based on 12 hours) with the national average trip rate (which is based on 24 hours), demonstrates that the TRICS trip rate (7.14 trips per household) is much higher than the 6.4 – this provides comfort that the assessment is robust.

5.2.7 The trip generation in the morning and evening highway network peak hours¹⁷ has been calculated from TRICS using the same criteria as above – this is presented in **Table 5.2**.

¹⁶ From the 2021 Census for Derby Local Authority: 256,961 usual residents living in a household (Table TS001) divided by 105,653 total households (Table TS003)

¹⁷ The weekday highway network peak hours have been identified from the traffic surveys undertaken (detailed in Section 8) as 7.30-8.30am and 4.15-5.15pm. As the TRICS trip rate for 5-6pm is higher than for 4-5pm, it is the 5-6pm trip rate that has been in the assessment, to be robust.

Table 5.2: Weekday Peak Hour Trip Generation (All Modes)

	Morning Peak Hour			Evening Peak Hour		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Trip rate per home	0.20	0.71	0.91	0.58	0.23	0.81
Trip generation 350 homes	70	249	319	203	81	284

Source: TRICS

5.3 Reasonable Future Scenarios

5.3.1 The likely mode split of the trip generation shown in the tables above have been estimated for three reasonable scenarios:

- **Scenario 1 – High Vehicle Trips** – estimated using TRICS vehicle trip rates
- **Scenario 2 – Local Context** – applying the TEMPro mode share proportions
- **Scenario 3 – Reflecting Policy** – for a shift towards active travel

Scenario 1 – High Vehicular Trip Rate

5.3.2 **Scenario 1** uses the weekday vehicle trip rates estimated using TRICS (for the parameters set out in Section 5.2). The vehicle trip rates and trip generation are summarised in **Table 5.3**. Based on this TRICS data (included in **Appendix F**), an average of 15% of all weekday trips are made by active travel or public transport – the remaining 85% of trips are vehicle-based. The data is presented for the morning and evening peak hours¹⁸ and the 12-hour weekday total.

¹⁸ The weekday highway network peak hours have been identified from the traffic surveys undertaken (detailed in Section 8) as 7.30-8.30am and 4.15-5.15pm. As the TRICS trip rate for 5-6pm is higher than for 4-5pm, it is the 5-6pm trip rate that has been in the assessment, to be robust.

Table 5.3: Scenario 1 – High Vehicle Trip Rate and Trip Generation

	Morning Peak Hour			Evening Peak Hour			Daily (7am-7pm)		
	Arr-vals	Depar-tures	Two-way	Arr-vals	Depar-tures	Two-way	Arri-avls	Depar-tures	Two-way
Vehicle trip rate per home	0.13	0.35	0.48	0.33	0.13	0.46	2.06	2.04	4.10
Vehicle trip generation 350 homes	46	123	168	116	46	161	721	714	1,435
Active travel and PT trip rate per home	0.04	0.11	0.15	0.06	0.04	0.10	0.52	0.53	1.05
Active travel and TP trip generation 350 homes	14	39	53	21	14	35	182	186	368
Proportion of total trips by active travel and PT	16%			12%			15%		

Source: TRICS Database; PT – Public Transport

Scenario 2 – Local Context

- 5.3.3 **Scenario 2** reflects the existing/historical local context for mode share; this contrasts with **Scenario 3** which reflects the future aspirations for mode share.
- 5.3.4 **Scenario 2** applies the TEMPro mode share for Derby¹⁹. This uses the mode share proportions for an average weekday and the weekday morning and evening peak periods (these are 3-hour periods that are broadly consistent with the morning and evening peak hours), as referenced in **Chart 2.6** earlier.
- 5.3.5 The development trip generation by mode is summarised in **Table 5.4**. An equivalent vehicle trip rate is provided for ease of comparison with **Scenario 1**.

¹⁹ The TEMPro mode share data that has been used is for Derby as a whole. This is a more reliable dataset than the mode share data for the Mid-Level Super Output Area (MSOA) within which the site is located. The mode share in TEMPro is derived from National Travel Survey (NTS) data, which is disaggregated by traveller type (including employment status and household structure), purpose and area type. The NTS, and consequently, the National Trip End Model (NTEM) results, is based on Local Authority level data. The NTEM forecast data inputs (including population and dwellings) are only available by Local Authority level. Job forecasts are available by region. Accordingly, the TEMPro mode share data is not reliable at MSOA level.

Table 5.4: Scenario 2 – Weekday Trip Generation (All Modes)

	Morning Peak Hour			Evening Peak Hour			Daily (7am-7pm)		
	Arr-vals	Depar-tures	Two-way	Arr-vals	Depar-tures	Two-way	Arr-vals	Depar-tures	Two-way
Trip generation 350 homes	70	249	319	203	81	284	1,243	1,257	2,499
Trips by active travel / public transport modes	38%			31%			34%		
	27	95	121	62	25	87	423	427	849
Trips as a car driver	41%			46%			43%		
	29	102	131	94	37	131	536	542	1,078
Trips as a car passenger	21%			23%			23%		
	15	52	66	47	19	66	284	287	571
<i>Equivalent vehicle trip rate</i>	<i>0.08</i>	<i>0.29</i>	<i>0.37</i>	<i>0.27</i>	<i>0.11</i>	<i>0.37</i>	<i>1.53</i>	<i>1.55</i>	<i>3.08</i>

Source: TRICS and TEMPro

Scenario 3 – Reflecting Policy

- 5.3.6 **Scenario 3** reflects local and national policy objectives in relation to achieving positive mode shift; these are summarised in **Table 5.5**.
- 5.3.7 The aim of regional and national policy is for 50% of journeys in towns and cities to be by walking, wheeling or cycling. This target has been applied to the TEMPro mode share for Derby. The mode share for the remaining modes has been adjusted in proportion to this.

Table 5.5: Scenario 3 – Weekday Trip Generation (All Modes)

	Morning Peak Hour			Evening Peak Hour			Daily (7am-7pm)		
	Arri-vals.	Depar-tures	Two-way	Arri-vals	Depar-tures	Two-way	Arri-vals	Depar-tures	Two-way
Trip generation 350 homes	70	249	319	203	81	284	1,243	1,257	2,499
Trips by active travel / public transport modes	50%			50%			50%		
	35	124	159	102	40	142	621	628	1,250
Trips as a car driver	31%			31%			31%		
	22	77	99	63	25	88	385	390	775
Trips as a car passenger	19%			19%			19%		
	13	47	61	39	15	54	236	239	475
<i>Equivalent vehicle trip rate</i>	<i>0.06</i>	<i>0.22</i>	<i>0.28</i>	<i>0.18</i>	<i>0.07</i>	<i>0.25</i>	<i>1.10</i>	<i>1.11</i>	<i>2.21</i>

Source: i-Transport

5.3.8 For context, **Scenario 3** represents an average reduction of approximately one vehicle trip per dwelling compared to **Scenario 2**. This is the equivalent of one in two households substituting a two-way car journey with active travel or public transport²⁰. This reflects the aspiration at both regional and national levels to increase active travel whilst also reflecting that residents may still choose to travel by car for some journeys.

5.4 Summary

5.4.1 **Table 5.6** summarises the estimated trip generation for each of the three scenarios. These three scenarios reflect the vision-led approach to transport planning.

²⁰ Calculated as follows: 775 car trips in **Scenario 3** is 303 trips fewer than in **Scenario 2** (which has 1,078 car driver trips). Across 350 homes, 303 fewer trips equates to approximately one trip per home, or one two-way (i.e. there and back) journey for every two homes.

Table 5.6: Scenario Comparison (Two-way Trip Generation)

	Scenario 1 – High vehicle trips			Scenario 2 – Local context			Scenario 3 – Reflecting policy		
	Morning peak hour	Evening peak hour	Daily (7am-7pm)	Morning peak hour	Evening peak hour	Daily (7am-7pm)	Morning peak hour	Evening peak hour	Daily (7am-7pm)
Proportion of trips by active travel and public transport	16%	12%	15%	38%	31%	34%	50%		
Active travel and PT trip generation	53	35	368	121	87	849	159	142	1,250
Vehicle trip generation	168	161	1,435	131	131	1,078	99	88	775
<i>Equivalent vehicle trip rate per dwelling</i>	<i>0.48</i>	<i>0.46</i>	<i>4.10</i>	<i>0.37</i>	<i>0.37</i>	<i>3.08</i>	<i>0.28</i>	<i>0.25</i>	<i>2.21</i>

Source: i-Transport

SECTION 6 Active Travel Trip Distribution and Assignment

6.1 Overview

6.1.1 This section includes a route assignment for typical daily active travel trips, including walking trips to the local bus stops. This is informed by the review in Section 3 of the likely routes taken by those walking and cycling to a range of destinations. The route assignment is presented diagrammatically. Reference is also made to the quantum of daily public transport trips.

6.2 Active Travel Route Distribution and Assignment

6.2.1 To identify where future residents will walk and cycle across the network, TEMPro has been used to determine the journey purposes by mode, across an average day. The distribution and assignment of these trips by route has been estimated with reference to the like destinations for these journey purposes. This is based on Scenario 3, which has the largest proportion of active travel and public transport trips (i.e. 50% of all trips). The calculations are provided in **Appendix G** and summarised below.

6.2.2 **Table 6.1** shows the journey purpose splits for walking and cycling across an average day.

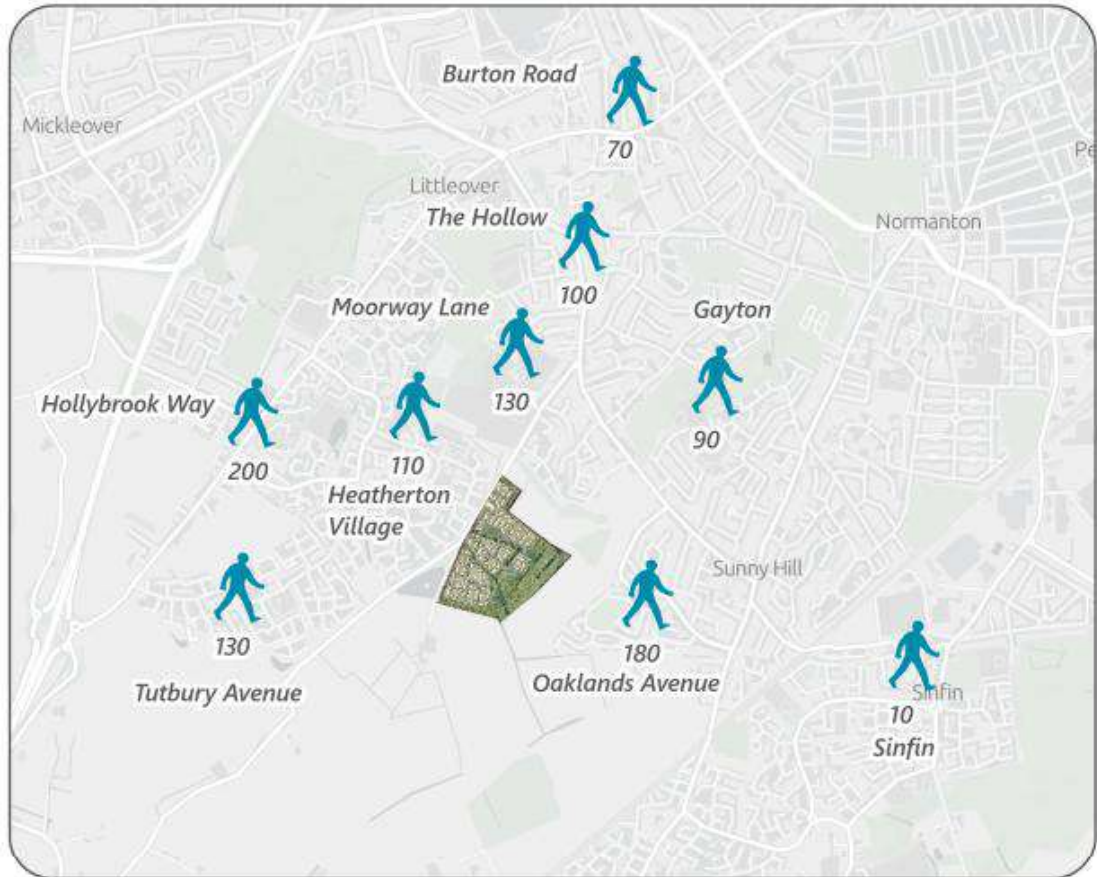
Table 6.1: Journey Purpose Proportions for Walking and Cycling

Purpose	Walking %	Cycling %
Work	12%	36%
Employers' Business	1%	2%
Education	25%	10%
Shopping	30%	14%
Personal Business	10%	6%
Recreation	12%	9%
Visiting Friends and Relatives	10%	9%
Holiday	0%	14%
Total	100%	100%

Source: TEMPro

6.2.3 The estimated distribution and assignment of walking and cycling trips by route is illustrated in **Images 6.1** and **6.2** respectively. Most of the walking trips are to local destinations, with over half for education and shopping purposes. For cycling, a large proportion of trips are towards Derby and to destinations in and around the local area.

Image 6.1: Route Assignment of Walking Trips



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Image 6.2: Route Assignment of Cycling Trips



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6.2.4 With regards to public transport users, approximately 190 two-way trips across the day are expected to be by bus, split across the services that use the bus stops on Squires Way (Maize Close) and Oaklands Avenue. These stops offer a range of services to destinations across Derby. Approximately 30 two-way trips are expected to be by rail. These users could access Derby Railway Station or Peartree Railway Station by bus or cycling. These cycle trips would be in addition to those set out in Images 6.1 and 6.2.

6.3 **Summary**

6.3.1 The existing pedestrian and cycle networks together with the improvements proposed as part of the development, would be able to accommodate the proposed trips generated by the site.

SECTION 7 Highway Safety

7.1 Overview

7.1.1 This section considers highway safety in relation to:

- The provision of safe and suitable access to the proposed development;
- The proposed off-site improvements; and
- A review of highway collision data.

7.2 Safe and Suitable Access

7.2.1 Safe and suitable access to the proposed development will be provided by the two new all-mode access junctions on Moorway Lane together with additional active travel connections on Moorway Lane and to the Millenium Wood and PRoWs. These access points provide permeability and connect the proposed development into the existing footway/cycleway and road networks.

7.2.2 The two junctions on Moorway Lane are shown in **Drawing ITM16217-GA-018B**. The dimensions of the site access junctions and the visibility splays meet the relevant design standards (set out in the 6C's guide and Manual for Streets). Swept path analysis shows that all vehicle types requiring access can be safely accommodated, including refuse vehicles, delivery vehicles, and emergency vehicles.

7.2.3 Overall, safe and suitable access will be provided for pedestrians, cyclists, those travelling by car, and for service vehicles.

7.3 Off-site Improvements

7.3.1 The proposed development includes improvements to Moorway Lane to facilitate access to the site and to improve the environment for active travel. This encompasses:

- Reduction in the speed limit on Moorway Lane from 40mph to 30mph
- Widening of the carriageway (details are set out in Section 3.8)
- Provision of a new footway/cycleway on the eastern side of Moorway Lane along the site frontage, up to the entrance to the Millenium Wood and the existing pedestrian crossing to the north

- A new informal pedestrian crossing on Moorway Lane at the southern end of the site frontage, to enable safer crossing and entry to the existing footway/cycleway on the western side of Moorway Lane

7.3.2 In addition, the proposed development will include a financial contribution to DCC for the following:

- To install a sensitive lighting system over this approximate 210m section of the route from the site through the Millenium Wood to Oaklands Avenue
- To upgrade the two bus stops on Oaklands Avenue to provide a shelter with seating and timetable information

7.3.3 These improvements will ensure that a safe and suitable environment is provided for pedestrians, cyclists and motorists, in the area immediately surrounding the site.

7.4 Review of Collision Data

7.4.1 Person Injury Collision (PIC) data has been obtained from Derbyshire Constabulary for the area shown in **Image 7.1**, for the five year period from 01/04/2020 – 31/03/2025 (the most recent data available at the time of analysis). The full data is included in **Appendix H**.

7.4.2 The data identifies one fatal collision, five serious collisions and 37 slight collisions across the study area over the five year period.

7.4.3 The fatal collision occurred on Pastures Hill west of the roundabout with Burton Road / Chain Lane / Hillsway, where a driver lost control and the vehicle collided with another vehicle.

7.4.4 The serious collisions are geographically dispersed - these are summarised below:

- One on Hillsway, which was a collision between two vehicles
- One on Moorway Lane, which was a collision between two vehicles, after one driver lost control on a bend
- One at the junction of Moorway Lane / Blagreaves Lane, where a driver making a turn in their vehicle collided with a cyclist
- One on Oaklands Avenue, where a motorcyclist lost control
- One at the junction of Blagreaves Lane / Stenson Road, where a driver reversing a vehicle collided with a pedestrian

Image 7.1: Collision Data



Source: Derbyshire Constabulary

7.4.5 A review of the clusters of PIC incidents at the following locations is provided below:

- 1 Stenson Road / Blagreaves Lane – one serious and eight slight
- 2 Moorway Lane / Blagreaves Lane – one serious and six slight
- 3 Burton Road / Chain Lane / Pastures Hill / Hillsway – five slight
- 4 Hillsway / The Hollow – three slight

1- Stenson Road / Blagreaves Lane

7.4.6 Stenson Road / Blagreaves Lane is a traffic-signal controlled junction, with pedestrian crossing and advance cycle stop lines. The nine incidents recorded over the five year period are summarised in **Table 7.1**.

7.4.7 The descriptions indicate that the incidents are attributable to a range of factors, including human error. There are no common factors that suggest that the junction arrangement is inherently unsafe.

Table 7.1: Review of PIC Cluster at Stenson Road / Blagreaves Lane

Date	Time	Severity	Vehicles	Type	Description
23/12/2020	16:00	Slight	2	Car into Car	V1 SLOWS AS VEHICLE INFRONT IS WAITING TO TURN INTO OFFSIDE JUNCTION. V2 SLOWS BUT IS DISTRACTED BY PASSENGER AND COLLIDES WITH REAR OF V1 AT SLOW SPEED. (5660)
19/07/2021	15:00	Slight	2	Car into Cyclist	V2, P/CYCLE RODE INTO RD IN FRONT OF V1 AS IT WAS TRAVELLING THROUGH T/LIGHTS ON GREEN (5894)
26/12/2021	15:50	Slight	2	Car into Car	V2 EXITED PARKING SPACES OFF FRONT OF SHOP INTENDING TO TURN RIGHT; V1 HAD STOPPED AT RED T/L SO V2 PULLED OUT TO JOIN THE QUEUING TRAFFIC. V1 THEN REALISED THAT THE LIGHTS HAD TURNED GREEN AND SHOT FORWARD, COLLIDING WITH V2 (17706)
05/02/2022	12:32	Slight	3	Car into Motorcycle	V1 HAD STOPPED TO ALLOW V3 OUT OF PARKING SPACE AT FRONT OF SHOPS; V2 NOT AWARE THIS WAS HAPPENING AND COLLIDED WITH THE REAR OF V1 (17706)
21/11/2022	12:13	Slight	2	Car into Car	V1 COLLIDED WITH V2 CAUSING SLIGHT INJURIES (18144).
04/12/2022	12:54	Slight	2	Car into Car	V1 SLOWING TO TURN R INTO BLAGREAVES AVE. V2 TRAVELLING BEHIND V1 FAILS TO SEE V1 SLOWING DOWN. V2 CONTINUES TO DRIVE AND COLLIDES INTO REAR OF V1 (2022)
09/03/2023	15:50	Slight	3	Car into Car	V1 WHILST OVERTAKING V3 (STATIONARY) HAS COLLIDED HEAD ON WITH V2 PULLING OUT OF THE JCT IN TO THE PATH OF THE ON- COMING V1 CAUSING SLIGHT INJURIES (18144).
11/03/2023	18:30	Serious	1	Car into Pedestrian	V1 REVERSED AND COLLIDED WITH A PED CAUSING SERIOUS INJURIES (18144)
04/03/2025	07:45	Slight	2	Car into Motorcycle	V2, TURNED RIGHT INTO THE JCT, INTO THE PATH OF V1(M/CYCLE), TRAVELLING IN THE OPP DIRECTION, TURNING LEFT AT THE SAME JCT, COLLIDING AND CAUSING SLIGHT INJURIES (18144).

Source: Derbyshire Constabulary

2 - Moorway Lane / Blagreaves Lane

- 7.4.8** The Moorway Lane / Blagreaves Lane junction is a priority junction, arranged around an island. The seven incidents recorded over the five-year period are summarised in **Table 7.2**.
- 7.4.9** The descriptions highlight a range of factors for these incidents. Three of the slight incidents involved vehicles turning at the junction. A further three incidents look to have involved pedestrians who did not exercise due care when entering the carriageway. These incidents look to have taken place around school start and finish times. A serious incident involved a vehicle turning at the junction colliding with a cyclist.
- 7.4.10** There are no common factors within this set of descriptions that suggest that the junction arrangement is inherently unsafe.

Table 7.2: Review of PIC Cluster at Moorway Lane / Blagreaves Lane

Date	Time	Severity	Vehicles	Type	Description
01/09/2021 (Weds)	08:30	Slight	3	Car into Car	V1 SLOWED DOWN INTENDING TO TURN RT ONTO MOORWAY LN. V2 & V3 WERE TRAVELLING BEHIND V1. V2 SLOWING DOWN BEHIND V1, V3 STRUCK V2 TO THE REAR WHICH SHUNTED V2 INTO REAR OF V1 (5894)
17/01/2023 (Tues)	15:47	Slight	2	Car into Car	V2 WAS WAITING TO EXIT FROM MAIN C/WAY; V1 FAILED TO SEE V2 INTENTIONS AND COLLIDED WITH THE REAR OF V2 CAUSING DAMAGE AND INJURY (17706)
26/01/2023 (Thurs)	17:30	Slight	2	Car into Cyclist	V1 PULLED OUT OF JCT AND COLLIDED WITH P/CYCLIST CAUSING SLIGHT INJURIES (18144).
02/02/2023 (Thurs)	08:05	Slight	1	Car into Pedestrian	PED. X 2 SCHOOL CHILDREN ATTEMPTED TO CROSS THE C/WAY WITHOUT CHECKING FOR ONCOMING VEHICLES, STEPPED OUT AND COLLIDED WITH V1 SUSTAINING SLIGHT INJURIES (17706)
18/05/2023 (Thurs)	15:22	Slight	1	Car into Pedestrian	PED. APPROACHED JCT AND WAS LOOKING DOWN AT M/PHONE HAS THEY WERE WALKING ON C/WAY WHEN V1 APPROACHED AND TRAVELLED OVER THE FOOT OF IP; NO DETAILS EXCHANGED(17706)
24/05/2023 (Weds)	15:00	Slight	1	Car into Pedestrian	PED RUNS OUT INFRONT OF MOVING VEHICLE AND IS STRUCK BY THE CAR CAUSING SERIOUS INJURIES (18144).
06/12/2024 (Fri)	15:30	Serious	2	Car into Cyclist	V1 TURNING RIGHT AT JCT, TURNED INTO THE PATH OF V2 (P/CYCLE), COLLIDING AND CAUSING SERIOUS INJURIES (18144).

Source: Derbyshire Constabulary

3 - Burton Road / Chain Lane / Pastures Hill / Hillsway

7.4.11 The Burton Road / Chain Lane / Pastures Hill / Hillsway junction is a four-arm roundabout with informal pedestrian crossings over each arm. The five incidents recorded over the five-year period are summarised in **Table 7.3**.

7.4.12 Three of the incidents involved two vehicles; two of the incidents involved a vehicle and a pedestrian. These types of incidents are not unusual at a roundabout junction, and an average rate of one slight accident per year does not highlight a specific road safety concern.

Table 7.3: Review of PIC Cluster at Burton Road / Chain Lane / Pastures Hill / Hillsway

Date	Time	Severity	Vehicles	Type	Description
11/03/2021	15:12	Slight	2	Car into Car	V1 HAD TO BREAK SUDDENLY AND V2 HAS THEN COLLIDED WITH THE REAR OF V1 CAUSING MINOR DAMAGE.(17706)
27/04/2021	05:15	Slight	2	Car into Car	V1 PULLED OUT OF CHAIN LN AND COLLIDED WITH SIDE OF V2 ON R/ABOUT (5894)
27/01/2022	08:10	Slight	1	Car into Pedestrian	STATIONARY TRAFFIC AND VERY BUSY ON C/WAY. PED. CROSSED C/WAY TO GET TO CENTRAL REFUGE WHEN V1 MOVED FORWARD TO ENTER R/ABOUT AND CLIPPED PED CAUSING PED. TO FALL (17706)
09/08/2023	12:30	Slight	2	Car into Car	V1 COLLIDES N/S TO THE O/S OF V2 CAUSING DAMAGE AND SLIGHT INJURIES (18144)
15/01/2024	15:30	Slight	1	Car into Pedestrian	C1 (PEDESTRIAN) CROSSING ROAD - V1 EXITS R/BOUT HITTING PED - ONLY PART DETAILS EXCHANGED (5869) A

Source: Derbyshire Constabulary

4 - Hillsway / The Hollow

7.4.13 The Hillsway / The Hollow junction is a priority-controlled T-junction, with an informal pedestrian crossing on the north side. The three incidents recorded here over the five-year period are summarised in **Table 7.4**.

7.4.14 All these incidents involved a collision between one vehicle pulling out of the junction into the path of an oncoming vehicle. These types of incidents are not unusual at a priority junction, and an average rate of less than one slight accident per year does not highlight a specific road safety concern at this location.

Table 7.4: Review of PIC Cluster at Hillsway / The Hollow

Date	Time	Severity	Vehicles	Type	Description
08/11/2021	19:12	Slight	2	Car into Car	V1 PULLED OUT OF JCT TO TURN RIGHT AND FAILED TO SEE V2 APPROACHING JCT AND THE VEHS COLLIDED (17706)
26/12/2021	14:40	Slight	2	Car into Car	V1 PULLS OUT OF JCT INTO THE PATH OF APPROACHING V2 AND COLLIDES WITH V2; V2 LEAVES THE SCENE (17706)
18/05/2024	14:05	Slight	2	Car into Car	V1 PULLS OUT OF JUNCTION INTO PATH OF ONCOMING CAR. (5869)

Source: Derbyshire Constabulary

7.5 Summary

7.5.1 The proposed development will provide safe and suitable access for pedestrians, cyclists, cars and service vehicles. The vehicle access junctions have been designed with appropriate visibility splays and junction spacing. The package of off-site improvements will improve highway safety through a reduction in the speed limit, the provision of pedestrian crossing points, and the provision of new footway/cycleway fronting Moorway Lane. The proposed development will also include a financial contribution to DCC for the provision of lighting along the section of footway/cycleway through the Millenium Wood, connecting the site to Oaklands Avenue. A review of collision data does not identify any specific locations for targeted interventions.

SECTION 8 Traffic Impact Assessment

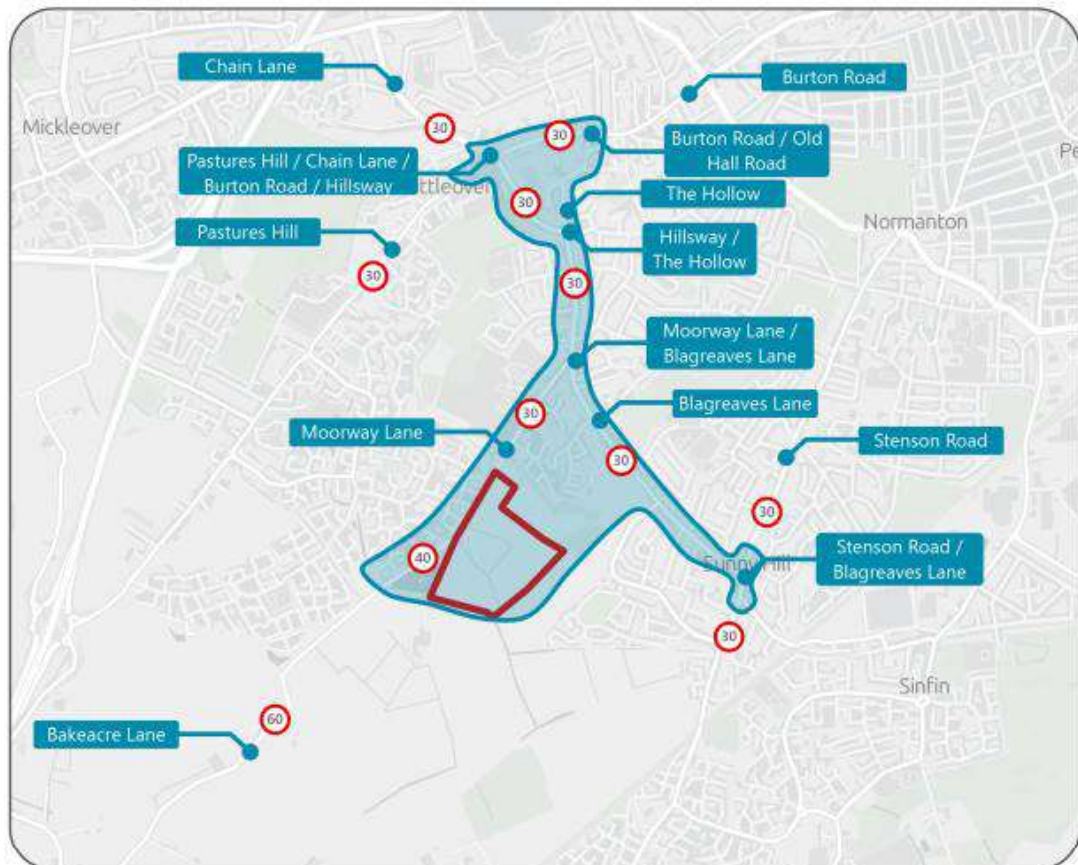
8.1 Overview

8.1.1 This section provides a traffic impact assessment for the local highway network. It sets out the context of the road network study area, details of the traffic surveys undertaken, and the background growth that has been applied. It sets out the vehicular trip distribution and assignment associated with the proposed development and quantifies the increases in traffic on the surrounding junctions for the three scenarios. Junction capacity assessments are presented.

8.2 Road Network Study Area

8.2.1 The road network study area is shown in **Image 8.1**. The study area includes Moorway Lane, Blagreaves Lane, and northwest towards Burton Road and east towards Stenson Road. The speed limit of all roads within the study area is 30mph, except for the 40mph section on Moorway Lane. It is proposed that this is reduced to 30mph as part of the transport improvement works on Moorway Lane.

Image 8.1: Road Network Study Area



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8.3 Traffic Surveys

8.3.1 A series of traffic surveys, including junction turning counts and queue surveys, was conducted at the following junctions on Thursday 13th February 2025 and Thursday 27th February 2025²¹, during school term time:

- Moorway Lane / Blagreaves Lane – 13th February
- Blagreaves Lane / Stenson Road – 13th February
- Hillsway / The Hollow – 27th February
- Pastures Hill / B5021 Chain Lane / Burton Road / Hillsway – 27th February
- Burton Road / Old Hall Road – 13th February

8.3.2 The 2025 observed traffic flows are presented on traffic flow diagrams in **Appendix I**.

8.4 Background Growth

8.4.1 Growth factors have been applied to the local highway network to account for an increasing population in the Derby City Local Authority area and other increases in background vehicle use. TEMPro²² has been used to derive forecast traffic growth factors to uplift the 2025 traffic flows to 2030 (the assumed year of opening of the development). The growth factors are summarised in **Table 8.1**. This forecasts around 3% growth on the network.

Table 8.1: Growth Factors for Derby Local Authority Area

Time Period	Weekday Morning Peak Period	Weekday Evening Peak Period
2025-2030	1.03	1.03

Source: TEMPro Version 8.1

8.4.2 There are no consented development schemes within the vicinity of the site that would have a significant impact on the study area. Application of the background traffic growth factors make allowance for wider development within the area that may come forward within a similar timeframe as the proposed development.

8.4.3 The 2030 'Baseline' traffic flows (i.e. without the proposed development) are presented as a traffic flow diagram in **Appendix I**.

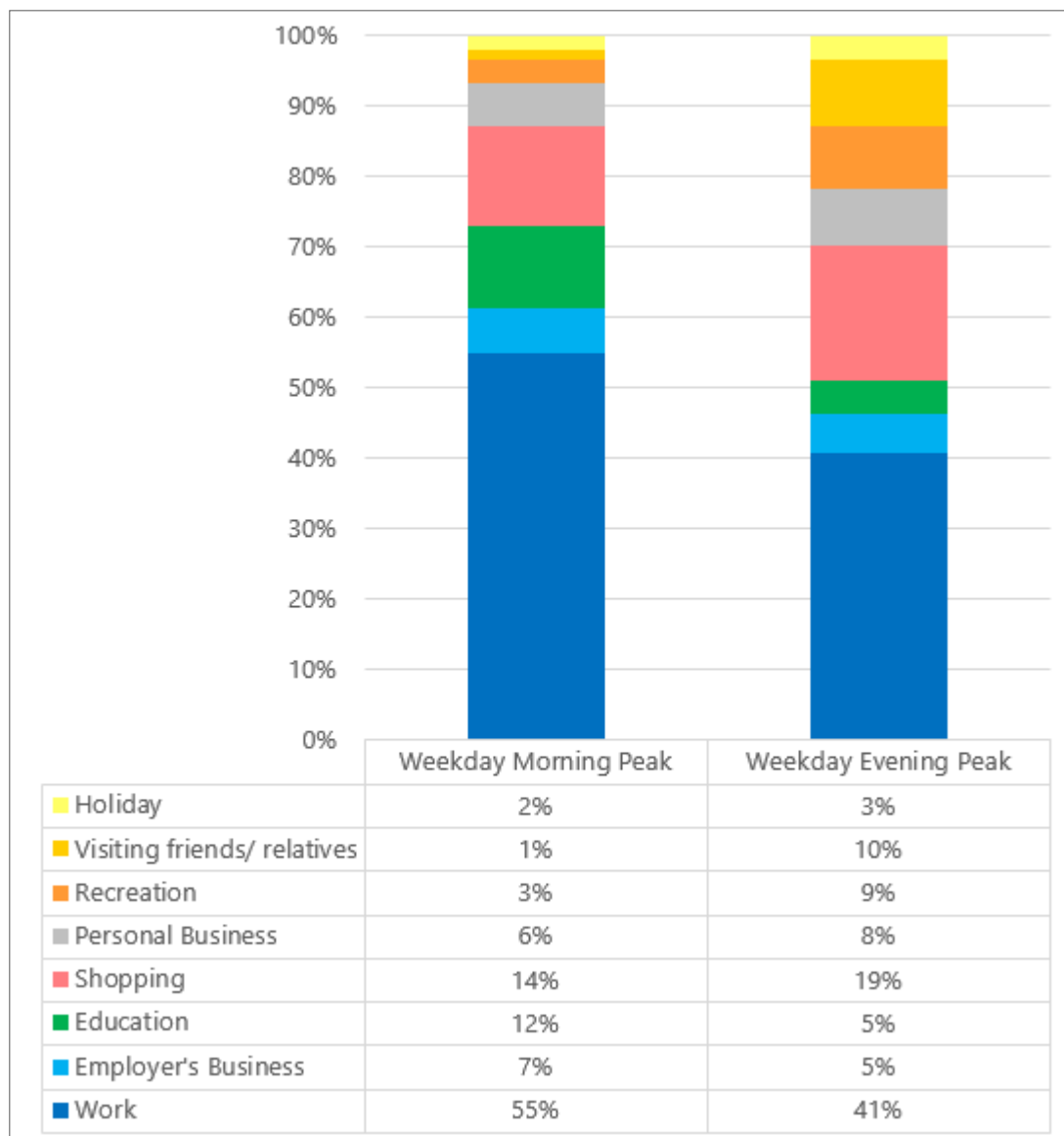
²¹ All surveys were due to be conducted on the Thursday 13th February 2025, however at some locations there were technical failures requiring some junctions to be re-surveyed on Thursday 27th February 2025.

²² Using the Behaviour Change scenario

8.5 Vehicle Trip Distribution and Assignment

8.5.1 The vehicle trip distribution and assignment has been determined using the car driver journey purpose data derived from TEMPro for the Derby City Local Authority Area for 2025. The journey purpose proportions for the weekday morning and evening peak periods are summarised in **Chart 8.1**. This shows that in the morning peak period, 62% of vehicle trips are employment and work-related, whilst in the evening peak period this accounts for only 46% of vehicle trips (i.e. less than half). Likewise, education accounts for 12% in the morning peak period and 5% in the evening peak period.

Chart 8.1: Typical Journey Purpose Proportions by Car Drivers, by Time Period



Source: TEMPro Version 8.1, for the Derby City Local Authority Area

8.5.2 The distribution of vehicular trips used for this assessment reflects the different journey purposes within the weekday morning and evening peak hours. The work-related trips have been distributed using Journey to Work Census 2011 data for the Derby City Middle Super Output Area (MSOA) 027. The non-work related vehicle trips have been distributed based on locations of these facilities and destinations within the local area (split into Education / Shopping / Other). Details of the distribution and assignment estimation are presented in **Appendix J**.

8.5.3 **Appendix I** includes traffic flow diagrams for the following scenarios:

- Proposed development vehicle trip proportional distribution
- Proposed development vehicle trip assignment (Scenarios 1-3)
- 2030 Base + Development (Scenario 1)
- 2030 Base + Development (Scenario 2)
- 2030 Base + Development (Scenario 3)

8.6 Junction Impact Assessment

8.6.1 The proportional increase in traffic at the junctions within the study area as a result of the proposed development is summarised in **Table 8.2**. This is based on the proposed development vehicle trip assignment and the 2025 surveyed traffic flows for the weekday peak hours. This is presented for Scenarios 1-3.

Table 8.2: Estimated Proportional Increase in Total Junction Traffic Flows

Junction	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Scenario 1	Scenario 2	Scenario 3	Scenario 1	Scenario 2	Scenario 3
Moorway Lane / Blagreaves Lane	10%	8%	6%	11%	9%	6%
Blagreaves Lane / Stenson Road	3%	3%	2%	3%	2%	1%
Hillsway / The Hollow	6%	5%	4%	7%	6%	4%
Pastures Hill / Chain Lane / Burton Road / Hillsway	2%	2%	1%	3%	2%	1%
Burton Road / Old Hall Road	4%	3%	2%	4%	4%	2%

Source: i-Transport

8.6.2 Unsurprisingly, given its proximity to the site, the proposed development will have the greatest proportional impact at Moorway Lane / Blagreaves Lane – the impact ranges from 6-11% for the three scenarios. The impact at Hillsway / The Hollow is 4-7%. The proportional impact at the other junctions is small (4% or less).

8.6.3 Detailed capacity assessments have been undertaken of the operation of the follow junctions:

- 1 Moorway Lane / Blagreaves Lane
- 2 Hillsway / The Hollow
- 3 Blagreaves Lane / Stenson Road (to understand the sensitivity of this signalised junction)

8.7 Junction Capacity Assessments

1 - Moorway Lane / Blagreaves Lane

- 8.7.1 The Moorway Lane / Blagreaves Lane junction is a priority junction arrangement that has three component parts – **Image 8.1** shows the triangular arrangement.

Image 8.1: Moorway Lane / Blagreaves Lane



Source: Google Maps

- 8.7.2 This junction has been modelled in PICADY using the Junctions 11 software. It has been modelled as three priority T-junctions, one for each give way line. South of the junction there is a signalised toucan crossing. This has been allowed for in the model.
- 8.7.3 The base model has been validated using the results of the queue survey was conducted at the junction (at the same time as the traffic counts). A comparison of the queue survey and the base model is presented in **Table 8.3**.

Table 8.3: Queue Survey Comparison – Moorway Lane / Blagreaves Lane

Arm/Lane	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Queue Survey (Vehicles)	Model (PCUs)	Queue Survey (Vehicles)	Model (PCUs)
Blagreaves Lane (South)	7	1	0	0
Moorway Lane	9	1	1	0
Blagreaves Lane (North)	5	1	0	1

Source: Traffic survey / i-Transport / Junctions 11
 PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

8.7.4 The table shows that the model results in a lower queue in the morning peak hour but is broadly similar in the evening peak hour. The morning peak hour has a higher queue which can be explained by activity associated with the nearby school on Moorway Lane. During the morning peak hour there is a period of around 10-15 minutes where queues are recorded, but this is preceded and followed by predominantly low levels of queues, which are more consistent with those reported by the model. The model provides a reasonable representation of the operation of the junction across the morning peak hour, but it is acknowledged that there is a 'peak' within this at school-drop off time, as is common at similar locations.

8.7.5 The results of the capacity assessment are summarised in **Table 8.4**. This shows the highest Ratio of Flow to Capacity (RFC) from all three priority junctions as well as the associated queue. The full model outputs are presented in **Appendix K**.

Table 8.4: Moorway Lane / Blagreaves Lane Junction Modelling Results

Scenario	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCUs)	RFC	Queue (PCUs)
2025 Observed	0.45	1	0.43	1
2030 Base	0.47	1	0.30	0
2030 Base + Development Scenario 1	0.61	2	0.40	1
2030 Base + Development Scenario 2	0.59	1	0.36	1
2030 Base + Development Scenario 3	0.56	1	0.35	1

Source: i-Transport / Junctions 11

8.7.6 The Moorway Lane / Blagreaves Lane junction is shown to operate within capacity with the addition of the proposed development. The RFC increases between 0.09-0.14 in the morning peak hour and 0.05-0.10 in the evening peak hour, with the range reflecting the three scenarios tested. The increase in queuing is minimal with a maximum of around one additional vehicle.

2a - Hillsway / The Hollow

8.7.7 The Hillsway / The Hollow junction is a standard priority T-junction which has been modelled in PICADY within Junctions 11. **Image 8.2** shows the junction arrangement.

Image 8.2: Hillsway / The Hollow



Source: Google Maps

8.7.8 The base model has been compared to the queue survey that was conducted at the junction (at the same time as the traffic counts). A comparison of the queue survey and the base model is presented in **Table 8.5**.

Table 8.5: Queue Survey Comparison – Hillsway / The Hollow

Arm/Lane	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Queue Survey (Vehicles)	Model (PCU)	Queue Survey (Vehicles)	Model (PCU)
The Hollow (South)	0	0	0	0
Hillsway (Left Turn)	0	0	0	0
Hillsway (Right Turn)	4	5	22	4
The Hollow (North)	0	0	0	0

Source: Traffic survey / i-Transport / Junctions 11
PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

- 8.7.9 The model results show a similar level of queuing to the queue survey for most arms in both peak hours, except for the Hillsway Right Turn in the evening peak hour. The model reports a queue of four Passenger Car Units (PCUs²³) whilst the queue survey reported a queue of 22 vehicles. The difference is likely to be attributable to the difficulty in distinguishing between a stationary queue of vehicles and slow moving traffic along a corridor or on the approach to a junction. The results of the PICADY model identify the predicted stationary queue. The queue survey observations included slow moving traffic on the approach to the junction during the peak hours, which is reflected within the reported 'queue'. This is backed up by observations of the operation of the junction.
- 8.7.10 The base model is considered appropriate for the assessment. Indeed, it reports a delay of 45 seconds per PCU for this Hillsway Right Turn movement and states the Level of Service (LOS) as E – i.e. the model reflects a low operating performance for this arm and movement.
- 8.7.11 The junction capacity assessment results are summarised in **Table 8.6** and provided in **Appendix K**.

Table 8.6: Hillsway / The Hollow Capacity Assessment Summary

Scenario	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCUs)	RFC	Queue (PCUs)
2025 Observed	0.85	5	0.80	4
2030 Base	0.89	6	0.95	9
2030 Base + Development Scenario 1	0.97	10	1.11	26
2030 Base + Development Scenario 2	0.95	9	1.08	21
2030 Base + Development Scenario 3	0.94	8	1.04	16

Source: i-Transport / Junctions 11
PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

- 8.7.12 The model results for the Hillsway / The Hollow junction show that the junction currently operates with an RFC of between 0.80 and 0.85, which increases to 0.89-0.95 in the future year without the proposed development (i.e. accounting for background growth). The addition of the proposed development in all scenarios in the evening peak increases the RFC to above 1, which is typically taken to mean that the junction will be over capacity. However, this should be considered within the following context:
- The impact of the proposed development varies depending on the Scenario; the maximum RFC for Scenario 3 is only just above 1 (i.e. 1.04).

²³ 1 Car is equivalent to 1 Passenger Car Unit (PCU)

- For all Scenarios, the RFC exceeds 1.00 for only 30 minutes within the evening peak hour. A detailed review of the junctions output shows that outside of this 30-minute period, the junction operates within capacity (with an RFC of 0.8 or below). This is similar, but less acute for the morning peak hour.
- The maximum increase in queuing at the junction rises from 6 PCU to 8 PCU during the morning peak hour (based on the Scenario 3 assumptions) and from 9 PCU to 16 PCU during the evening peak hour (again, based on the Scenario 3 assumptions). The increases at other times are less.
- The Government has been clear that we should not be designing for a worst-case peak hour scenario.

8.7.13 The impact of the proposed development on the Hillsway / The Hollow junction is not concluded to be 'severe' within the NPPF context, and this should not be a reason for preventing it coming forward.

8.7.14 Notwithstanding this, consideration has been given to the potential to upgrade this junction to enhance the environment for pedestrians and provide additional capacity at the junction. An indicative traffic-signal scheme has been drawn up which includes a signal-controlled pedestrian crossing. This is shown in Drawing **ITM16217-GA-022**. The modelling of this is set out below. The proposed development could include a financial contribution to DCC to deliver upgrade works at this junction, the details of which would be refined in consultation with DCC.

2b - Hillsway / The Hollow – Mitigation

8.7.15 A potential upgrade of the junction to a traffic-signal arrangement has been considered, based on the indicative layout shown in **Drawing ITM16217-GA-022**. It has been assumed that the signalised arrangement will be provided with MOVA (Microprocessor Optimised Vehicle Actuation) to optimise performance. This traffic signal junction arrangement has been modelled with LINSIG and the full model outputs are presented in **Appendix K**.

8.7.16 **Table 8.7** below summarises the results of the model showing the highest Degree of Saturation (DoS) and queue of any arm, and the Practical Reserve Capacity (PRC) for the junction.

Table 8.7: Hillway / The Hollow – Proposed Mitigation Scheme

Scenario	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	Maximum DoS	Maximum Queue* (PCUs)	Junction PRC	Maximum DoS	Maximum Queue* (PCUs)	Junction PRC
2030 Base + Development Scenario 1	70.0%	13	28.6%	74.6%	12	20.6%
2030 Base + Development Scenario 2	82.2%	15	30.2%	86.3%	13	23.2%
2030 Base + Development Scenario 3	75.2%	15	32.1%	84.0%	13	26.6%

Source: i-Transport / LINSIG; *This is the maximum 'mean maximum queue' over all arms
PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

8.7.17 The results show that the potential traffic signal arrangement could increase the capacity of the junction. It shows that the junction would operate within capacity with the proposed development for all scenarios. The queues are estimated to be 12-15 PCUs, depending on the scenario and peak hour.

3 - Stenson Road / Blagreaves Lane

8.7.18 The Stenson Road / Blagreaves Lane junction is a three-arm signalised junction and it has been modelled using LINSIG.

8.7.19 The base model has been validated using the results of the queue survey was conducted at the junction (at the same time as the traffic counts). A comparison of the queue survey and the base model is presented in **Table 8.8**.

Table 8.8: Queue Survey Comparison – Stenson Road / Blagreaves Lane

Arm/Lane	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	Queue Survey (Veh)	Model (PCU)	Queue Survey (Veh)	Model (PCU)
Stenson Road (South)	3	14	3	14
Blagreaves Lane	10	11	14	11
Stenson Road (North) Ahead	2	4	4	9
Stenson Road (North Right Turn)	2		1	

Source: Traffic survey / i-Transport / LINSIG
PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

8.7.20 Generally, the model reports similar queues to the queue survey, except for the Stenson Road (South) arm, for which the model reports a greater queue than observed (around 14 PCU compared to the three vehicles). The model is appropriate to use given the similar results on most arms and that, in the case of Stenson Road (South), the model is overestimating the queue making it robust.

8.7.21 **Table 8.9** summarises the model results, showing the highest Degree of Saturation (DoS) and queue on any arm, it also shows the Practical Reserve Capacity (PRC) for the junction. The full model results are presented in **Appendix K**.

Table 8.9: Stenson Road / Blagreaves Lane – Capacity Assessment Results

Scenario	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
	DoS	Queue (PCUs)	PRC	DoS	Queue (PCUs)	PRC
2025 Observed	71.8%	14	25.4%	74.3%	14	21.1%
2030 Base	74.0%	15	21.6%	76.9%	15	17.1%
2030 Base + Development Scenario 1	76.7%	16	17.4%	78.9%	15	14.1%
2030 Base + Development Scenario 2	76.2%	16	18.1%	78.5%	15	14.7%
2030 Base + Development Scenario 3	76.1%	16	18.3%	78.0%	15	15.5%

Source: i-Transport / LINSIG

PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

8.7.22 The results show that the addition of the proposed development traffic at the junction will not have a significant impact on the operation of this junction, with minimal increase in queuing during the peak hours.

8.8 Site Accesses Capacity Assessment

8.8.1 The proposed development will have two vehicular accesses on Moorway Lane – one to the north and one to the south. Both accesses will be standard priority T-junctions which have been modelled in PICADY using Junctions 11 software.

8.8.2 For robustness both accesses have been modelled assuming full development flows at both accesses. This is to provide a robust assessment rather than splitting the development traffic between the accesses.

8.8.3 The model results are summarised in **Table 8.10** and **8.11** and provided in full in **Appendix K**.

Table 8.10: Site Access (North) Capacity Assessment

Scenario	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCUs)	RFC	Queue (PCUs)
2030 Base + Development Scenario 1	0.28	0	0.11	0
2030 Base + Development Scenario 2	0.24	0	0.09	0
2030 Base + Development Scenario 3	0.18	0	0.06	0

Source: i-Transport / Junctions 11

PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

Table 8.11: Site Access (South) Capacity Assessment

Scenario	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	RFC	Queue (PCUs)	RFC	Queue (PCUs)
2030 Base + Development Scenario 1	0.28	0	0.11	0
2030 Base + Development Scenario 2	0.24	0	0.09	0
2030 Base + Development Scenario 3	0.18	0	0.06	0

Source: i-Transport / Junctions 11

PCU is Passenger Car Units (1 Car is equivalent to 1 PCU)

8.8.4 The results show that the site accesses will operate within capacity in all scenarios.

8.9 Summary

8.9.1 The traffic impact of the proposed development has been assessed by estimating the distribution and assignment of the vehicle trips across the local road network. The methodology for distributing and assigning the trips reflects the vision, and full range of journey purposes – noting that in the weekday evening peak hour, data shows that fewer than half of all vehicle trips tend to be work-related.

8.9.2 Capacity assessments have been undertaken at the junctions where the impact of the proposed development is greatest.

8.9.3 For the Hillsway / The Hollow, this currently operates with a noticeable level of queuing and delay, which is forecast to increase without the proposed development. The model of the junction shows that the addition of the proposed development will increase the RFC to above 1 in the evening peak hour, albeit the extent of this varies for the different scenarios tested. However, this is the case for only 30 minutes within the peak hour; outside of this, the junction operates within capacity (with an RFC of 0.8 or below). This is similar, but less acute for the morning peak hour.

-
- 8.9.4 The Government has been clear that we should not be designing for a worst-case peak hour scenario, and notwithstanding this, the impact of the proposed development on the Hillsway / The Hollow junction is not concluded to be 'severe' within the NPPF context. Nonetheless, consideration has been given to the potential to upgrade this junction to enhance the environment for pedestrians. An indicative traffic-signal scheme has been drawn up which includes a signal-controlled pedestrian crossing. The capacity modelling of this shows that the introduction of signals at the junction would allow it to operate within capacity with the proposed development for all scenarios. The proposed development could include a financial contribution to DCC to deliver upgrade works at this junction, the details of which would be refined in consultation with DCC.
- 8.9.5 The impact of the proposed development on the operation of the Moorway Lane / Blagreaves Lane and the Blagreaves Lane / Stenson Road junctions will be minimal.
- 8.9.6 The proposed vehicular site accesses have also been modelled to demonstrate that appropriate accesses have been designed and can comfortably accommodate the development traffic.
- 8.9.7 Overall, the proposed development will not have a severe residual impact on the road network.

SECTION 9 Policy Compliance

9.1 Overview

9.1.1 This section summarises the policy compliance of the proposed development with respect to the key transport and planning policy and guidance at a local and national level.

9.2 Review of Policy Compliance

LOCAL POLICY		
Policy	Summary	Reference to TA Sections
Derby City Local Plan (January 2017)		
CP23 – Delivering a Sustainable Transport Network	DCC requires development proposals to demonstrate and promote that sustainable travel is viable from their site and that “ <i>proportionate Transport Assessments and Travel Plans</i> ” are included.	Section 2 and 3
Appendix C: Parking Standards	The sustainable transport vision identifies the provision of car club spaces and a mobility hub. This will be defined further within the RMA(s).	Section 3.10
Derby Local Transport Plan, LTP3 2011-2026 (April 2011)		
Goal 2	Goal 2 is “To contribute to tackling climate change by developing and promoting low-carbon travel choices”	Section 2, 3 and Travel Plan
Goal 3	Goal 3 is “To contribute to better safety, security and health for all people in Derby by improving road safety, improving security of transport networks and promoting active travel”	Section 3, 5, 7 and Travel Plan
Goal 4	Goal 4 is “To provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users”	Section 2, 3 and Travel Plan

NATIONAL POLICY		
Policy	Summary	Reference to TA Sections
National Planning Policy Framework (December 2024)		
Paragraph 115 a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location	<p>A sustainable transport vision has been set out. The proposed development will be permeable for active travel, with connections to Moorway Lane and Millenium Wood. These will provide connections into the wider active travel networks within Derby.</p> <p>The proposed off-site improvements prioritise pedestrian and cycle movements through the provision of new crossings on Moorway Lane and connection into Millenium wood.</p> <p>A Framework Travel Plan has been prepared which details how agreed sustainable transport objectives are to be managed and delivered, and the process for monitoring and review.</p> <p>Overall, future residents of the proposed development will be able to use active travel or public transport travel for a range of journey purposes.</p>	Section 2.2, 3.2-3.11
Paragraph 115 b) suitable access to the site can be achieved for all users	<p>The proposed development will provide safe access for pedestrians, cyclists, cars and service vehicles. The vehicle access junctions have been designed with appropriate visibility splays and spacing along Moorway Lane. The off-site improvements along Moorway Lane and into the Millenium Wood are to help improve safety and provide suitable access for all users. A review of collision data has not identified and specific locations for targeted interventions.</p>	Section 7
Paragraph 115 c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance	<p>The details of the internal site layout arrangements – including street layout, cycle parking, car parking, details of the mobility hub, and local centre – will be the subject of reserved matters application(s). The sustainable transport vision defines the principles that will guide the RMA(s).</p>	Section 3.10

NATIONAL POLICY		
Paragraph 115 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	<p>The proposed development will not have a significant detrimental impact on the transport network in terms of either capacity or highway safety.</p> <p>For the Hillsway / The Hollow, this currently operates with a noticeable level of queuing and delay, which is forecast to increase without the proposed development. The model of the junction shows that the addition of the proposed development will increase the RFC to above 1 in the evening peak hour, albeit the extent of this varies for the different scenarios tested.</p> <p>However, this is the case for only 30 minutes within the peak hour; outside of this, the junction operates within capacity (with an RFC of 0.8 or below). This is similar, but less acute for the morning peak hour. The impact of the proposed development is not at the scale is considered 'severe'.</p> <p>Notwithstanding this, consideration has been given to the potential to upgrade this junction to enhance the environment for pedestrians. An indicative traffic-signal scheme has been drawn up which includes a signal-controlled pedestrian crossing. The capacity modelling of this shows that the junction would operate within capacity with the proposed development for all scenarios. The proposed development could include a financial contribution to DCC to deliver upgrade works at this junction, the details of which would be refined in consultation with DCC.</p>	Sections 7 and 8
Paragraph 116	<p>The proposed development will not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road network will not be severe, taking into account all reasonable future scenarios.</p>	Sections 7 and 8
<p>Gear Change: A Bold Vision for Cycling and Walking (July 2020) and The Second Cycling and Walking Investment Strategy' (CWIS2, March 2023)</p>		
National policy on mode shift	<p>The target for the proposed development is for 50% of all trips to/from the site to be made by active travel.</p>	Section 5.3

9.3 Summary

9.3.1 The proposed development is compliant with the key policy tests at a local and national level.

SECTION 10 Summary and Conclusions

10.1 Summary

The Vision

10.1.1 The proposed development will provide up to 350 new homes to accommodate the growing population within Derby. This section has set out why, when and how future residents will travel to and from the proposed development at Moorway Lane, to provide the context for the Sustainable Transport Vision. The vision comprises of five key elements:

- Creation of a healthy, walkable neighbourhood
- Designing streets for people
- Reducing car dominance
- Supporting future mobility
- Working within the landscape

10.1.2 This reflects wider objectives, at the local and national level, to improve health, reduce transport inequality, and reduce carbon and other environmental impacts of development. Achieving the vision will benefit the existing community as well as residents of the new proposed development.

Accessibility and Connectivity

10.1.3 The accessibility and connectivity review considers the existing provision for active travel and public transport, and the services and amenities that are available within the local area. Within this context, it considers how the proposed development connects into this network and enhances it, to ensure that sustainable transport modes are prioritised taking account of the vision for the site, and that safe and suitable access to the site can be achieved for all users.

10.1.4 With respect to the existing provision, there is a good network of pedestrian and cycle routes within the vicinity of the site, including the footway/cycleway on the western side of Moorway Lane, and the Regional Cycle Route 66 which runs between Griffie Field Park, across Moorway Lane, and through the Millennium Wood to Oaklands Avenue. There are PRowS to the north and south of the site. From Moorway Lane, there is a signed network of cycle friendly streets towards Derby City Centre, which can be reached in just over 20 minutes.

- 10.1.5 Local bus services can be accessed from the bus stops on Squires Way (Maize Close) and Oaklands Avenue. The Squires Way bus stop is approximately 500m-800m walking distance from the new homes within the proposed development; this is equivalent to a 6-10 minute walk. This bus stop is used by the regular Harlequin bus service, with three buses per hour Monday-Saturday daytimes. The bus stops on Oaklands Avenue are approximately 450m-900m walking distance from the site (a 6-11 minute walk) and these stops are used by the 5/5A (to Derby and Littleover) and 7 (to Derby and Sinfin) bus routes – regular services, which provide a combined frequency of five buses per hour in each direction on weekdays.
- 10.1.6 The total journey time by bus to Derby City Centre, from either of these stops, is around 35-40 minutes, including walking, waiting, and in-bus time. This is broadly in line with the average time taken to travel to work by bus in the East Midlands region (38 minutes). The walking routes to these bus stops have been reviewed and are considered to be safe and suitable for use by residents of the development. Overall, the local bus services will provide a reasonable travel option for future residents of the development for a range of journey purposes.
- 10.1.7 The proposed development will be part of a 20-minute neighbourhood, with a range of services, amenities, workspaces and green spaces all within a 20-minute journey, either by foot, cycling, or public transport. The proposed development includes the provision of a local centre, mobility hub, and on-site green and open space. Griffe Field Primary School, Derby Moor Academy Secondary School, and Griffe Field Park are within an 800m walk of the site, accessed using safe and attractive footway/cycleways. This will provide a real opportunity to maximise the use of active travel for school journeys.
- 10.1.8 In terms of prioritising sustainable travel, the proposed development will connect into the local active travel network through connections to Moorway Way Lane, the Millenium Wood, and to the PRow by Heatherton Pond. These connections are identified in the Parameters Plan. The illustrative masterplan shows links within the site that connect these routes, providing a permeable site, and routes that can be used by the wider community, such as that footway/cycleway that will connect the PRowS to the north (Millenium Wood) and south (at Heatherton Pond).
- 10.1.9 The proposed development will bring forward a package of transport improvements that respond to sustainable travel desire lines for residents. This includes:
- The provision of a new footway/cycleway on Moorway Lane along the site frontage
 - Reduction in the speed limit on Moorway Lane to 30mph

- A new pedestrian crossing on Moorway Lane
- A contribution to the provision of shelters at the Oaklands Avenue bus stops
- A contribution towards lighting improvements along the route through Millenium Wood between the site and Oaklands Avenue

10.1.10 A Framework Travel Plan has been prepared which details how agreed sustainable transport objectives are to be managed and delivered, and the process for monitoring and review.

10.1.11 The **Sustainable Transport Vision** for the proposed development defines the principles that will guide the design of the internal site layout – including street layout, cycle parking, car parking, details of the local centre and mobility hub – which will be the subject of a future RMA.

Vision Led Trip Generation

10.1.12 The approach to estimating the trip generation of the proposed development reflects the **Sustainable Transport Vision**, as required by the NPPF. A scenario-based assessment has been undertaken, considering the following three scenarios:

- Scenario 1 – High vehicle trips – estimated using TRICS vehicle trips rates
- Scenario 2 – Local context – applying the TEMPro mode share proportions
- Scenario 3 – Reflecting policy – for a shift towards active travel

10.1.13 Scenario 3 reflects the national and regional policy objective that all 50% of all trips to/from the site should be made by active travel and public transport. To put this in context, this represents an average reduction of one vehicle trip per day per dwelling, when compared to the current average mode share for Derby. This is equivalent of one in two households substituting one two-way car journey with active travel or public transport.

Active Travel Trip Distribution and Assignment

10.1.14 The estimated daily active travel trips made by residents of the proposed development have been assigned by route to the likely destinations. The existing pedestrian and cycle networks together with the proposed active travel improvements off-site would be able to accommodate the proposed trips generated by the site.

Highway Safety

10.1.15 The proposed development will provide safe access for pedestrians, cyclists, cars and service vehicles. The vehicle access junctions have been designed in accordance with design standards. The package of off-site improvements will improve highway safety through a reduction in the speed limit, the provision of pedestrian crossing points, and the provision of new footway/cycleway fronting Moorway Lane. The proposed development will also make a financial contribution to DCC for the provision of lighting along the section of footway/cycleway through the Millenium Wood, connecting the site to Oaklands Avenue. A review of collision data does not identify any specific locations for targeted interventions.

Traffic Impact Assessment

10.1.16 The traffic impact of the proposed development has been assessed by estimating the distribution and assignment of the vehicle trips across the local road network. The methodology for distributing and assigning the trips reflects the vision, and full range of journey purposes – noting that in the weekday evening peak hour, data shows that fewer than half of all vehicle trips tend to be work-related.

10.1.17 Capacity assessments have been undertaken at the junctions where the impact of the proposed development is greatest.

10.1.18 For the Hillsway / The Hollow, this currently operates with a noticeable level of queuing and delay, which is forecast to increase without the proposed development. The model of the junction shows that the addition of the proposed development will increase the RFC to above 1 in the evening peak hour, albeit the extent of this varies for the different scenarios tested. However, this is the case for only 30 minutes within the peak hour; outside of this, the junction operates within capacity (with an RFC of 0.8 or below). This is similar, but less acute for the morning peak hour.

10.1.19 The Government has been clear that we should not be designing for a worst-case peak hour scenario, and within this context, the impact of the proposed development on the Hillsway / The Hollow junction is concluded to be not 'severe', as set out in the NPPF. Notwithstanding this, consideration has been given to the potential to upgrade this junction to enhance the environment for pedestrians. An indicative traffic-signal scheme has been drawn up which includes a signal-controlled pedestrian crossing. The capacity modelling of this shows that the junction would operate within capacity with the proposed development for all scenarios. The proposed development could include a financial contribution to DCC to deliver upgrade works at this junction, the details of which would be refined in consultation with DCC.

10.1.20 The impact of the proposed development on the operation of the Moorway Lane / Blagreaves Lane and the Blagreaves Lane / Stenson Road junctions will be minimal.

10.1.21 The proposed vehicular site accesses have also been modelled to demonstrate that appropriate accesses have been designed and can comfortably accommodate the development traffic.

10.1.22 Overall, the proposed development will not have a severe residual impact on the road network.

Policy Compliance

10.1.23 The proposed development is compliant with the key policy tests at a local and national level.

10.2 Conclusions

10.2.1 A sustainable transport vision has been set out. The proposed development will be permeable for active travel, with connections to Moorway Lane, Millenium Wood, and the PRoW by Heatherton Pond. The proposed package of off-site transport improvements will ensure that active travel and public transport journeys are attractive options for residents of the development.

10.2.2 Overall, future residents of the proposed development will be able to use active travel or public transport travel for a range of journey purposes.

10.2.3 The proposed development will provide safe access for pedestrians, cyclists, cars and service vehicles. The vehicle access junctions have been designed in compliance with design standards. A review of collision data does not identify any specific locations for targeted interventions.

10.2.4 The traffic impact of the proposed development is acceptable. The Hillsway / The Hollow junction has been forecast to operate slightly beyond capacity for a short period of the day, but not at a scale that is considered a severe impact. Consideration has been given to the potential to upgrade this junction to enhance the environment for pedestrians and also enhance the control of vehicle movements at the junction. An indicative traffic-signal scheme has been drawn up which includes a signal-controlled pedestrian crossing, and modelling shows that this would operate within capacity. The proposed development could include a financial contribution to DCC to deliver upgrade works at this junction. At the other junctions, the increase in vehicle trips from the development, together with an additional forecast traffic growth, can be accommodated without a significant detrimental impact.

10.2.5 The proposed development complies with the key policies at a local, regional and national level, and should be acceptable in transport terms.

FIGURES

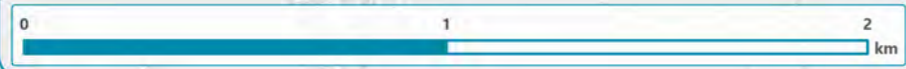
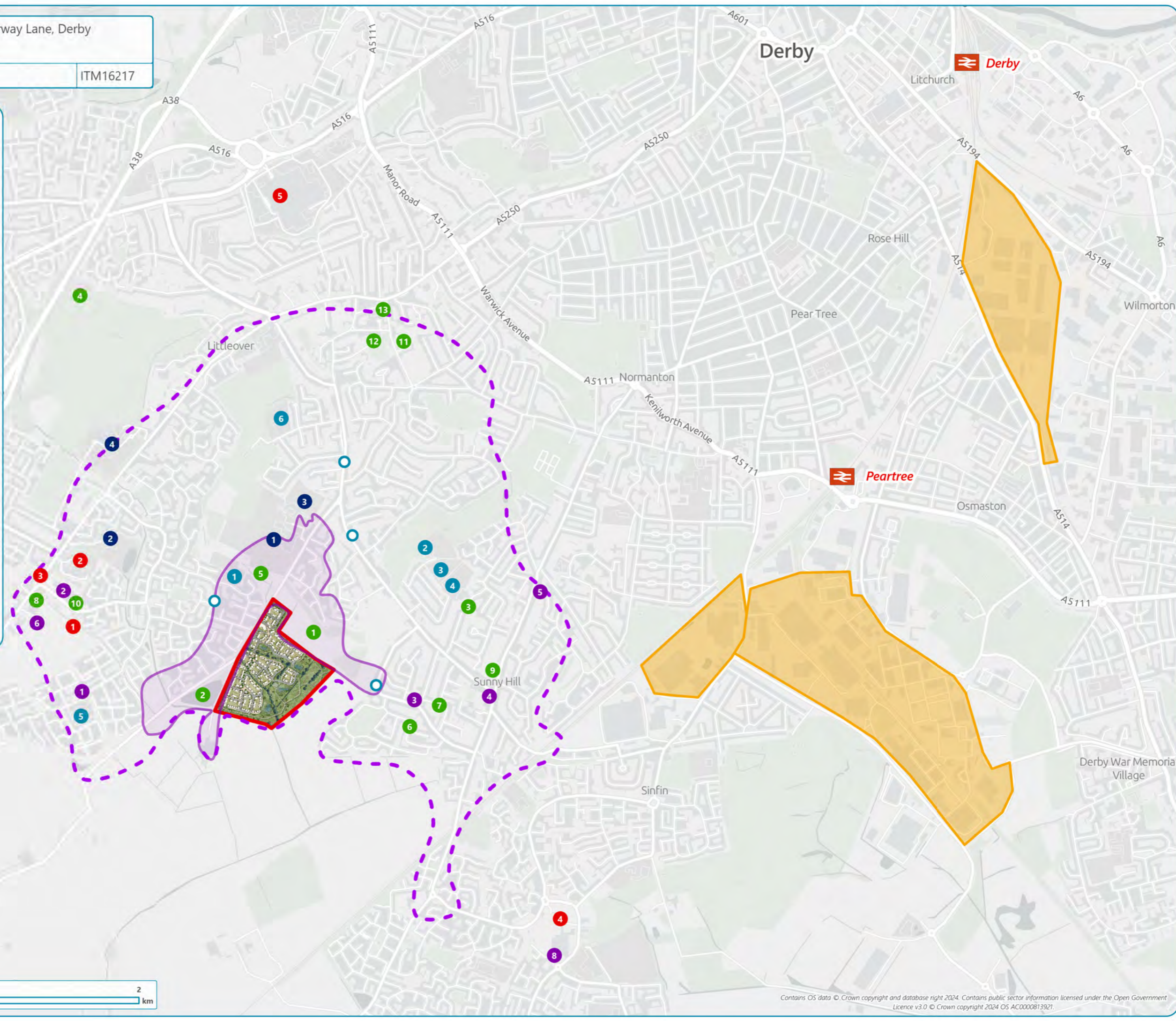


Figure 3.7: Key Facilities Plan

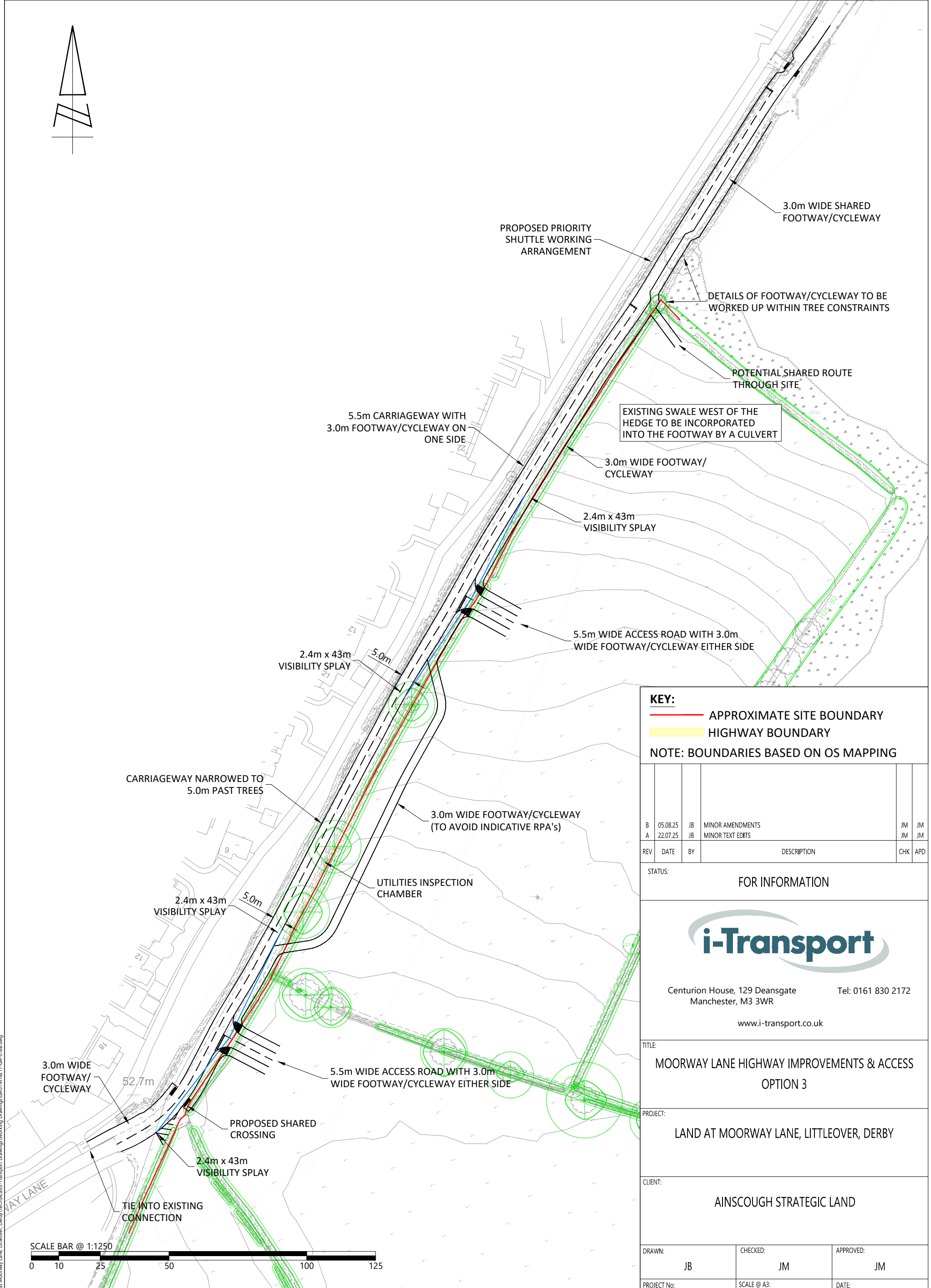
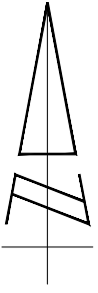
ITM16217

Key

- Site Boundary
 - Railway Station
 - Bus Stop
 - Employment Area
 - 800m Catchment
 - 2km Catchment
- Education**
- 1 Griffie Field Primary School
 - 2 St. George's Catholic Primary School
 - 3 Ridgeway Infant School
 - 4 Gayton Junior School
 - 5 Highfields Spencer Academy
 - 6 Carlyle Infant and Nursery School
 - 1 Derby Moor Academy
 - 2 Derby Grammar School
 - 3 Ivy House School
 - 4 Littleover Community School
- Food**
- 1 The Cooperative Food - Tutbury Avenue
 - 2 The Cooperative Food - Hollybrook
 - 3 Local Shops Oaklands Ave
 - 4 Local Shops Stenson Rd
 - 5 Tesco Express
 - 6 Aldi
- Health**
- 7 Tesco Superstore
 - 8 Asda Superstore
 - 1 Hollybrook Medical Centre
 - 2 Nuffield Health Centre
 - 3 Dean & Smedley Ltd Pharmacy
 - 4 Sinfin Health Centre
 - 5 Royal Derby Hospital
- Leisure**
- 1 Millenium Wood
 - 2 Heatheron Pond
 - 3 Gayton Swimming Pool
 - 4 Mickleover Golf Club
 - 5 Griffie Field Park
- Pubs/Restaurants/Cafes**
- 6 Oaklands Pub
 - 7 Kathleen Rose Tea Room
 - 8 The Hollybrook
 - 9 Zan Fish STENSON
 - 10 Bollywood Restaurant
 - 11 The White Swan
 - 12 The Tea Cosy
 - 13 Browns Restaurant



DRAWINGS



KEY:
 — APPROXIMATE SITE BOUNDARY
 — HIGHWAY BOUNDARY
NOTE: BOUNDARIES BASED ON OS MAPPING

REV	DATE	BY	DESCRIPTION	CHK	APD
B	05.08.25	JB	MINOR AMENDMENTS	JM	JM
A	22.07.25	JB	MINOR TEXT EDITS	JM	JM

STATUS: FOR INFORMATION

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TITLE: MOORWAY LANE HIGHWAY IMPROVEMENTS & ACCESS
 OPTION 3

PROJECT: LAND AT MOORWAY LANE, LITTLEOVER, DERBY

CLIENT: AINSCOUGH STRATEGIC LAND

DRAWN: JB CHECKED: JM APPROVED: JM

PROJECT No: ITM16217 SCALE @ A3: 1:1250 DATE: 09.07.25

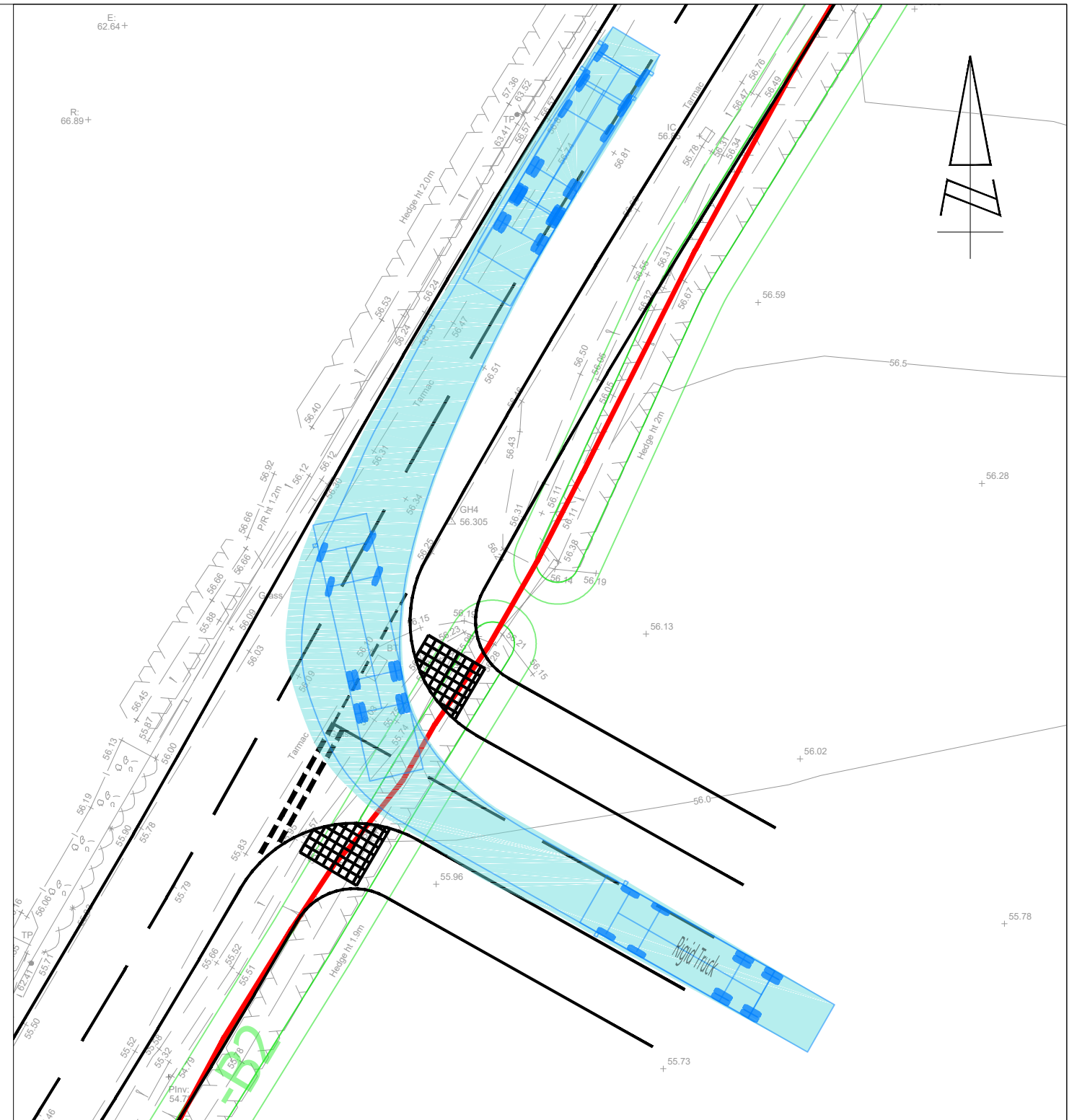
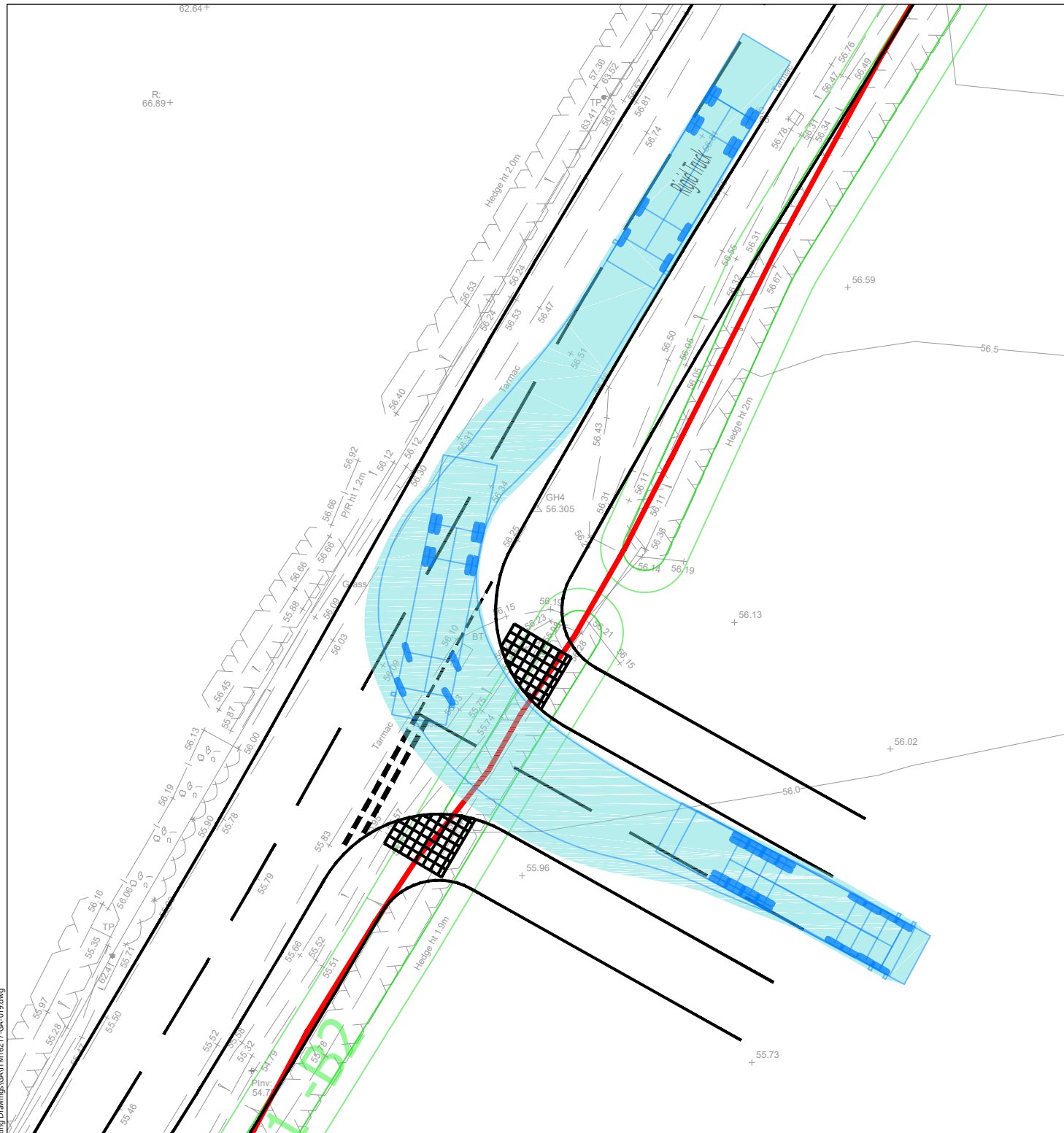
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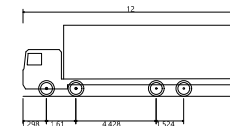
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SCALE BAR @ 1:250



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



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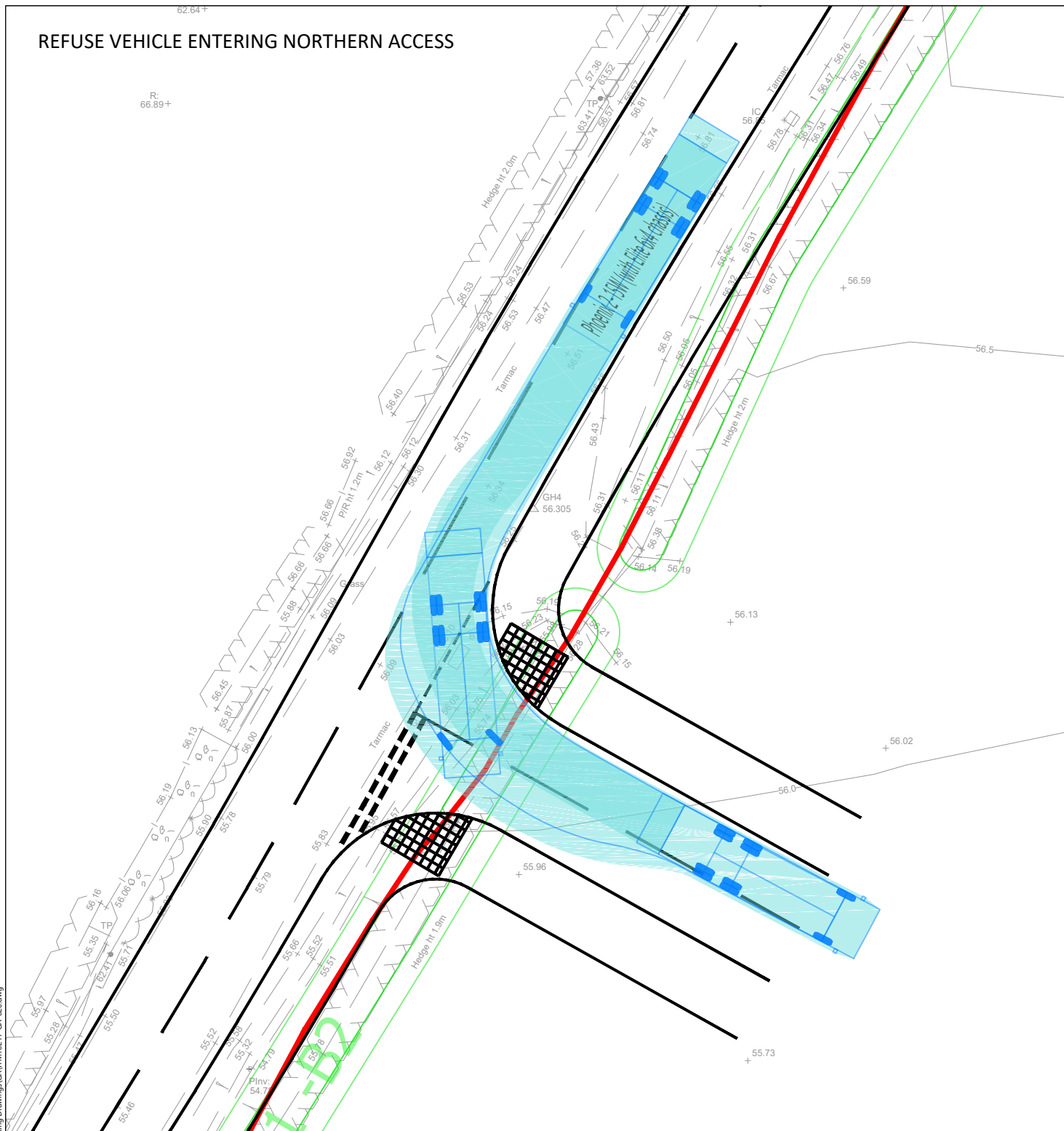
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STATUS: FOR INFORMATION					

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PROJECT: LAND AT MOORWAY LANE, LITTLEOVER, DERBY	CLIENT: AINSCOUGH STRATEGIC LAND

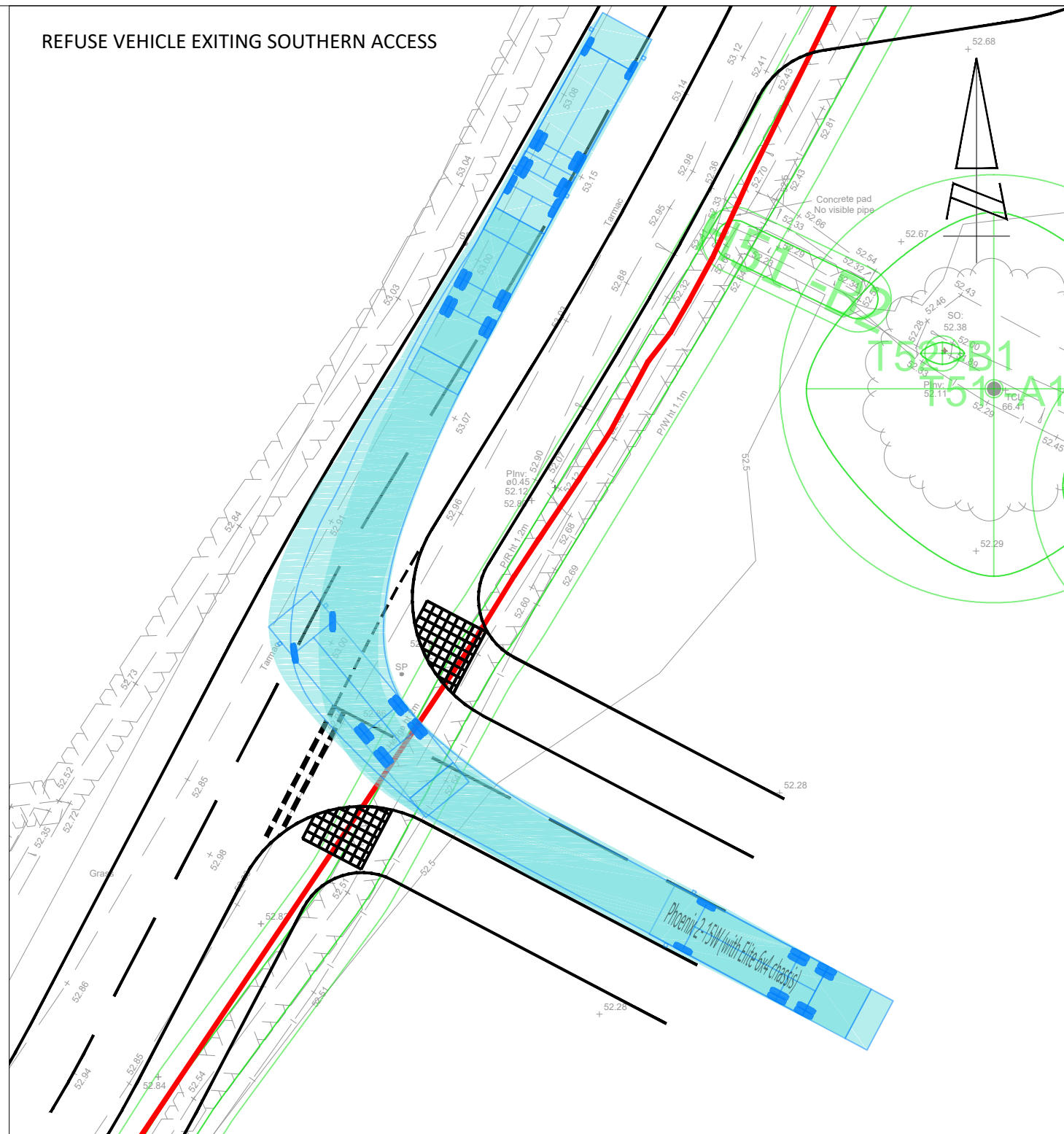
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DRAWING No: ITM16217-GA-019		REV: -

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REFUSE VEHICLE ENTERING NORTHERN ACCESS



REFUSE VEHICLE EXITING SOUTHERN ACCESS



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SCALE BAR @ 1:250



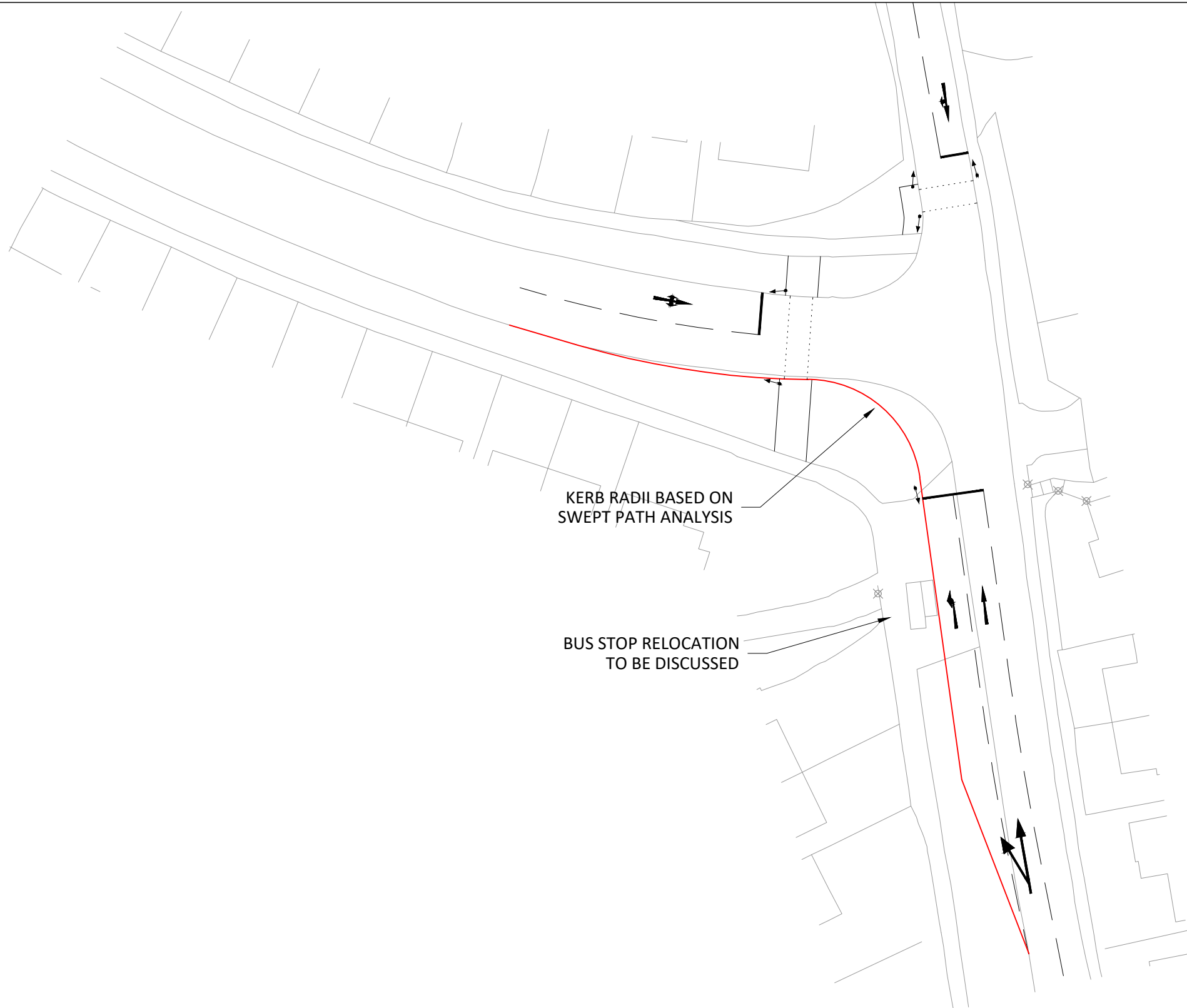
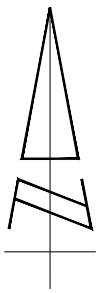
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: SWEEP PATH ANALYSIS - REFUSE COLLECTION VEHICLE	
PROJECT: LAND AT MOORWAY LANE, LITTLEOVER, DERBY	CLIENT: AINSCOUGH STRATEGIC LAND

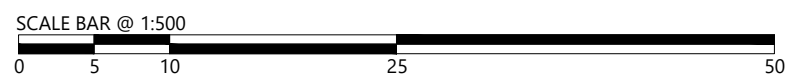
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KERB RADII BASED ON SWEEP PATH ANALYSIS

BUS STOP RELOCATION TO BE DISCUSSED



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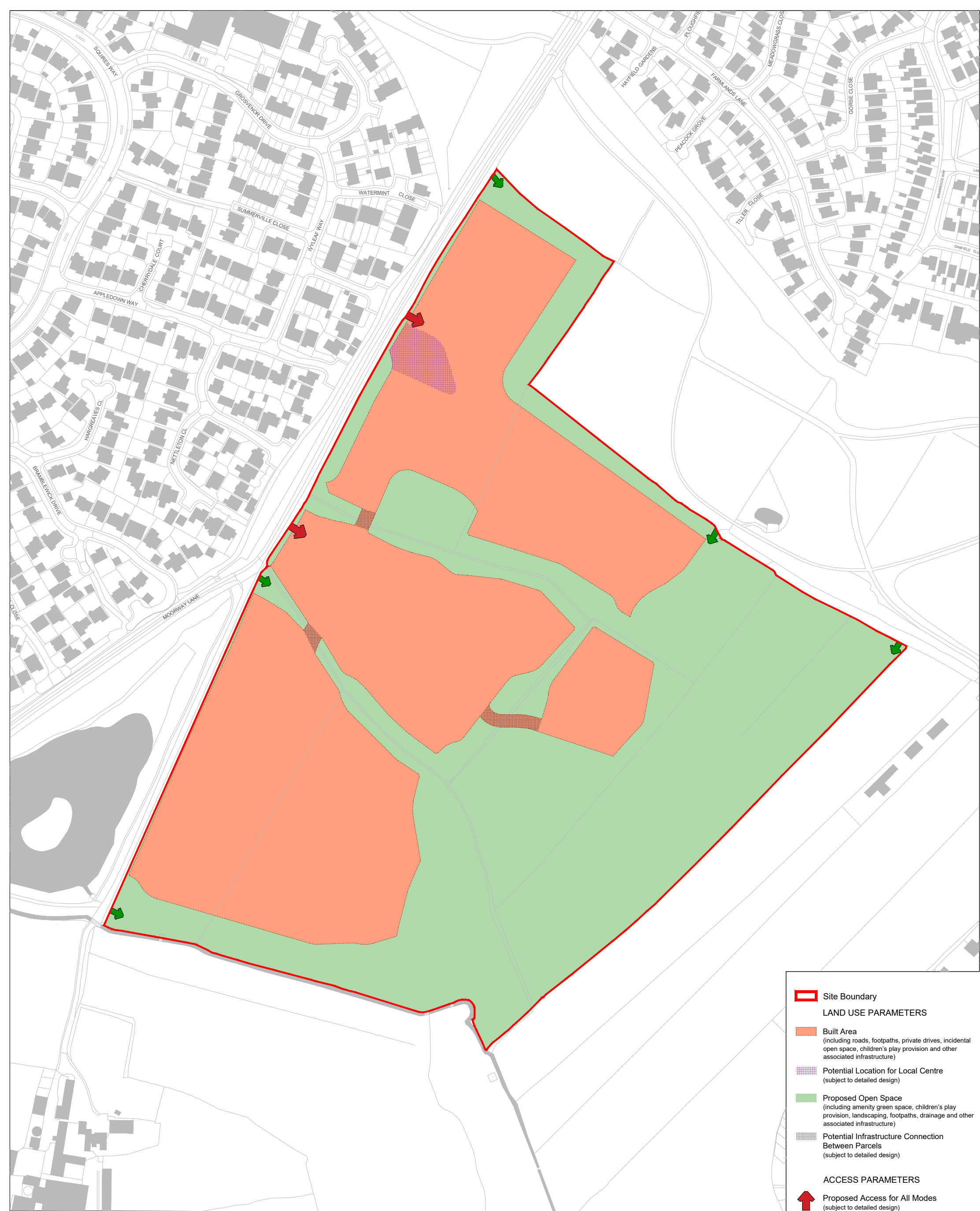
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

TITLE: POTENTIAL SIGNALISATION OF HILLSWAY/THE HOLLOW JUNCTION	
PROJECT: LAND AT MOORWAY LANE, LITTLEOVER, DERBY	CLIENT: AINSCOUGH STRATEGIC LAND

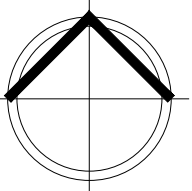
DRAWN: JB	CHECKED: JM	APPROVED: JM
PROJECT No: ITM16217	SCALE @ A3: 1:500	DATE: 23.07.25
DRAWING No: ITM16217-GA-022		REV: -

Z:\Projects\16217\16217_Land at Moorway Lane, Littleover - Derby\Tech\Acad\i-Transport Drawings\Working Drawings\GA\ITM16217-GA-022.dwg

APPENDIX A. Parameters Plan



- Site Boundary
- LAND USE PARAMETERS**
- Built Area
(including roads, footpaths, private drives, incidental open space, children's play provision and other associated infrastructure)
- Potential Location for Local Centre
(subject to detailed design)
- Proposed Open Space
(including amenity green space, children's play provision, landscaping, footpaths, drainage and other associated infrastructure)
- Potential Infrastructure Connection Between Parcels
(subject to detailed design)
- ACCESS PARAMETERS**
- ↑ Proposed Access for All Modes
(subject to detailed design)
- ↑ Proposed Access for Pedestrians and Cyclist Only
(subject to detailed design)



Status **Final**

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Client: **Ainscough Strategic Land**

Project title: **7 Moorway Lane, Derby**

Drawing title: **Parameters Plan**

Scale: **1:2500@A3**

Date: **23.07.2025**

Drawn by: **DR**

Checked by: **MV**

Drawing no.: _____

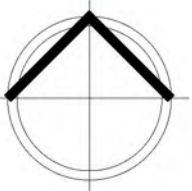
Revision: **A**

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APPENDIX B. Illustrative Masterplan



Status

DRAFT

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Client:

Ainscough Strategic Land

Project title:

7 Moorway Lane,
Derby

Drawing title:

Illustrative Masterplan

Scale: 1:2500@A3

Date: 29.07.2025

Drawn by: DR/RVP

Checked by: DR

Drawing no.: -

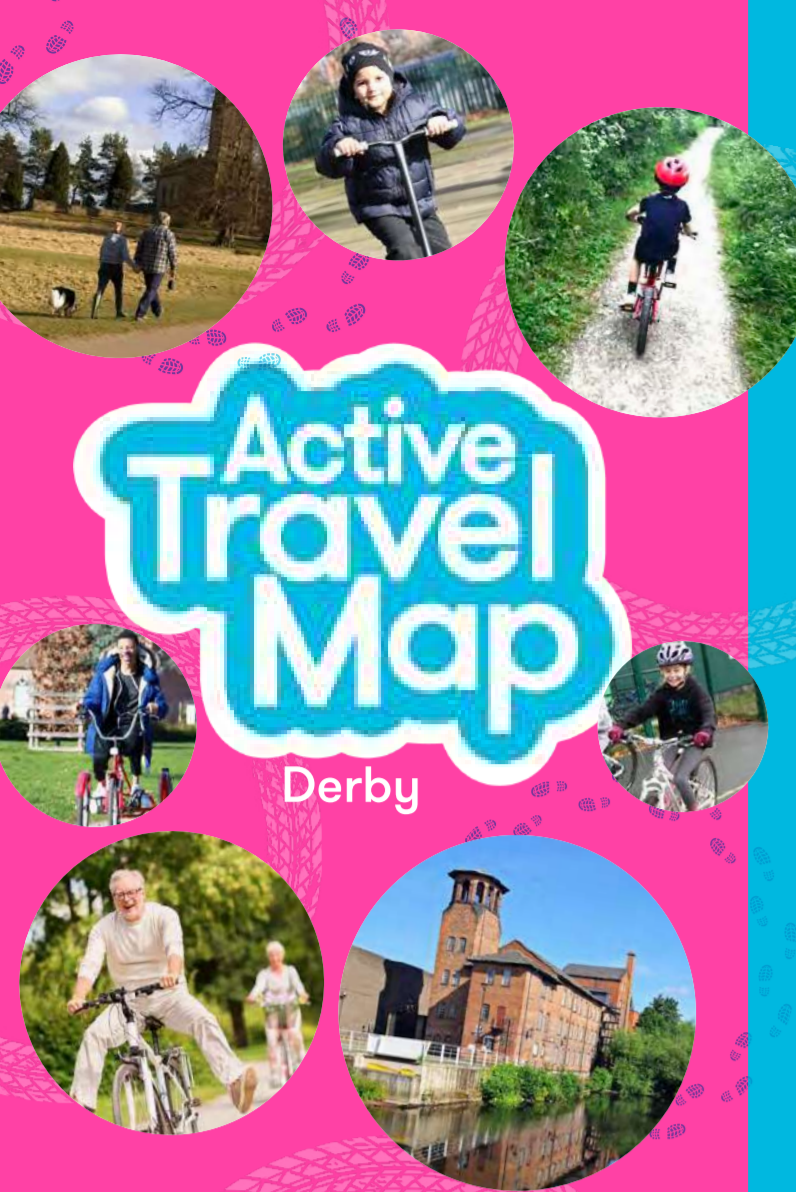
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APPENDIX C. Active Travel Map Derby



Active Travel Map

Derby

This map is designed to help you enjoy walking and cycling activities in Derby whatever your age or ability.

- Bridleways and minor roads are shown, but they may not always be suitable for cyclists
- Some bridleways are shown as routes where they are legally open to motor vehicles but rarely used by motorists
- National and local cycle route numbers are shown

Visit new places, spend leisure time away from the traffic and enjoy a breath of fresh air!



KEY

- Signed National Cycle Network on-road cycle route
- Signed National Cycle Network traffic-free cycle path
- Traffic-free cycle path
- Recommended on-road cycle route
- Orbital Route 66 on-road
- Orbital Route 66 traffic-free
- Bridleway
- Pedestrianised zone
- On-carriageway cycle lane
- Bus lane (cycling permitted)
- One way with cycle contra-flow
- Boundary line
- Path or track (no guaranteed right of way)
- National Cycle Network route number
- Regional Cycle Network route number
- University / College / School
- Post office / Library / Sports or leisure centre
- Hospital / Museum / Visitor information
- Bus station / Public house (edge of city only)
- Bike shop (see over for details)
- Wheeled sports freestyle park / BMX track

COMMON SIGNS

Common road signs and markings that you may come across when cycling through the city

Advanced stop lines

Advanced stop lines enable cyclists to negotiate junctions safely. When the traffic signals are red, cyclists move ahead to a 'reservoir' area to position themselves safely ahead of motorists.



APPENDIX D. Derby Bus Map

Derby City Route Map

Derby City Centre

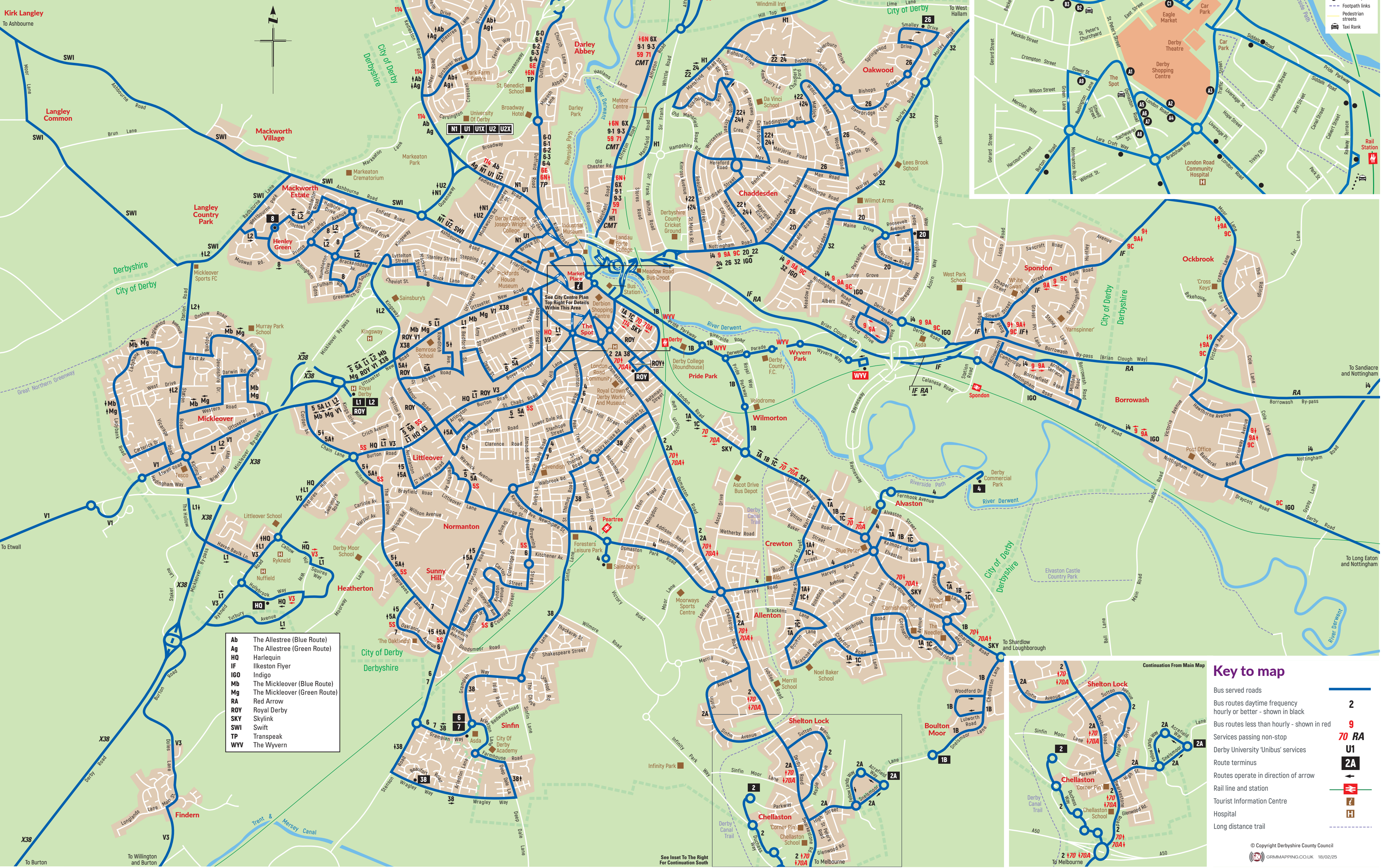
Kirk Langley
To Ashbourne

Langley Common

To Etwell

To Burton

To Willington and Burton



- Ab The Allestree (Blue Route)
- Ag The Allestree (Green Route)
- HQ Harlequin
- IF Ilkeston Flyer
- IGO Indigo
- Mb The Mickleover (Blue Route)
- Mg The Mickleover (Green Route)
- RA Red Arrow
- ROY Royal Derby
- SKY Skylink
- SWI Swift
- TP Transpeak
- WVY The Wyvern

- C1 Main Bus Stops
- Other Stops
- Footpath links
- Pedestrian streets
- Taxi Rank

- ### Key to map
- Bus served roads
 - Bus routes daytime frequency hourly or better - shown in black
 - Bus routes less than hourly - shown in red
 - Services passing non-stop
 - Derby University 'Unibus' services
 - Route terminus
 - Routes operate in direction of arrow
 - Rail line and station
 - Tourist Information Centre
 - Hospital
 - Long distance trail

See Inset To The Right For Continuation South

Continuation From Main Map



APPENDIX E. ATE Checklist

Moorway Lane, Derby - ATE Checklist

Criterion	Description	Comment	Transport Assessment Reference	Rating (i-Transport) - Existing	Rating (i-Transport) - Proposed
1. Trip generation and assignment	Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?	Total People Trip Rates have been obtained from TRICS for relevant sites. TEMPRO version 8 has been used to determine mode share for Derby for which the site falls in. Trips by all modes have been presented in the TA.	Section 6	Pass	Pass
2. Active travel route audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?	Routes from the site to key destinations have been identified. Route audits have been completed for six routes from the site identifying conditions for pedestrians. Cycle infrastructure in the vicinity of the site has been assessed, identifying conditions for cyclists.	Section 3.6	Pass	Pass
3. Pedestrian access to local amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Play areas and open areas will be provided on the site. Some amenities are within 800m of most buildings in the site (such as a primary and secondary school), many are just beyond that and within a reasonable 2km walk from the site. The development proposals will also provide a small local centre.	Section 3	Fail	Pass
4. Cycling accessibility	Are a range of local amenities, and town centres, railway stations, employment areas and the National Cycle Network as appropriate, accessible for cyclists using well-designed routes?	There are a range of facilities within Derby that are within a short cycle of the site. The residential roads surrounding the site provide a suitable environment for cyclists as well as a network of signposted footway/cycleway routes around the city. Parallel to Moorway Lane there is a footway/cycleway which permeates the local area providing direct and convenient routes to key locations, which are signposted. The Regional Route 66 runs through Millenium Wood to the north which also provides a cycle route with a mix of off-street and on-street signposted connections around Derby.	Section 3	Pass	Pass
5. Access to public transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	The nearest bus stops are located on Squires Way (Maize Close) or on Oaklands Avenue. These are both around 500-900m from the site. The bust stop at Squires Way (Maize Close) has a service every 20 minutes and is generally within 800m of the majority of the site.	Section 3	Pass	Pass
6. Off-site transport infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	The proposed sustainable transport strategy includes the following off-site enhancements: To improve pedestrian and cycle connectivity: •Provision of a footway/cycleway along Moorway Lane form the site accesses to the north •A new traffic signal operation at the Hillsway / The Hollow Junction •A new footway/cycleway connection into Millenium Wood •A new crossing on Moorway Lane near the southern access to connect to the existing footway/cycleway in Hearhton Village Public transport: •Provision/contribution towards an improved bus stop in the form of a new shelter and potentially Real Time Passenegeer Information at Oaklands Avenue (Northbound bus stop).	Section 3.8 and Section 8.7 (2b)	N/A	Pass
7. Site permeability	Does the development prioritise pedestrian and cycle movements within the site?	Yes the site will have multiple pedestrian and cycle access routes offering a choice of on/off-road routes for pedestrians and cyclists.	Section 3	N/A	Pass

8. Placemaking	Does the development establish a strong sense of place, with well-designed streets, public spaces that feel safe and key amenities provided?	This is an Outline planning application and the internal design of the site will be determined at Reserved Matters stage. A landscape-led illustrative masterplan has been prepared which embeds active travel routes within the site, using retained and new landscape features to create interest along these routes – including ponds, trees, woodland, hedgerows; incorporating play areas and play on the way features within the landscape on key active travel routes. There will be play areas and open spaces within the site and access to local amenities off-site will be via safe, easy and convenient routes/access points on the site.	Section 3	N/A	Pass
9. Cycle parking and trip-end facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	The provision of cycle parking is a Reserved Matter. This will be provided in accordance with the policy and guidance of Derby City Council.	Section 3 / Site Layout	N/A	Pass
10. Travel planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	Yes. See Travel Plan ITM16217-006A which outlines a range of measures to be implemented alongside the development to encourage sustainable travel. Details of targets and monitoring are set out in the Framework Travel Plan.	ITM16217-006A Framework Travel Plan	N/A	Pass

APPENDIX F. TRICS Data



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Total Vehicles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.073	0.286	0.359
08:00-09:00	15	273	0.131	0.348	0.479
09:00-10:00	15	273	0.115	0.160	0.275
10:00-11:00	15	273	0.101	0.125	0.226
11:00-12:00	15	273	0.121	0.142	0.263
12:00-13:00	15	273	0.132	0.131	0.263
13:00-14:00	15	273	0.144	0.132	0.276
14:00-15:00	15	273	0.143	0.155	0.298
15:00-16:00	15	273	0.246	0.156	0.402
16:00-17:00	15	273	0.268	0.154	0.422
17:00-18:00	15	273	0.325	0.132	0.457
18:00-19:00	15	273	0.264	0.121	0.385
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			2.063	2.042	4.105

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Total People

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.102	0.481	0.583
08:00-09:00	15	273	0.201	0.711	0.912
09:00-10:00	15	273	0.180	0.273	0.453
10:00-11:00	15	273	0.153	0.210	0.363
11:00-12:00	15	273	0.190	0.238	0.428
12:00-13:00	15	273	0.219	0.213	0.432
13:00-14:00	15	273	0.231	0.212	0.443
14:00-15:00	15	273	0.225	0.253	0.478
15:00-16:00	15	273	0.509	0.275	0.784
16:00-17:00	15	273	0.524	0.264	0.788
17:00-18:00	15	273	0.577	0.230	0.807
18:00-19:00	15	273	0.442	0.233	0.675
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			3.553	3.593	7.146

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.

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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.002	0.007	0.009
08:00-09:00	15	273	0.004	0.010	0.014
09:00-10:00	15	273	0.001	0.002	0.003
10:00-11:00	15	273	0.002	0.003	0.005
11:00-12:00	15	273	0.001	0.003	0.004
12:00-13:00	15	273	0.001	0.002	0.003
13:00-14:00	15	273	0.002	0.000	0.002
14:00-15:00	15	273	0.003	0.003	0.006
15:00-16:00	15	273	0.005	0.003	0.008
16:00-17:00	15	273	0.013	0.007	0.020
17:00-18:00	15	273	0.009	0.006	0.015
18:00-19:00	15	273	0.005	0.004	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.048	0.050	0.098

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.

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Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

PSVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.001	0.001	0.002
08:00-09:00	15	273	0.001	0.001	0.002
09:00-10:00	15	273	0.001	0.001	0.002
10:00-11:00	15	273	0.001	0.001	0.002
11:00-12:00	15	273	0.000	0.000	0.000
12:00-13:00	15	273	0.000	0.000	0.000
13:00-14:00	15	273	0.001	0.001	0.002
14:00-15:00	15	273	0.000	0.000	0.000
15:00-16:00	15	273	0.001	0.001	0.002
16:00-17:00	15	273	0.001	0.001	0.002
17:00-18:00	15	273	0.001	0.001	0.002
18:00-19:00	15	273	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.008	0.008	0.016

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.

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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	01/04/2019 - 12/06/2024
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.001	0.001	0.002
08:00-09:00	15	273	0.002	0.002	0.004
09:00-10:00	15	273	0.002	0.001	0.003
10:00-11:00	15	273	0.001	0.001	0.002
11:00-12:00	15	273	0.002	0.002	0.004
12:00-13:00	15	273	0.002	0.002	0.004
13:00-14:00	15	273	0.002	0.001	0.003
14:00-15:00	15	273	0.001	0.001	0.002
15:00-16:00	15	273	0.002	0.003	0.005
16:00-17:00	15	273	0.001	0.001	0.002
17:00-18:00	15	273	0.000	0.000	0.000
18:00-19:00	15	273	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.016	0.015	0.031

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Taxis

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.002	0.002	0.004
08:00-09:00	15	273	0.006	0.006	0.012
09:00-10:00	15	273	0.002	0.002	0.004
10:00-11:00	15	273	0.001	0.001	0.002
11:00-12:00	15	273	0.001	0.001	0.002
12:00-13:00	15	273	0.001	0.001	0.002
13:00-14:00	15	273	0.001	0.001	0.002
14:00-15:00	15	273	0.002	0.002	0.004
15:00-16:00	15	273	0.004	0.005	0.009
16:00-17:00	15	273	0.002	0.003	0.005
17:00-18:00	15	273	0.002	0.002	0.004
18:00-19:00	15	273	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.025	0.027	0.052

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.057	0.258	0.315
08:00-09:00	15	273	0.108	0.316	0.424
09:00-10:00	15	273	0.093	0.137	0.230
10:00-11:00	15	273	0.083	0.110	0.193
11:00-12:00	15	273	0.101	0.120	0.221
12:00-13:00	15	273	0.111	0.111	0.222
13:00-14:00	15	273	0.124	0.111	0.235
14:00-15:00	15	273	0.124	0.139	0.263
15:00-16:00	15	273	0.225	0.130	0.355
16:00-17:00	15	273	0.241	0.132	0.373
17:00-18:00	15	273	0.294	0.119	0.413
18:00-19:00	15	273	0.250	0.111	0.361
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			1.811	1.794	3.605

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

LGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.012	0.023	0.035
08:00-09:00	15	273	0.013	0.020	0.033
09:00-10:00	15	273	0.016	0.018	0.034
10:00-11:00	15	273	0.013	0.010	0.023
11:00-12:00	15	273	0.015	0.018	0.033
12:00-13:00	15	273	0.015	0.013	0.028
13:00-14:00	15	273	0.015	0.017	0.032
14:00-15:00	15	273	0.013	0.012	0.025
15:00-16:00	15	273	0.013	0.016	0.029
16:00-17:00	15	273	0.020	0.015	0.035
17:00-18:00	15	273	0.023	0.009	0.032
18:00-19:00	15	273	0.010	0.006	0.016
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.178	0.177	0.355

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.000	0.001	0.001
08:00-09:00	15	273	0.000	0.003	0.003
09:00-10:00	15	273	0.000	0.001	0.001
10:00-11:00	15	273	0.001	0.001	0.002
11:00-12:00	15	273	0.001	0.001	0.002
12:00-13:00	15	273	0.001	0.002	0.003
13:00-14:00	15	273	0.001	0.001	0.002
14:00-15:00	15	273	0.002	0.001	0.003
15:00-16:00	15	273	0.001	0.002	0.003
16:00-17:00	15	273	0.003	0.002	0.005
17:00-18:00	15	273	0.005	0.002	0.007
18:00-19:00	15	273	0.002	0.002	0.004
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.017	0.019	0.036

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.086	0.418	0.504
08:00-09:00	15	273	0.164	0.593	0.757
09:00-10:00	15	273	0.150	0.235	0.385
10:00-11:00	15	273	0.129	0.181	0.310
11:00-12:00	15	273	0.162	0.205	0.367
12:00-13:00	15	273	0.188	0.183	0.371
13:00-14:00	15	273	0.202	0.186	0.388
14:00-15:00	15	273	0.197	0.216	0.413
15:00-16:00	15	273	0.413	0.227	0.640
16:00-17:00	15	273	0.437	0.222	0.659
17:00-18:00	15	273	0.514	0.190	0.704
18:00-19:00	15	273	0.393	0.187	0.580
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			3.035	3.043	6.078

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Pedestrians

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.013	0.029	0.042
08:00-09:00	15	273	0.028	0.071	0.099
09:00-10:00	15	273	0.026	0.028	0.054
10:00-11:00	15	273	0.019	0.020	0.039
11:00-12:00	15	273	0.021	0.023	0.044
12:00-13:00	15	273	0.027	0.025	0.052
13:00-14:00	15	273	0.023	0.021	0.044
14:00-15:00	15	273	0.021	0.030	0.051
15:00-16:00	15	273	0.065	0.038	0.103
16:00-17:00	15	273	0.054	0.031	0.085
17:00-18:00	15	273	0.040	0.031	0.071
18:00-19:00	15	273	0.032	0.037	0.069
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.369	0.384	0.753

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	15
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Public Transport Users

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.001	0.025	0.026
08:00-09:00	15	273	0.005	0.033	0.038
09:00-10:00	15	273	0.002	0.008	0.010
10:00-11:00	15	273	0.003	0.006	0.009
11:00-12:00	15	273	0.005	0.006	0.011
12:00-13:00	15	273	0.002	0.002	0.004
13:00-14:00	15	273	0.005	0.004	0.009
14:00-15:00	15	273	0.004	0.003	0.007
15:00-16:00	15	273	0.025	0.007	0.032
16:00-17:00	15	273	0.019	0.003	0.022
17:00-18:00	15	273	0.014	0.003	0.017
18:00-19:00	15	273	0.011	0.004	0.015
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.096	0.104	0.200

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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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Bus/Tram Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.000	0.017	0.017
08:00-09:00	15	273	0.004	0.022	0.026
09:00-10:00	15	273	0.002	0.006	0.008
10:00-11:00	15	273	0.003	0.004	0.007
11:00-12:00	15	273	0.004	0.004	0.008
12:00-13:00	15	273	0.002	0.002	0.004
13:00-14:00	15	273	0.004	0.004	0.008
14:00-15:00	15	273	0.003	0.003	0.006
15:00-16:00	15	273	0.020	0.006	0.026
16:00-17:00	15	273	0.016	0.003	0.019
17:00-18:00	15	273	0.009	0.002	0.011
18:00-19:00	15	273	0.008	0.004	0.012
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.075	0.077	0.152

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.

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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	14
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Coach Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.000	0.000	0.000
08:00-09:00	15	273	0.000	0.002	0.002
09:00-10:00	15	273	0.000	0.000	0.000
10:00-11:00	15	273	0.000	0.000	0.000
11:00-12:00	15	273	0.000	0.000	0.000
12:00-13:00	15	273	0.000	0.000	0.000
13:00-14:00	15	273	0.000	0.000	0.000
14:00-15:00	15	273	0.000	0.000	0.000
15:00-16:00	15	273	0.002	0.000	0.002
16:00-17:00	15	273	0.000	0.000	0.000
17:00-18:00	15	273	0.000	0.000	0.000
18:00-19:00	15	273	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.002	0.002	0.004

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.

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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	23/05/2024 - 12/06/2024
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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



Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

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

Total Rail Passengers

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
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	15	273	0.000	0.008	0.008
08:00-09:00	15	273	0.000	0.010	0.010
09:00-10:00	15	273	0.000	0.002	0.002
10:00-11:00	15	273	0.000	0.002	0.002
11:00-12:00	15	273	0.001	0.001	0.002
12:00-13:00	15	273	0.000	0.000	0.000
13:00-14:00	15	273	0.001	0.000	0.001
14:00-15:00	15	273	0.001	0.000	0.001
15:00-16:00	15	273	0.004	0.001	0.005
16:00-17:00	15	273	0.003	0.000	0.003
17:00-18:00	15	273	0.005	0.000	0.005
18:00-19:00	15	273	0.003	0.000	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Totals Rates:			0.018	0.024	0.042

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.

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Audit Code: 91fef5bc-a5f9-4249-804f-8360abf1ea60

Parameter Summary:

Trip rate parameter range selected:	200 - 500 (units: DWELLS)
Survey date date range:	11/07/2016 - 12/06/2024
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

APPENDIX G. Active Travel Trip Distribution

Distribution By Walk - Moorway Lane, Derby

Trips are based on Scenario 3 which assumes 50% Active Travel / Public Transport Mode share.

See TA Calculations

Scenario 3 Active Travel Trips	TWO-WAY
Total People	2820
Active Travel / Public Transport (50%)	1410
Active Travel (43%)	1213
Walking (36%)	1015
Cycling (7%)	197

Journey Purpose for Average Weekday - Walk

See TA Calculations

Journey Purpose - Cycle	%	Purpose	%	TWO-WAY
Work	36%	Work	38%	75
EB	2%	Education	10%	20
Education	10%	Shopping	14%	28
Shopping	14%	Other	38%	75
PB	6%			
Recreation	9%			
Visiting Friends	9%			
Holiday	14%			
Total	100%			

Distribution	Split	TWO-WAY	Assumption
Work	75		
Derby City Centre	38	8	There are numerous employment opportunities within the city centre and routes to the centre are clearly signposted from the site and distances taking from 20-30 minutes
Royal Derby Hospital	8	10	This is a large hospital and will potentially attract staff from the site and is within a 15-20 minute cycle
Hollybrook Way	11	1	There are multiple shops, restaurants and schools which are within a 2km cycle.
Sinfin Industrial Park	19	6	This is a large industrial park that is within a 10-20 minute cycle from the site.

Education	Split	TWO-WAY	Ref
Derby Moor Spencer Academy	3	3	3 large secondary school located on Moorway Lane
Griffe Field Primary School	2	3	3 Primary school located opposite the site
Highfields Spencer Academy Primary School	4	2	2 Primary school located near the site
Derby Grammar School	2	4	4 A secondary school which is a grammar school and so may have a lower pupil yield from the site.
Gayton Junior School	3	7	
Ridgeway Infant School	3	7	7 Three schools all adjacent to each other have been split evenly
St George's Catholic Voluntary Academy Primary School	3	7	

Shopping	Split	TWO-WAY	Ref
Derby City Centre	11	8	8 There are numerous retail opportunities within the city centre and routes to the centre are clearly signposted from the site and distances taking from 20-30 minutes
Kingsway Retail Park	3	11	11 This is a large retail park which is within a 20 - 30 minute cycle from the site.
Hollybrook Way	6	1	1 There are multiple shops within a 2km cycle.
Oaklands Avenue	3	5	5 There is a convenience store and some local shops that is close to the site.
Burton Road	3	9	9 There are a range of retail opportunities which are located along Burton Road
Tutbury Avenue	3	2	2 There is a co-op located here which is within a comfortable 2km cycle from the site

Other	Split	TWO-WAY	Ref
Heatherton Village	15	4	4 Local Neighbourhood
Gayton/Oaklands Avenue	15	5	5 Local Neighbourhood
The Hollow	15	12	12 Local Neighbourhood
Derby City Centre	30	8	8 There are numerous opportunities/services/leisure opportunities within the city centre and routes to the centre are clearly signposted from the site and distances taking from 20-30 minutes

Destination	Ref	Trips
Hollybrook Way	1	17
Tutbury Avenue	2	7
Moorway Lane	3	5
Heatherton Village	4	17
Oaklands Avenue	5	18
Sinfin	6	19
Gayton	7	9
Derby City Centre	8	79
Burton Road	9	3
Royal Derby Hospital	10	8
Kingsway Retail	11	3
The Hollow	12	15
Total		197

Distribution By Walk - Moorway Lane, Derby

Trips are based on Scenario 3 which assumes 50% Active Travel / Public Transport Mode share.

See TA Calculations

Scenario 3 Active Travel Trips	TWO-WAY
Total People	2820
Active Travel / Public Transport (50%)	1410
Active Travel (43%)	1213
Walking (36%)	1015
Cycling (7%)	197

Journey Purpose for Average Weekday - Walk

See TA Calculations

Journey Purpose - Walk	%
Work	12%
EB	1%
Education	25%
Shopping	30%
PB	10%
Recreation	12%
Visiting Friends	10%
Holiday	0%
Total	100%

Purpose	%	TWO-WAY
Work	13%	132
Education	25%	254
Shopping	30%	305
Other	32%	325

Distribution

Distribution	Split	TWO-WAY
Work	Split	132
Hollybrook Way	40%	53
Local School Heatherton/Moorway Lane	10%	13
Local Schools Gayton	10%	13
Burton Road	30%	40
Sinfin Industrial Park	10%	13

Assumption

Ref	Assumption
1	There are numerous employment opportunities including medical centres, shops, restaurants and schools which are within a comfortable walking distance.
3	There is a large secondary school and a primary school in the vicinity of the site.
7	There are multiple schools located near Gayton swimming pool which are within a comfortable walking distance.
9	There are shops and the the derby royal hospital is not much further beyond this.
6	This is a large industrial park but is c.40 minutes walk from the site and so a smaller proportion would likely walk to Sinfin.

Education

Education	Split	254
Derby Moor Spencer Academy	30%	76
Griffe Field Primary School	15%	38
Highfields Spencer Academy Primary School	15%	38
Derby Grammar School	10%	25
Gayton Junior School	10%	25
Ridgeway Infant School	10%	25
St George's Catholic Voluntary Academy Primary School	10%	25

Ref	Assumption
3	large scenodary school located on Moorway Lane
3	Primary school located opposite the site
2	Primary school located near the site
1	A secondary school which is a grammar school and so may have a lower pupil yield from the site.
7	
7	Three schools all adjacent to each other have been split evenly
7	

Shopping

Shopping	Split	305
Hollybrook Way	40%	122
Tutbury Avenue	30%	91
Oaklands Avenue	20%	61
Burton Road	10%	30

Ref	Assumption
1	There are a range of shops located here which are within a comfortable walking distance
2	There is a co-op located here which is within a comfortable walk from the site
5	There is a convenience store and some local shops that is close to the site.
9	There are a range of retail opportunities which are located a further walk away and so have been attributed a smaller proportion of trips

Other

Other	Split	325
Heatherton Village	35%	114
Gayton/Oaklands Avenue	35%	114
The Hollow	30%	97

Ref	Assumption
4	Local Neighbourhood
5	Local Neighbourhood
8	Local Neighbourhood

Destination	Ref	Trips
Hollybrook Way	1	200
Tutbury Avenue	2	129
Moorway Lane	3	127
Heatherton Village	4	114
Oaklands Avenue	5	175
Sinfin	6	13
Gayton	7	89
The Hollow	8	97
Burton Road	9	70
Total		1015

APPENDIX H. Personal Injury Collision Data



INTERMEDIATE COLLISION REPORT
Total collisions: 43

Run on: 17/07/2025 12:01:32

Notes:

Accidents between dates: 01/04/2020 and 31/03/2025
Selection: Selected using Manual Selection

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

2000513	19/04/2020	1530 hrs	Sun	Daylight					
Serious	Unknown			Road Wet/Damp		Veh 1 M/C > 125 cc	Going ahead right hand bend	NE - NW	Casualty: Dri Serious
U	30 mph		E433241	N332363					
DERBY-OAKLANDS AVE O/S NO 102, (5894)									
V1, M/CYCLE LOST CONTROL ON BEND AND CAME OFF BIKE, COLLISION 15MTRS FROM JUNCTION WITH DALBURY WALK/OAKLANDS (5894)									

2001670	23/12/2020	1600 hrs	Wed	Dark: street lights lit					
Slight	Raining without high winds			Road Wet/Damp		Veh 1 Car	Stopping	NW - SE	
U	30 mph		E433811	N332375					
DERBY-BLAGREAVES LANE J/W STENSON RD (5660)									
V1 SLOWS AS VEHICLE INFRONT IS WAITING TO TURN INTO OFFSIDE JUNCTION. V2 SLOWS BUT IS DISTRACTED BY PASSENGER AND COLLIDES WITH REAR OF V1 AT SLOW SPEED. (5660)									

2100049	04/01/2021	1415 hrs	Mon	Daylight					
Slight	Fine without high winds			Road Dry		Veh 1 Car	Turning left	NE - NW	
U	30 mph		E432853	N333092					
DERBY-O/S 41 MOORWAY LANE-(17706)									
V1 WAS TURNING INTO DRIVE AND TOOK A WIDE APPROACH WHEN V2 (P/CYCLE) CAME DOWN THE N/S AND CRASHED INTO V1 CAUSING V2 TO FALL OFF-(17706)									

2100272	11/03/2021	1512 hrs	Thu	Daylight					
Slight	Fine without high winds			Road Wet/Damp		Veh 1 Car	Stopping	NW - NE	Casualty: Dri Slight
U	30 mph		E432707	N334282					Casualty: FSP Slight
DERBY-BURTON RD R/ABOUT (17706)									
V1 HAD TO BREAK SUDDENLY AND V2 HAS THEN COLLIDED WITH THE REAR OF V1 CAUSING MINOR DAMAGE.(17706)									



INTERMEDIATE COLLISION REPORT
Total collisions: 43

Run on: 17/07/2025 12:01:32

Accidents between dates: 01/04/2020 and 31/03/2025
Selection: Selected using Manual Selection

Notes:

LAYOUT	Police Ref. Date Time Day Darkness / Light				VEHICLE / CASUALTY DETAILS						
	Severity	Weather	Rd No.	Speed	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info	
	POLICE OFFICERS ACCOUNT OF COLLISION										
2100566	27/04/2021	515 hrs	Tue	Dark: street lights lit							
Slight	Fine without high winds				Road Dry						
B5021	40 mph	E432696		N334281							
LITTLEOVER-B5021 CHAIN LN J/W R/ABOUT (5894)											
	Veh 1	Car	Starting	NW - NE		Casualty: Dri Slight					
	Veh 2	Car	Going ahead	SW - NE		Casualty: Dri Slight Casualty: FSP Slight					
V1 PULLED OUT OF CHAIN LN AND COLLIDED WITH SIDE OF V2 ON R/ABOUT (5894)											

2101112	19/07/2021	1500 hrs	Mon	Daylight							
Slight	Unknown				Road Dry						
U	30 mph	E433827		N332377							
LITTLEOVER-STENSON RD J/W BLAGREAVES LN O/S NO. 441 (5894)											
	Veh 1	Car	Going ahead	NE - SW							
	Veh 2	Pedal cycle	Going ahead	E - W		Casualty: Dri Slight					
V2, P/CYCLE RODE INTO RD IN FRONT OF V1 AS IT WAS TRAVELLING THROUGH T/LIGHTS ON GREEN (5894)											

2101427	01/09/2021	830 hrs	Wed	Daylight							
Slight	Fine without high winds				Road Dry						
U	30 mph	E433046		N333371							
LITTLEOVER-BLAGREAVES LN J/W MOORWAY LN O/S NO. 37 (5894)											
	Veh 1	Car	Stopping	N - SW		Casualty: Dri Slight					
	Veh 2	Car	Stopping	N - SE							
	Veh 3	Car	Going ahead	N - SE		Casualty: Dri Slight					
V1 SLOWED DOWN INTENDING TO TURN RT ONTO MOORWAY LN. V2 & V3 WERE TRAVELLING BEHIND V1. V2 SLOWING DOWN BEHIND V1, V3 STRUCK V2 TO THE REAR WHICH SHUNTED V2 INTO REAR OF V1 (5894)											

2101763	08/11/2021	1912 hrs	Mon	Dark: street lights lit							
Slight	Fine without high winds				Road Dry						
U	30 mph	E433012		N333926							
DERBY-THE HOLLOW J/W HILLSWAY (17706)											
	Veh 1	Car	Turning right	NW - SE							
	Veh 2	Car	Going ahead	NW - SE		Casualty: FSP Slight					
V1 PULLED OUT OF JCT TO TURN RIGHT AND FAILED TO SEE V2 APPROACHING JCT AND THE VEHS COLLIDED (17706)											



INTERMEDIATE COLLISION REPORT
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Notes:

Accidents between dates: 01/04/2020 and 31/03/2025
Selection: Selected using Manual Selection

LAYOUT	Police Ref. Date Time Day Darkness / Light				VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
2102101	26/12/2021	1440 hrs	Sun	Daylight				
Slight	Raining without high winds		Road Wet/Damp		Veh 1 Car	Turning right	NW - SE	
U	30 mph		E433014 N333924		Veh 2 Car	Going ahead	NW - SE	Casualty: Dri Slight
DERBY-THE HOLLOW J/W HILLSWAY (17706)					V1 PULLS OUT OF JCT INTO THE PATH OF APPROACHING V2 AND COLLIDES WITH V2; V2 LEAVES THE SCENE (17706)			

2102121	26/12/2021	1550 hrs	Sun	Dark: street lights lit				
Slight	Raining without high winds		Road Wet/Damp		Veh 1 Car	Turning right	NW - SW	Casualty: Dri Slight
U	30 mph		E433808 N332373		Veh 2 Car	Waiting to turn right	UK - UK	
DERBY-BLAGREAVES LANE J/W STENSON RD (17706)					V2 EXITED PARKING SPACES OFF FRONT OF SHOP INTENDING TO TURN RIGHT; V1 HAD STOPPED AT RED T/L SO V2 PULLED OUT TO JOIN THE QUEUING TRAFFIC. V1 THEN REALISED THAT THE LIGHTS HAD TURNED GREEN AND SHOT FORWARD, COLLIDING WITH V2 (17706)			

2200195	27/01/2022	810 hrs	Thu	Daylight				
Slight	Unknown		Road Dry		Veh 1 Car	Starting	SW - NE	Casualty: Ped Slight
U	30 mph		E432679 N334255					
DERBY-R/ABOUT PATURES HILL NR HIGH SCHOOL (17706)					STATIONARY TRAFFIC AND VERY BUSY ON C/WAY. PED. CROSSED C/WAY TO GET TO CENTRAL REFUGE WHEN V1 MOVED FORWARD TO ENTER R/ABOUT AND CLIPPED PED CAUSING PED. TO FALL (17706)			

2200262	05/02/2022	1232 hrs	Sat	Daylight				
Slight	Fine with high winds		Road Dry		Veh 1 Car	Waiting to go ahead but held up	NW - SE	
U	30 mph		E433785 N332389		Veh 2 M/C < 125 cc	Waiting to go ahead but held up	NW - SE	Casualty: Dri Slight
DERBY-BLAGREAVES LANE J/W STENSON ROAD (17706)					Veh 3 Car Starting UK - UK			
V1 HAD STOPPED TO ALLOW V3 OUT OF PARKING SPACE AT FRONT OF SHOPS; V2 NOT AWARE THIS WAS HAPPENING AND COLLIDED WITH THE REAR OF V1 (17706)								



INTERMEDIATE COLLISION REPORT
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Run on: 17/07/2025 12:01:32

Notes:

Accidents between dates: 01/04/2020 and 31/03/2025
Selection: Selected using Manual Selection

LAYOUT	Police Ref. Date Time Day Darkness / Light				VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
2200692	24/04/2022	100 hrs	Sun	Daylight				
Slight	Unknown		Road Dry		Veh 1 Car	Going ahead	NW - SE	Casualty: Dri Slight
U	30 mph		E432864	N333990	Veh 2 Car	Parked	UK - UK	
DERBY-HILLSWAY O/S NO.42(17706)					Veh 3 Car	Parked	UK - UK	
V1 TRAVELLING ON C/WAY COLLIDES WITH V2 AND PROCEEDS TO TRAVEL AND COLLIDE WITH V3(17706)								

2200766	05/05/2022	1738 hrs	Thu	Daylight				
Slight	Fine without high winds		Road Dry		Veh 1 Car	Stopping	S - N	
C	30 mph		E433048	N333757	Veh 2 Car	Going ahead	S - N	Casualty: Dri Slight Casualty: FSP Slight
LITTLEOVER-THE HOLLOW J/W CARLISLE AV (PED C'ING (2022))								
PED USING C'ING. V2 STOPPING TO ALLOW PED TO CROSS, V1 FAILS TO SEE V2 STOPPING AND COLLIDES INTO REAR OF V2. PED UNINJURED (2022)								

2201896	09/11/2022	1900 hrs	Wed	Dark: street lights lit				
Serious	Fine without high winds		Road Dry		Veh 1 Car	Going ahead	NW - SE	Casualty: Dri Serious
U	30 mph		E432780	N334125	Veh 2 Car	Parked	UK - UK	
On the main road								
V1 HAS COLLIDED WITH V2 CAUSING SERIOUS INJURIES (18144).								

2201990	21/11/2022	1213 hrs	Mon	Dark: street lights lit				
Slight	Fine without high winds		Road Dry		Veh 1 Car	Reversing	SE - NW	Casualty: Dri Slight
U	30 mph		E433819	N332369	Veh 2 Car	Waiting to turn right	NE - NW	Casualty: Dri Slight
DERBY-STENSON RD/blagreaves lane (18144)								
V1 COLLIDED WITH V2 CAUSING SLIGHT INJURIES (18144).								



INTERMEDIATE COLLISION REPORT
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Run on: 17/07/2025 12:01:32

Notes:

Accidents between dates: 01/04/2020 and 31/03/2025
Selection: Selected using Manual Selection

LAYOUT	Police Ref. Date Time Day Darkness / Light					VEHICLE / CASUALTY DETAILS				
	Severity	Weather	Rd No.	Speed	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info
	POLICE OFFICERS ACCOUNT OF COLLISION									
2202070	04/12/2022	1254 hrs	Sun	Daylight						
Slight	Fine without high winds		Road Wet/Damp				Veh 1 Taxi	Stopping	NW - SW	Casualty: FSP Slight
C	30 mph		E433535	N332598			Veh 2 Car	Going ahead	NW - SW	Casualty: FSP Slight Casualty: RSP Slight
STENSON-BLAGREAVES LN J/W BLAGREAVES AVE (2022)										
V1 SLOWING TO TURN R INTO BLAGREAVES AVE. V2 TRAVELLING BEHIND V1 FAILS TO SEE V1 SLOWING DOWN. V2 CONTINUES TO DRIVE AND COLLIDES INTO REAR OF V1 (2022)										

2300101	17/01/2023	1547 hrs	Tue	Daylight						
Slight	Fine without high winds		Road Dry				Veh 1 Car	Stopping	SW - NE	
U	30 mph		E433047	N333431			Veh 2 Car	Waiting to turn right	SW - NE	Casualty: Dri Slight
DERBY-BLAGREAVES LANE J/W WILLSON RD (17706)										
V2 WAS WAITING TO EXIT FROM MAIN C/WAY; V1 FAILED TO SEE V2 INTENTIONS AND COLLIDED WITH THE REAR OF V2 CAUSING DAMAGE AND INJURY (17706)										

2300180	26/01/2023	1730 hrs	Thu	Dark: street lights lit						
Slight	Fine without high winds		Road Wet/Damp				Veh 1 Car	Turning right	W - S	
U	30 mph		E433040	N333328			Veh 2 Pedal cycle	Going ahead	S - N	Casualty: Dri Slight
LITTLEOVER- BLAGREAVES LN J/W MOORWAY LN (18144)										
V1 PULLED OUT OF JCT AND COLLIDED WITH P/CYCLIST CAUSING SLIGHT INJURIES (18144).										

2300198	02/02/2023	805 hrs	Thu	Daylight						
Slight	Fine without high winds		Road Dry				Veh 1 Car	Going ahead	N - S	Casualty: Ped Slight Casualty: Ped Slight
U	30 mph		E433047	N333389						
DERBY-BLAGREAVES LANE. O/S NO.35 (17706)										
PED. X 2 SCHOOL CHILDREN ATTEMPTED TO CROSS THE C/WAY WITHOUT CHECKING FOR ONCOMING VEHICLES, STEPPED OUT AND COLLIDED WITH V1 SUSTAINING SLIGHT INJURIES (17706)										



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LAYOUT	Police Ref. Date Time Day Darkness / Light					VEHICLE / CASUALTY DETAILS			
	Severity	Weather	Rd No.	Speed	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction

2300343	28/02/2023	722 hrs	Tue	Daylight						
Slight	Raining without high winds			Road Wet/Damp			Veh 1 Bus/coach	Stopping	SW - NE	Casualty: Seat Slight
U	30 mph			E432563	N334168					
DERBY-PASTURES HILL(17706)										
V1 BRAKED HARD CAUSING PASSENGER TO SLIP OFF SEAT ONTO THE FLOOR, CAUSING BRUISING (17706)										

2300418	09/03/2023	1550 hrs	Thu	Daylight						
Slight	Fine without high winds			Road Wet/Damp			Veh 1 Car	Overtaking stat. vehicle offside	NE - SW	Casualty: FSP Slight
U	30 mph			E433833	N332424		Veh 2 Car	Turning right	SE - NE	Casualty: Dri Slight
LITTLEOVER-STENSON RD J/W BREEDON AVE O/S NO. 424 (18144)										
V1 WHILST OVERTAKING V3 (STATIONARY) HAS COLLIDED HEAD ON WITH V2 PULLING OUT OF THE JCT IN TO THE PATH OF THE ON- COMING V1 CAUSING SLIGHT INJURIES (18144).										

2300422	11/03/2023	1830 hrs	Sat	Daylight						
Serious	Fine without high winds			Road Dry			Veh 1 Car	Reversing	SW - NE	Casualty: Ped Serious
U	30 mph			E433804	N332369					
LITTLEOVER-BLAGREAVES LN J/W STENSON RD										
V1 REVERSED AND COLLIDED WITH A PED CAUSING SERIOUS INJURIES (18144)										

2300737	18/05/2023	1522 hrs	Thu	Daylight						
Slight	Other			Road Dry			Veh 1 Car	Going ahead left hand bend	SE - NW	Casualty: Ped Slight
U	30 mph			E433032	N333325					
DERBY-BLAGREAVES LANE J/W MOORWAY LANE (17706)										
PED. APPROACHED JCT AND WAS LOOKING DOWN AT M/PHONE HAS THEY WERE WALKING ON C/WAY WHEN V1 APPROACHED AND TRAVELLED OVER THE FOOT OF IP; NO DETAILS EXCHANGED(17706)										



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

2300770	24/05/2023	1500 hrs	Wed	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	S - N	Casualty: Ped Slight
U	30 mph		E433046	N333424					
DERBY-BLAGREAVES LN J/W VINE CL, WILSON ROAD O/S NO.28 (18144)									
PED RUNS OUT INFRONT OF MOVING VEHICLE AND IS STRUCK BY THE CAR CAUSING SERIOUS INJURIES (18144).									

2300806	29/05/2023	1330 hrs	Mon	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	NE - SW	Casualty: Ped Slight
U	30 mph		E433289	N332560					
DERBY- OAKLANDS AVENUE O/S NO.45 (17706)									
V1 TRAVELLING TOWARDS MAIN C/WAY WHEN PED. STEPPED OUT FROM IN FRONT OF PARKED VEH; V1 COLLIDED WITH PED. CAUSING SLIGHT INJURIES (17706)									

2301063	12/07/2023	1540 hrs	Wed	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	S - N	Casualty: Dri Slight Casualty: Ped Slight
U	30 mph		E433005	N334102					
LITTLEOVER-THE HOLLOW J/W UNAMED RD (18144)									
PED RAN IN TO THE C/WAY WITHOUT CHECKING TRAFFIC COMING FROM PED LEFT AND WAS HIT BY V1 CAUSING SLIGHT INJURIES (18144).									

2301178	30/07/2023	1342 hrs	Sun	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Overtaking moving vehicle offside	NW - SE	Casualty: Dri Slight
U	30 mph		E433170	N333038					
DERBY- BLAGREAVES LN O/S NO.88 (18144)									
					Veh 2	Car	Turning right	NW - SW	Casualty: Dri Slight
V1 RACING V3 ATTEMPTS TO TO OVERTAKE V1 TURNING RIGHT INTO THEIR DRIVEWAY AND COLLIDES CAUSING SLIGHT INJURIES (18144)									

2301229	09/08/2023	1230 hrs	Wed	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Turning right	SE - NE	
U	30 mph		E432707	N334244					
LITTLEOVER- HILLSWAY J/W UNAMED RD (18144)									
					Veh 2	Car	Turning left	SE - SW	Casualty: Dri Slight
V1 COLLIDES N/S TO THE O/S OF V2 CAUSING DAMAGE AND SLIGHT INJURIES (18144)									



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Notes:

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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

2301769	17/11/2023	840 hrs	Fri	Daylight					
Slight	Fine without high winds		Road Wet/Damp		Veh 1	Car	Going ahead	NW - SE	Casualty: Dri Slight
U	30 mph		E433191	N333019	Veh 2	Goods < 3.5t	Parked	UK - UK	
DERBY- BLAGREAVES LN O/S NO.89 (18144)									
V1 HAS COLIDEDWITH THE REAR OF STATIONARY V2 CAUSING SLIGHT INJURIES (18144).									

2400113	15/01/2024	1530 hrs	Mon	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Goods < 3.5t	Turning left	NE - SE	Casualty: Ped Slight
U	30 mph		E432715	N334248					
LITTLEOVER - HILLSWAY J/W BURTON RD T/I (5869)									
C1 (PEDESTRIAN) CROSSING ROAD - V1 EXITS R/BOU HITTING PED - ONLY PART DETAILS EXCHANGED (5869) A									

2400667	30/04/2024	1530 hrs	Tue	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Taxi	Going ahead	SE - NW	Casualty: Dri Slight
U	30 mph		E433573	N332562	Veh 2	Bus/coach	Waiting to go ahead but held up	NW - SE	
LITTLEOVER- BLAGREAVES LN J/W BIRCHWOOD AVE (18144)									
Veh 3	Car	Turning right	NE - NW	Casualty: Dri Slight					
V2 INDICATED TO V3 TO ENTER C/WAY FROM JCT. V3 ENTERED C/WAY INTO THE PATH OF V1, COLLIDING AND CAUSING SLIGHT INJURIS (18144).									

2400608	01/05/2024	1600 hrs	Wed	Daylight					
Slight	Fine without high winds		Road Dry		Veh 1	Car	Going ahead	NE - SW	Casualty: Ped Slight
U	40 mph		E432198	N332326					
DERBY- MOORWAY LN ON CROSSING FOR PUBLIC FOOTPATH (18144)									
PED RAN INTO C/WAY INTO PATH OF V1, COLLIDING AND SUSTAINING SLIGHT INJURIES (18144).									



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LAYOUT	Police Ref. Date Time Day Darkness / Light					VEHICLE / CASUALTY DETAILS					
	Severity	Weather	Rd No.	Speed	Rd cond	Grid Ref.	Veh No / Type	Manoeuvre	Direction	Casualty Info	
	POLICE OFFICERS ACCOUNT OF COLLISION										
2400696	18/05/2024	1405 hrs	Sat	Daylight							
Slight	Fine without high winds					Road Dry	Veh 1	Car	Turning right	E - S	Casualty: Dri Slight
U	30 mph		E433011	N333924							
LITTLEOVER - HILLSWAY J/W THE HOLLOW (5869)							Veh 2	Car	Going ahead	S - N	
V1 PULLS OUT OF JUNCTION INTO PATH OF ONCOMING CAR. (5869)											

2400801	10/06/2024	2155 hrs	Mon	Darkness: street lighting u/k							
Fatal	Fine without high winds					Road Dry	Veh 1	Car	Going ahead	SW - NE	Casualty: RSP Fatal Casualty: Dri Serious Casualty: FSP Slight
U	30 mph		E432602	N334198							
LITTLEOVER - PASTURES HILL (DQ)							Veh 2	Car	Going ahead	NE - SW	Casualty: Dri Slight
V1 CAR LOSES CONYTOL MOUNTING N/S VERGE BEFORE GOING BACK ON ROAD AND CROSSING HEAD ON INTO ONCOMING V2 CAR. VEH SPINS, V1 RSP DECEASED AT SCENE, ALL OTHER OCCUPANTS INJURED. (DQ)											

2401009	26/06/2024	1539 hrs	Wed	Daylight							
Slight	Fine without high winds					Road Dry	Veh 1	Car	Going ahead left hand bend	N - SE	Casualty: Ped Slight
U	30 mph		E433073	N333191							
DERBY - BLAGREAVES LN - 5869											
13 YR OLD BOY THATS RAN INTO THE PATH OF A CAR AND BEEN HIT (5869)											

2401478	18/10/2024	1715 hrs	Fri	Dark: no street lighting							
Slight	Fine without high winds					Road Wet/Damp	Veh 1	Car	Going ahead left hand bend	SW - NE	Casualty: FSP Slight
U	40 mph		E432559	N332611							
DERBY- MOORWAY LN O/S 8 BIRCHWOOD GROVE (18144)											
V1 LOST CONTROL ON A BEND, LEFT C/WAY AND COLLIDED WITH A TELEGRAPH POLE, SUSTAINING SLIGHT INJURIES (18144).											



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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

2401538	24/10/2024	1840 hrs	Thu	Dark: street lights lit		Veh 1 Car	Reversing	SE - SW	Casualty: Ped Slight
Slight	Fine without high winds		Road Dry						
U	30 mph		E433359	N332807					
DERBY- BLAGREAVES LN O/S NO.157 (18144)									
V1 REVERSED OUT OF DRIVEWAY AND COLLIDED WITH A PED, CAUSING SLIGHT INJURIES (18144).									

2401571	24/10/2024	2004 hrs	Thu	Dark: no street lighting		Veh 1 Car	Going ahead right hand bend	NE - SW	Casualty: RSP Slight
Serious	Fine without high winds		Road Dry						
U	40 mph		E432504	N332533					
LITTLEOVER- MOORWAY LN J/W UNAMED RD OPP 25 BRAMBLEWICK DR (18144)									
						Veh 2 Goods < 3.5t	Parked	UK - UK	Casualty: Dri Slight
V1 LOST CONTROL ON A BEND AND COLLIDED WITH REAR OF V2, LEAVING C/WAY AND REBOUNDING OFF FURNITURE BACK INTO THE C/WAY, CAUSING SERIOUS INJURIES (18144).									

2401690	26/11/2024	710 hrs	Tue	Daylight		Veh 1 Car	Turning left	NE - SE	
Slight	Other		Road Wet/Damp						
U	30 mph		E433578	N332563					
LITTLEOVER- BLAGREAVES LN J/W BIRCHWOOD AVE (18144)									
						Veh 2 Pedal cycle	Going ahead	NW - SE	Casualty: Dri Slight
V1 PULLED OUT OF THE JCT INTO THE PATH OV V2 (P/CYCLE), COLLIDING AND CAUSING SLIGHT INJURIES (18144).									

2500142	06/12/2024	1530 hrs	Fri	Daylight		Veh 1 Car	Turning right	N - SW	
Less Serious	Raining without high winds		Road Wet/Damp						
U	30 mph		E433042	N333353					
LITTLEOVER- BLAGREAVES LN J/W MOORWAY LN (18144)									
						Veh 2 Pedal cycle	Going ahead	S - N	Casualty: Dri Less Serious
V1 TURNING RIGHT AT JCT, TURNED INTO THE PATH OF V2 (P/CYCLE), COLLIDING AND CAUSING SERIOUS INJURIES (18144).									



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Accidents between dates: 01/04/2020 and 31/03/2025
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Notes:

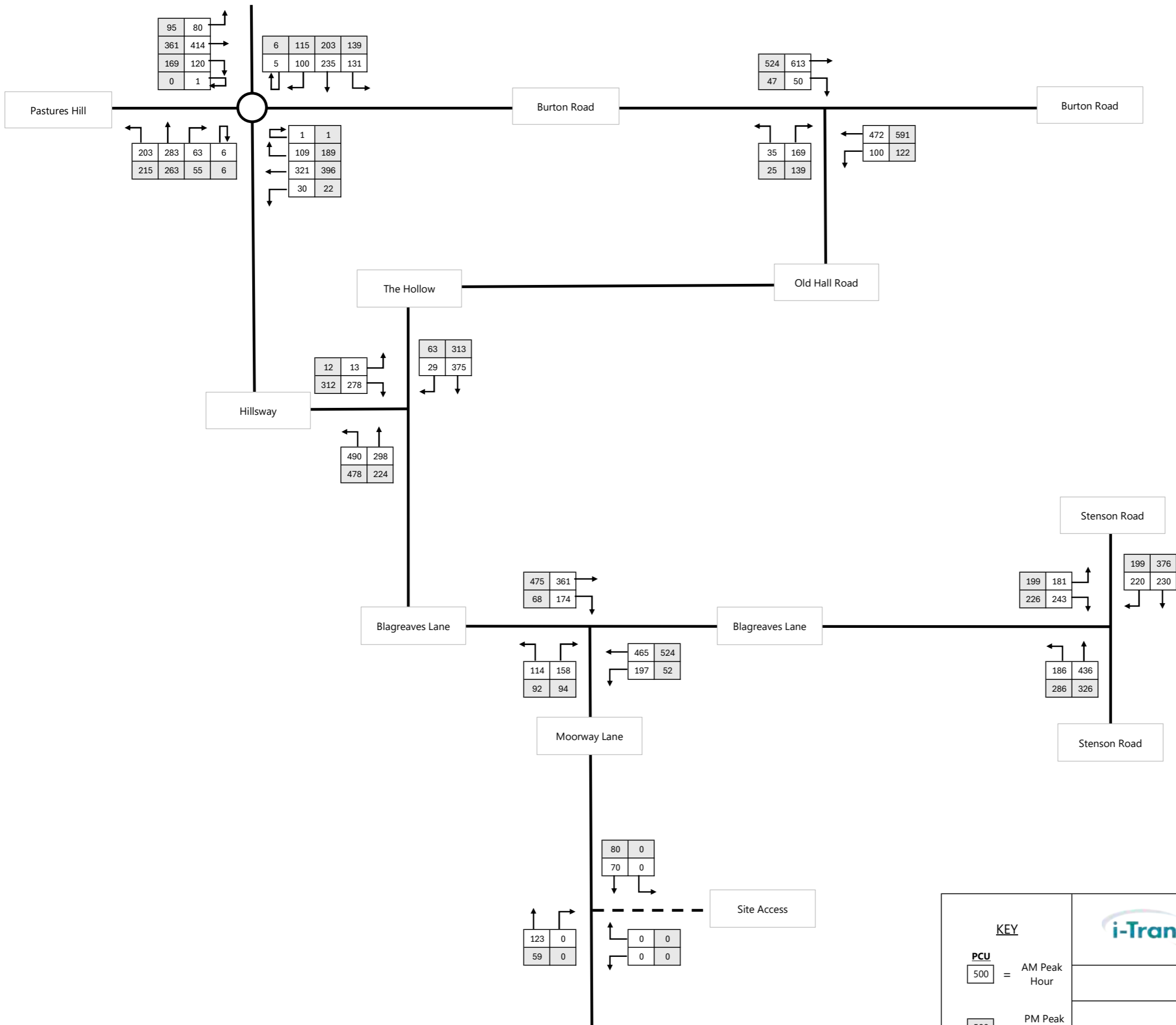
LAYOUT	POLICE OFFICERS ACCOUNT OF COLLISION					VEHICLE / CASUALTY DETAILS			
	Police Ref. Severity Road No. Location Description	Date Weather Speed	Time	Day Rd cond Grid Ref.	Darkness / Light	Veh No / Type	Manoeuvre	Direction	Casualty Info

2500565	04/03/2025	745 hrs	Tue	Daylight					
Slight	Fine without high winds		Road Dry						
U	30 mph		E433816	N332367					
LITTLEOVER-BLAGREAVES LN J/W STENSON RD O/S THE CO-OP (18144)									
V2, TURNED RIGHT INTO THE JCT, INTO THE PATH OF V1(M/CYCLE), TRAVELLING IN THE OPP DIRECTION, TURNING LEFT AT THE SAME JCT, COLLIDING AND CAUSING SLIGHT INJURIES (18144).									

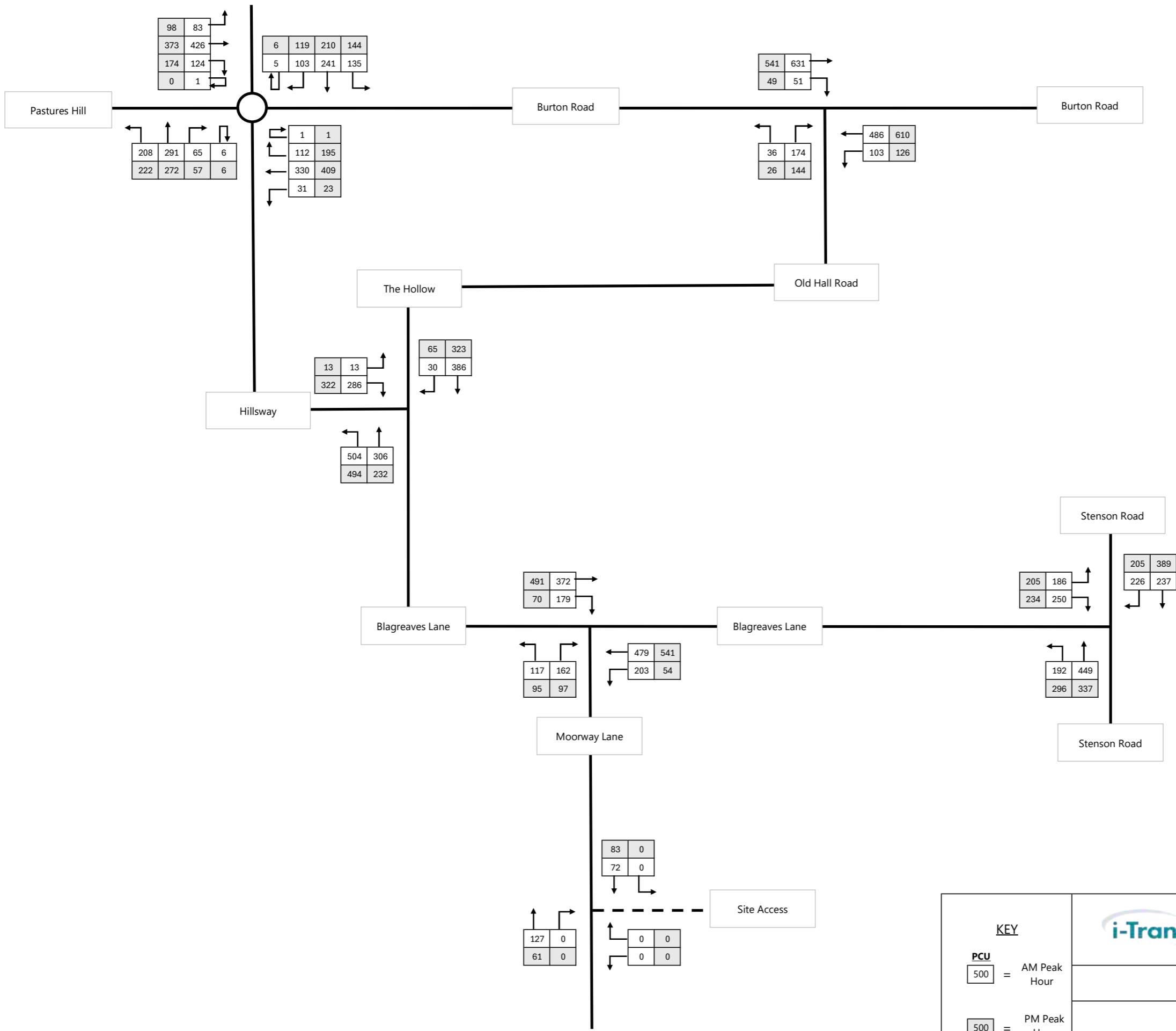
2500324	06/03/2025	835 hrs	Thu	Daylight					
Slight	Fine without high winds		Road Dry						
U	30 mph		E432866	N333133					
LITTLEOVER- UNAMED RD J/W MOORWAY LN O/S ENTRANCE/EXIT DERBY MOOR COMMUNITY SPORTS COLLEGE (18144)									
PED SIGNALLED TO CROSS ENTRANCE OF THE SCHOOL. V1 THEN TURNS INTO ENTRANCE, COLLIDING WITH PED CAUSING SLIGHT INJURIES (18144).									



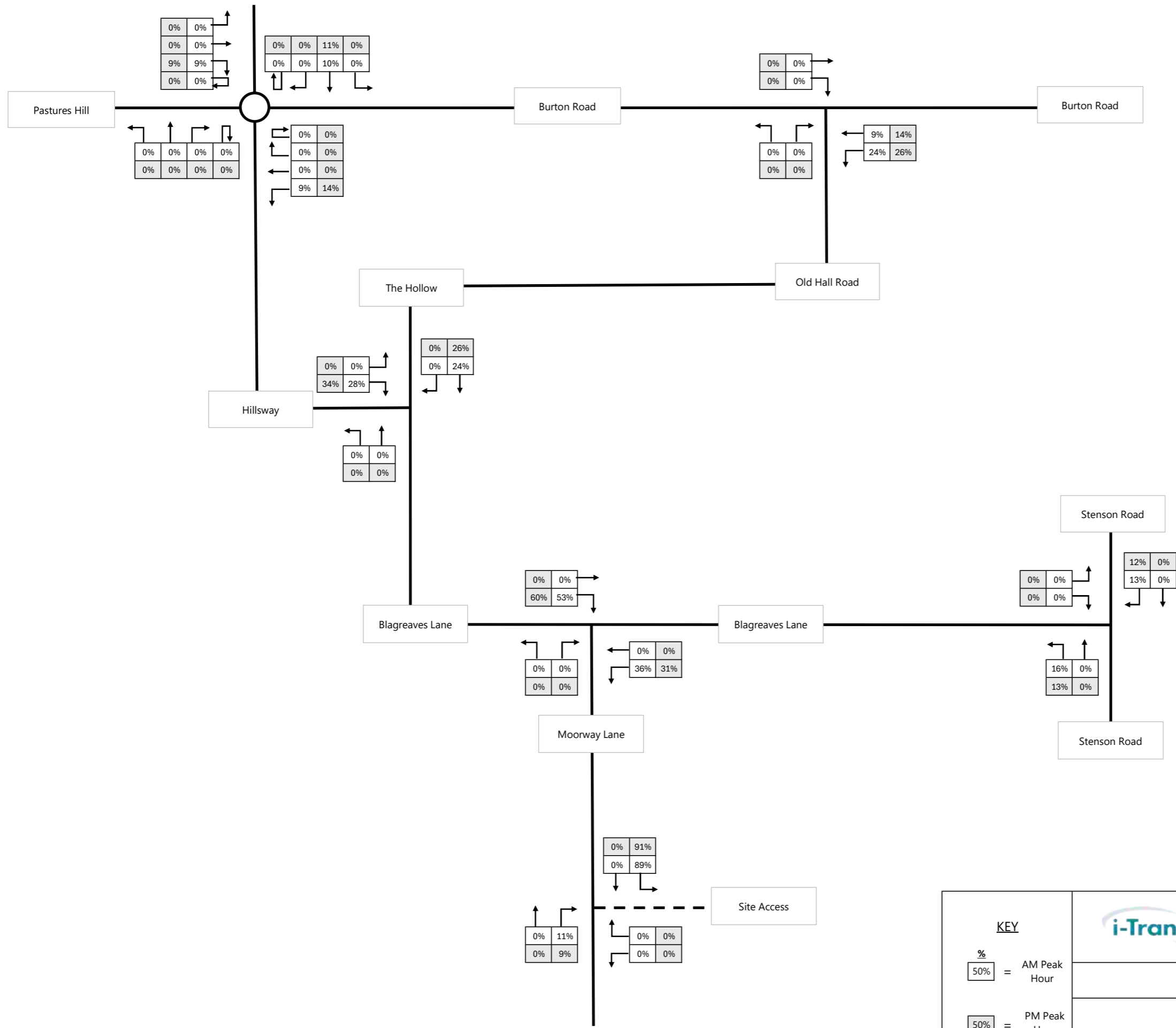
APPENDIX I. Traffic Flow Diagrams



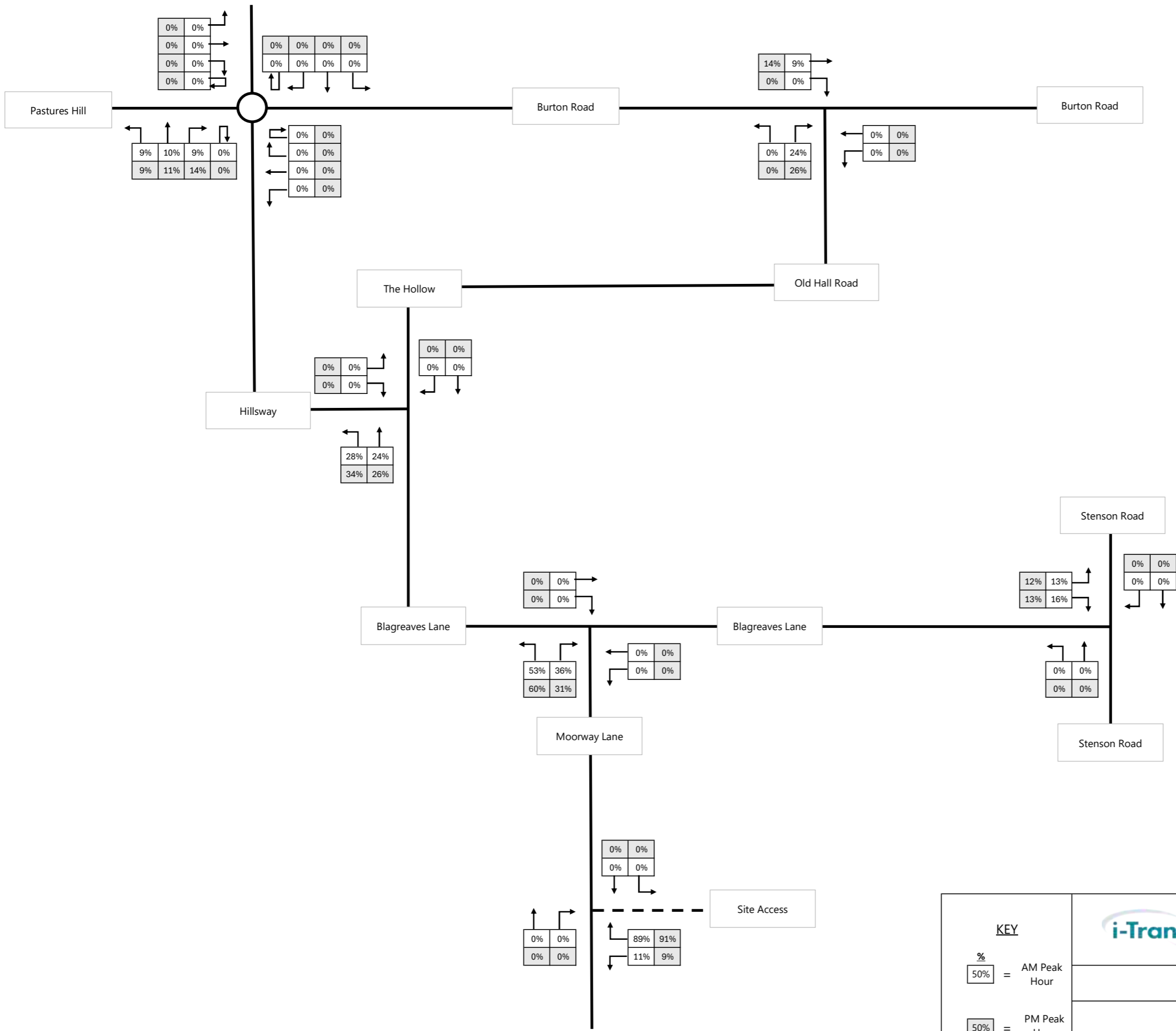
<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 1	
	2025 Survey Traffic Flows (PCU)	



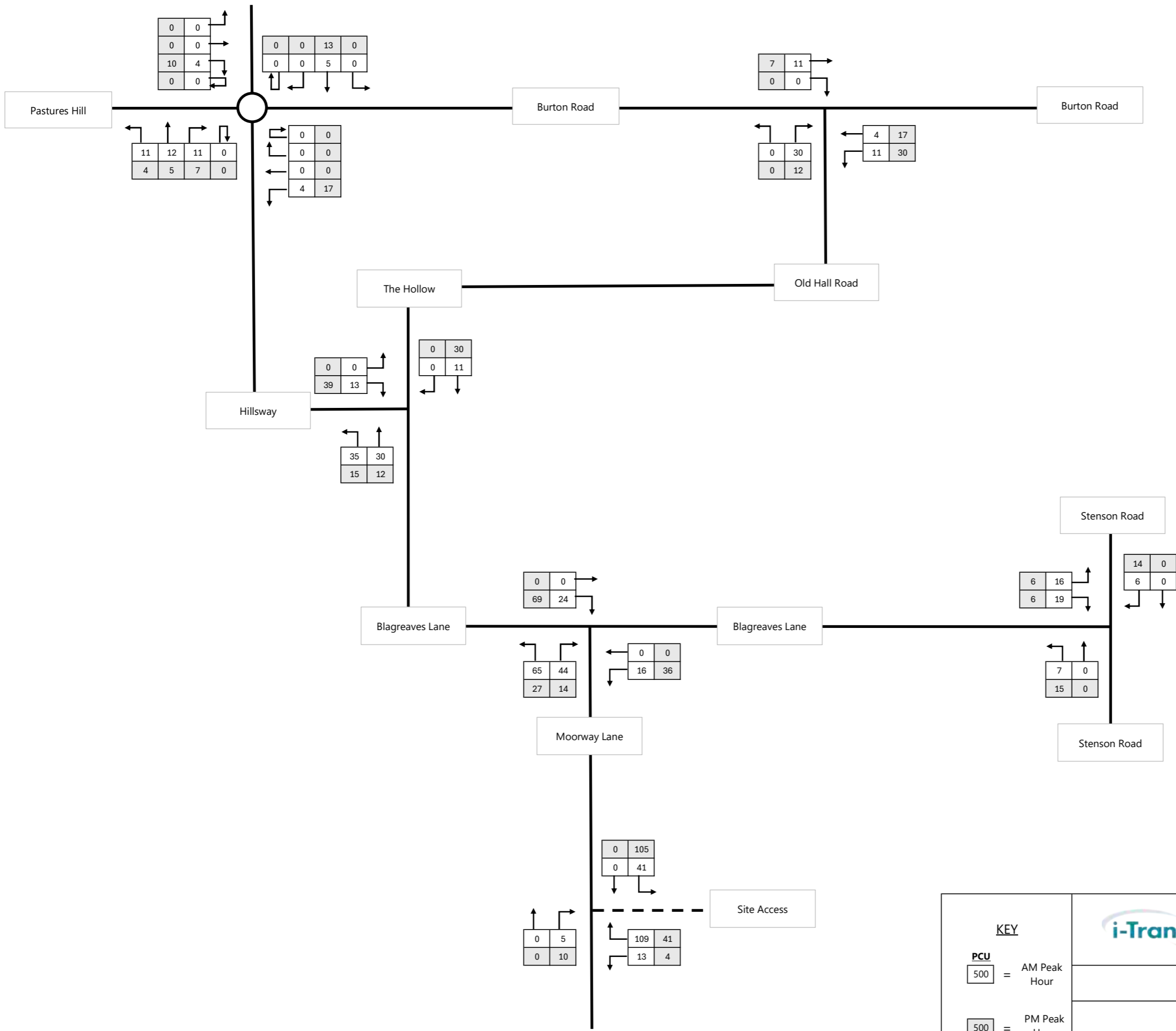
<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 2	
	2030 Base Traffic Flows (PCU)	



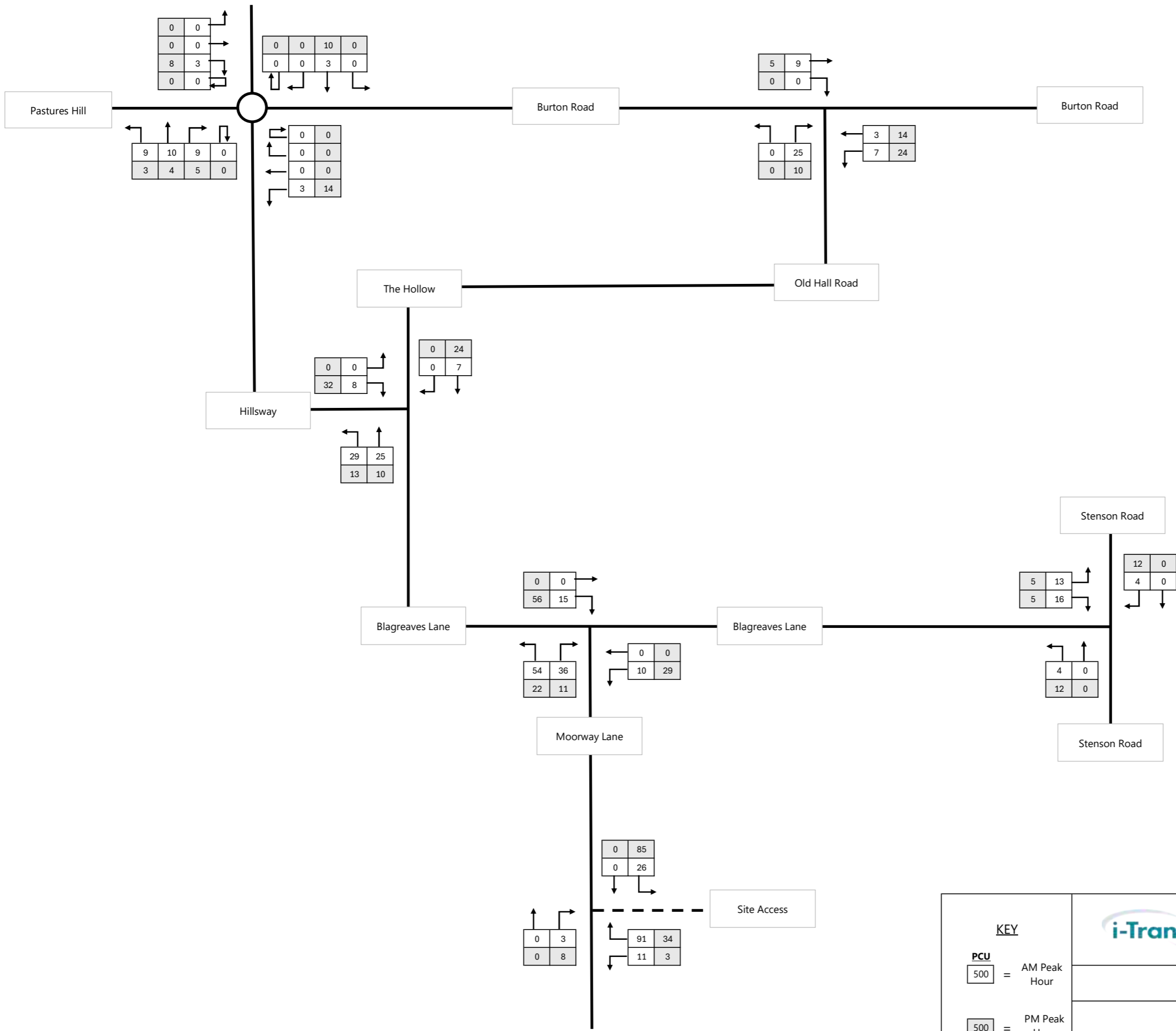
<p>KEY</p> <p>50% = AM Peak Hour</p> <p>50% = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 3	
	Development Trips Distribution (%) - Arrivals	



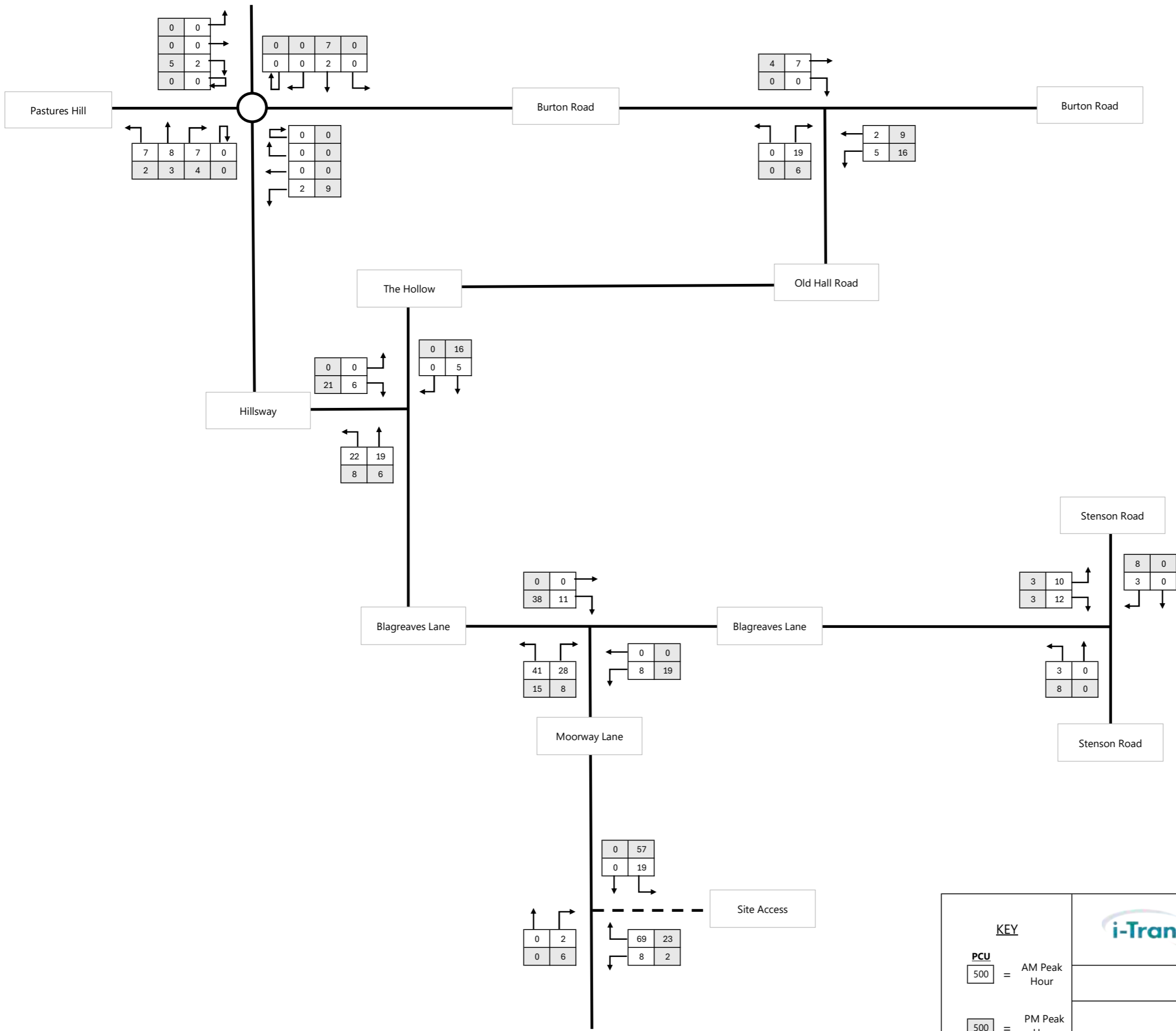
<p>KEY</p> <p>50% = AM Peak Hour</p> <p>50% = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 4	
	Development Trips Distribution (%) - Departures	



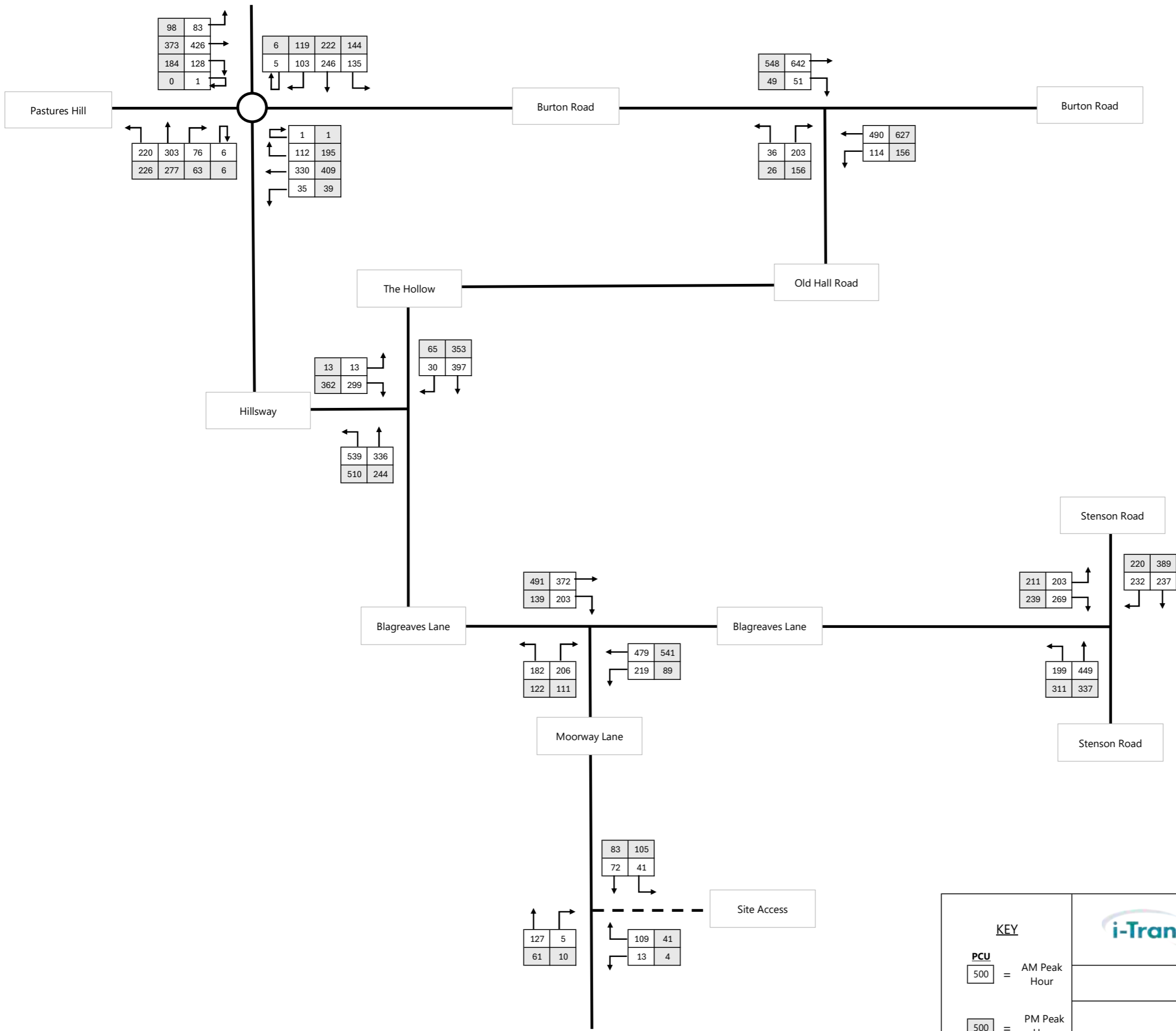
<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 5	
	Development Scenario 1 Traffic Flows	



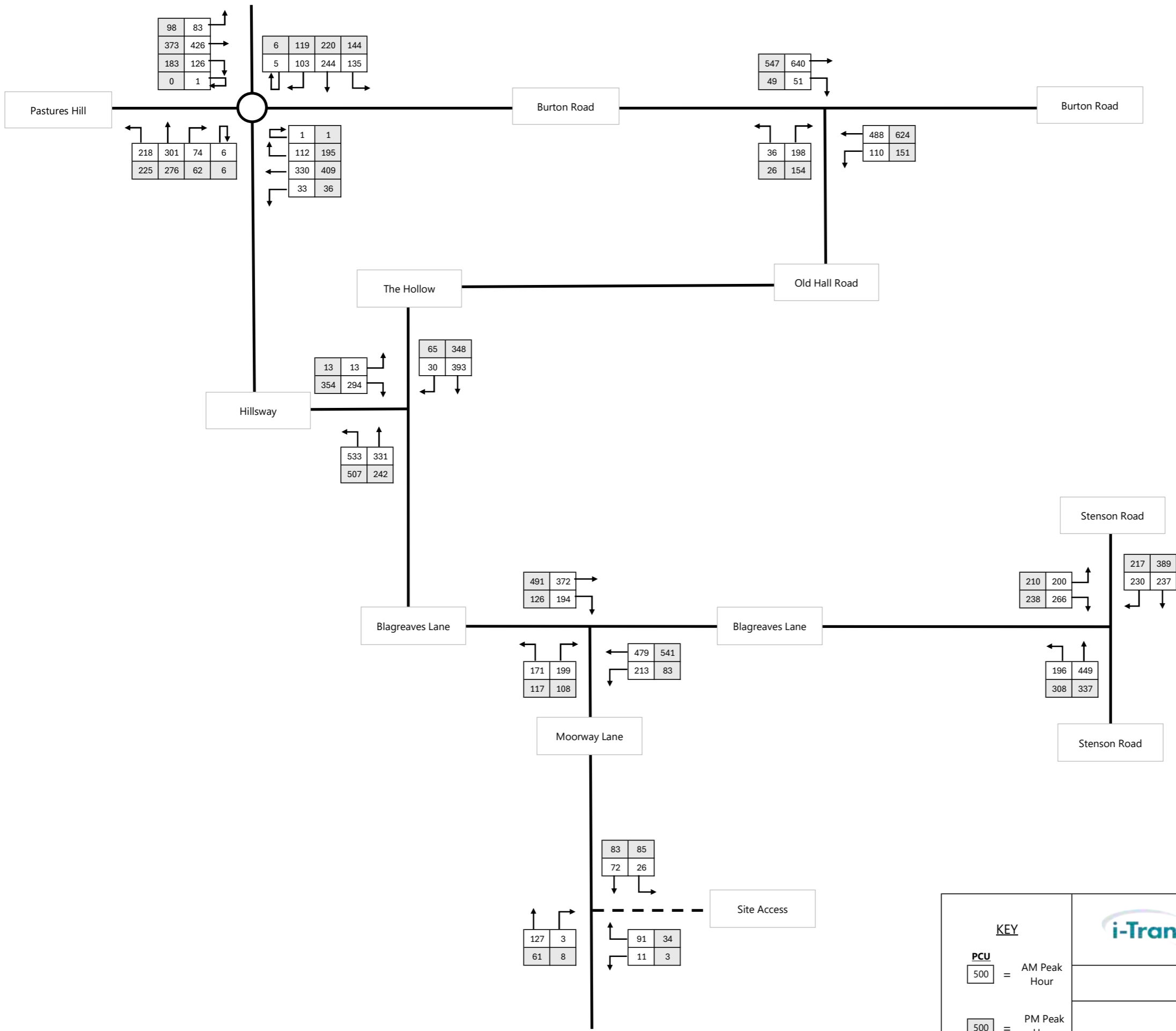
<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 6	
	Development Scenario 2 Traffic Flows	



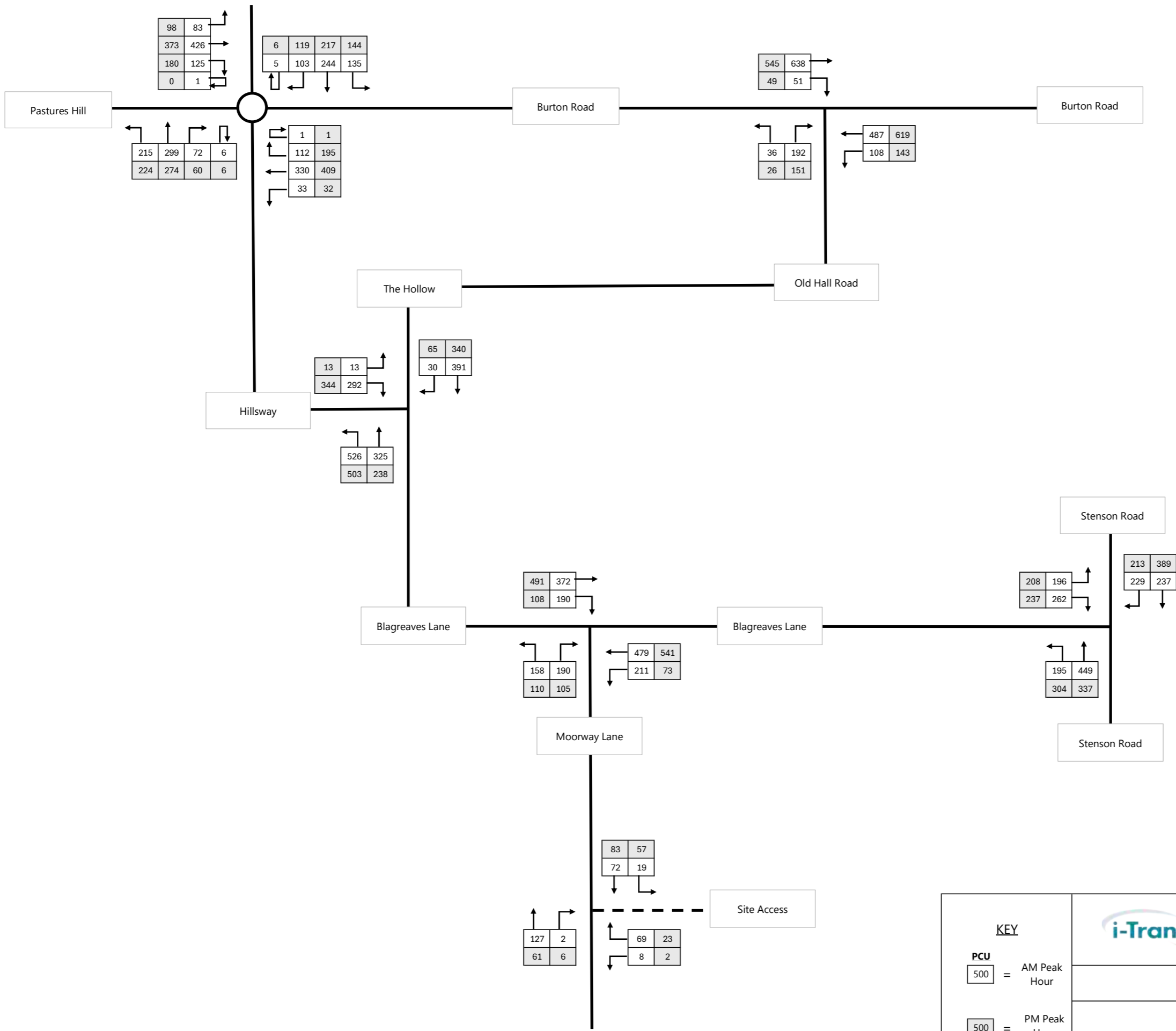
<p>KEY</p> <p>PCU</p> <p>$\begin{bmatrix} 500 \end{bmatrix}$ = AM Peak Hour</p> <p>$\begin{bmatrix} 500 \end{bmatrix}$ = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 7	
	Development Scenario 3 Traffic Flows	



<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 8	
	2030 Base + Development Scenario 1 Traffic Flows - BC	



<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 9	
	2030 Base + Development Scenario 2 Traffic Flows - BC	



<p>KEY</p> <p>PCU</p> <p>500 = AM Peak Hour</p> <p>500 = PM Peak Hour</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land at Moorway Lane, Derby	
	Appendix I - 10	
	2030 Base + Development Scenario 3 Traffic Flows - BC	

APPENDIX J. Vehicle Trip Distribution

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

ONS Crown Copyright Reserved [from Nomis on 3 October 2022]

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

usual residence
place of work

usual residence	place of work
E02002796 : Derby 001	3
E02002797 : Derby 002	8
E02002798 : Derby 003	4
E02002799 : Derby 004	25
E02002800 : Derby 005	17
E02002801 : Derby 006	2
E02002802 : Derby 007	33
E02002803 : Derby 008	63
E02002804 : Derby 009	4
E02002805 : Derby 010	1
E02002806 : Derby 011	9
E02002807 : Derby 012	27
E02002808 : Derby 013	155
E02002809 : Derby 014	40
E02002810 : Derby 015	10
E02002811 : Derby 016	46
E02002812 : Derby 017	167
E02002813 : Derby 018	130
E02002814 : Derby 019	8
E02002815 : Derby 020	16
E02002816 : Derby 021	27
E02002817 : Derby 022	17
E02002818 : Derby 023	33
E02002819 : Derby 024	130
E02002820 : Derby 025	17
E02002821 : Derby 026	52
E02002822 : Derby 027	41
E02002823 : Derby 028	5
E02002824 : Derby 029	160
E02002825 : Derby 030	1
E02002826 : Derby 031	4
	1,255

%	Route 1	Route 2	Route 3	Route 1 Proportion	Route 2 Proportion	Route 3 Proportion
0.2%	D			0.2%		
0.4%	D			0.4%		
0.2%	D	C		0.1%	0.1%	
1.3%	D			1.3%		
0.9%	D			0.9%		
0.1%	D			0.1%		
1.8%	D			1.8%		
3.4%	D			3.4%		
0.2%	D	F		0.1%	0.1%	
0.1%	D	C		0.0%	0.0%	
0.5%	D	F		0.2%	0.2%	
1.4%	D	C		0.7%	0.7%	
8.3%	D	C		4.2%	4.2%	
2.1%	C			2.1%		
0.5%	F			0.5%		
2.5%	D	C		1.2%	1.2%	
8.9%	F			8.9%		
7.0%	D	C		3.5%	3.5%	
0.4%	F			0.4%		
0.9%	C	D		0.4%	0.4%	
1.4%	G			1.4%		
0.9%	C			0.9%		
1.8%	C			1.8%		
7.0%	C	D		3.5%	3.5%	
0.9%	C	D		0.5%	0.5%	
2.8%	C	D		1.4%	1.4%	
2.2%	C			2.2%		
0.3%	C			0.3%		
8.6%	C			8.6%		
0.1%	C			0.1%		
0.2%	C			0.2%		

E02004118 : South Derbyshire 001	39
E02004119 : South Derbyshire 002	11
E02004120 : South Derbyshire 003	15
E02004121 : South Derbyshire 004	11
E02004122 : South Derbyshire 005	6
E02004123 : South Derbyshire 006	1
E02004124 : South Derbyshire 007	0
E02004125 : South Derbyshire 008	0
E02004126 : South Derbyshire 009	5
E02004128 : South Derbyshire 011	1
E02006919 : South Derbyshire 012	5
E02006920 : South Derbyshire 013	4
	98

%	Route 1	Route 2	Route 3	Route 1 Proportion	Route 2 Proportion	Route 3 Proportion
2.1%	A	B		1.0%	1.0%	
0.6%	A	B	F	0.2%	0.2%	0.2%
0.8%	B	A		0.4%	0.4%	
0.6%	C			0.6%		
0.3%	B			0.3%		
0.1%	C	B		0.0%	0.0%	
0.0%	B	A		0.0%	0.0%	
0.0%	B	A		0.0%	0.0%	
0.3%	B	A		0.1%	0.1%	
0.1%	B	A		0.0%	0.0%	
0.3%	B	A		0.1%	0.1%	
0.2%	B	A		0.1%	0.1%	

Local Authority		%	Route 1	Route 2	Route 3	Route 1 Proportion	Route 2 Proportion	Route 3 Proportion
Derby	1,255	67.3%						
South Derbyshire	98	5.3%						
North West Leicestershire	88	4.7%	B	C	2.4%	2.4%		
East Staffordshire	70	3.8%	A		3.8%			
Amber Valley	52	2.8%	D		2.8%			
Nottingham	48	2.6%	D	C	1.3%	1.3%		
Erewash	33	1.8%	D	C	0.9%	0.9%		
Derbyshire Dales	21	1.1%	D	F	0.6%	0.6%		
Birmingham	18	1.0%	A		1.0%			
Ashfield	16	0.9%	D	C	0.4%	0.4%		
Charnwood	12	0.6%	C		0.6%			
Broxtowe	12	0.6%	C	D	0.3%	0.3%		
Lichfield	9	0.5%	A		0.5%			
Blaby	8	0.4%	C		0.4%			
Leicester	7	0.4%	C		0.4%			
Walsall	7	0.4%	A		0.4%			
Bolsover	5	0.3%	D	C	0.1%	0.1%		
Manchester	4	0.2%	A		0.2%			
Chesterfield	4	0.2%	D		0.2%			
Bassetlaw	4	0.2%	D		0.2%			
Rushcliffe	4	0.2%	D	C	0.1%	0.1%		
Westminster, City of London	4	0.2%	C		0.2%			
Doncaster	3	0.2%	D		0.2%			
Harborough	3	0.2%	C		0.2%			
Gedling	3	0.2%	D	C	0.1%	0.1%		
Newark and Sherwood	3	0.2%	D		0.2%			
Cannock Chase	3	0.2%	A		0.2%			
Staffordshire Moorlands	3	0.2%	F		0.2%			
Coventry	3	0.2%	A		0.2%			
County Durham	2	0.1%	D		0.1%			
Cheshire East	2	0.1%	A		0.1%			
Carlisle	2	0.1%	A		0.1%			
Liverpool	2	0.1%	A		0.1%			
Sheffield	2	0.1%	D		0.1%			
Leeds	2	0.1%	D		0.1%			
Mansfield	2	0.1%	D		0.1%			
Shropshire	2	0.1%	A		0.1%			
Newcastle-under-Lyme	2	0.1%	A		0.1%			
Sandwell	2	0.1%	A		0.1%			
Solihull	2	0.1%	A		0.1%			
Hounslow	2	0.1%	A	C	0.1%	0.1%		
West Berkshire	2	0.1%	A		0.1%			
South Somerset	2	0.1%	A		0.1%			
South Lakeland	1	0.1%	A		0.1%			
Bury	1	0.1%	A		0.1%			
Barnsley	1	0.1%	D		0.1%			
Rotherham	1	0.1%	D		0.1%			
Rutland	1	0.1%	C		0.1%			
North East Derbyshire	1	0.1%	D		0.1%			
Hinckley and Bosworth	1	0.1%	C	B	0.0%	0.0%		
Melton	1	0.1%	C		0.1%			
Oadby and Wigston	1	0.1%	C		0.1%			
South Holland	1	0.1%	C		0.1%			
Daventry	1	0.1%	C	A	0.0%	0.0%		
Northampton	1	0.1%	C		0.1%			
Stafford	1	0.1%	A		0.1%			
Rugby	1	0.1%	C	A	0.0%	0.0%		
Warwick	1	0.1%	A		0.1%			
Redditch	1	0.1%	A		0.1%			
Luton	1	0.1%	C	A	0.0%	0.0%		
Bedford	1	0.1%	C		0.1%			
Huntingdonshire	1	0.1%	C		0.1%			
Hertsmere	1	0.1%	C		0.1%			
St Albans	1	0.1%	C		0.1%			
Breckland	1	0.1%	C		0.1%			
Brent	1	0.1%	C		0.1%			
Camden	1	0.1%	C		0.1%			
Hillingdon	1	0.1%	A		0.1%			
Lewisham	1	0.1%	C		0.1%			
Southwark	1	0.1%	C		0.1%			
Tower Hamlets	1	0.1%	C		0.1%			
Wokingham	1	0.1%	A		0.1%			
Southampton	1	0.1%	A		0.1%			
South Bucks	1	0.1%	A		0.1%			
Cherwell	1	0.1%	A		0.1%			
South Oxfordshire	1	0.1%	A		0.1%			
Runnymede	1	0.1%	A		0.1%			
Horsham	1	0.1%	A		0.1%			
Bath and North East Somerset	1	0.1%	A		0.1%			
Tewkesbury	1	0.1%	A		0.1%			
Flintshire	1	0.1%	A		0.1%			
	1,866							

Summary Table

Routes		%
A	Moorway Ln (S)/Doles Ln (N)	10.1%
B	Moorway Ln (S)/Doles Ln (S)	4.8%
C	Moorway Ln (N)/Blagreaves Ln (S)	40.6%
D	Moorway Ln (N)/Blagreaves Ln (N)	31.9%
E	Moorway Ln (N)/Blagreaves Ln (N)/Hillsway/Burton Rd	0%
F	Moorway Ln (N)/Blagreaves Ln (N)/Hillsway/B5021 Chain Ln	11.2%
G	Moorway Ln (N)/Blagreaves Ln (N)/Hillsway/Pastures Hill	1.4%
H	Moorway Ln (N) - Lost	0%
I	Moorway Ln (N)/Blagreaves Ln (N) - Lost	0%
Total		100.0%

C1	Stenson Road (North)	18.7%
C2	Stenson Road (South)	21.9%

Vehicle Distribution Assumptions - Moorway Lane, Derby

Education

Primary

School	Capacity	Relative Location	%	Assumption
Griffe Field School	420	Short Walk	10%	The walk is shorter than driving. Therefore, the proportion of those car drivers going to school is likely to be less.
St George's Catholic	337	Medium Walk	30%	The walk could be far for some and as such may opt for a car. Given its relative close location a higher proportion is assumed
Gayton Junior School	360	Medium Walk	30%	The walk could be far for some and as such may opt for a car. Given its relative close location a higher proportion is assumed
Highfields Spencer Academy	236	Short/Medium Walk	30%	The walk is more direct than by car but the distance is likely to be long for some pupils and as such will opt for a car. Capacity is smaller.

Secondary

School	Capacity	Relative Location	%	Assumption
Derby Moor Academy	1575	Short Walk	10%	The walk is short and given the pupils are of secondary age, the majority are likely to walk or cycle rather than travel by car, hence the lower proportion of car trips.
Ivy House	99	Short Walk	10%	The walk is short and given the pupils are of secondary age, the majority are likely to walk or cycle rather than travel by car, hence the lower proportion of car trips. This is also a SEND facility and so number of pupils may be low.
Derby Grammar School	295	Medium Walk	40%	The school is a private school with a junior school. The walk is more direct than car but of a distance where car could be more appealing.
Littleover Community School	1801	Medium/Longer Walk	40%	The school is reachable by active travel modes, however the journey is longer than other schools and as such more likely that pupils would travel by car.

Vehicle Distribution Assumptions - Moorway Lane, Derby

Retail

Destination	%	
Food	50%	<i>Assumption</i>
The Co-Op Tutbury Avenue	5%	<i>Small retail store which can be reached by walking and cycling but may have some car trips</i>
The Co-Op Hollybrook Way	5%	<i>Small retail store with some other stores near by which can be reached by walking and cycling but may have some car trips</i>
Oakland Superstore	3%	<i>Small Convenience Store. The likelihood of driving from the site rather than walking or cycling is considered low</i>
One Stop	3%	<i>Small Convenience Store. The likelihood of driving from the site rather than walking or cycling is considered low</i>
Tesco Express	5%	<i>Small retail store located north on Stenson Road, Considered a small proportion given size and location in the context of other opprotunities.</i>
Asda Superstore	15%	<i>Large store and therefore considered to be mainly car trips</i>
Tesco Superstore	15%	<i>Large store and therefore considered to be mainly car trips</i>

Non-Food	50%	<i>Assumption</i>
Derby City	30%	<i>Large range of shopping opportunities.</i>
Kingsway Retail Park	20%	<i>Large Retail Park</i>

Vehicle Distribution Assumptions - Moorway Lane, Derby

Other

Destination	%	<i>Assumption</i>
Gayton Swimming Pool	5%	<i>Small Leisure centre</i>
Derby Leisure Centre	5%	<i>Further away but will attract some trips.</i>
Derby City	40%	<i>A range of opprotunities within Derby that could be for multiple reasons that fall within 'Other'</i>
Heatherton	15%	<i>Neighbouring settlement</i>
Sunny Hill	5%	<i>Settlement further to the north</i>
Mickleover	10%	<i>Large residential settlement to the northwest</i>
Burton-on-Trent	5%	<i>Large town to the south</i>
Nottingham	15%	<i>Large city to the east</i>

APPENDIX K. Junction Model Outputs

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
For sales and distribution information, program advice and maintenance, contact TRL Software: +44 (0)1344 379777 software@trl.co.uk trlsoftware.com
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: Moorway Lane_Blagreaves Lane (Northern Junction).j11
Path: M:\Projects\16217ITM Land at Moorway Lane, Littleover, Derby\Tech\Junction Assessments\Picady
Report generation date: 28/07/2025 16:23:37

- »2025 | Survey | AM
- »2025 | Survey | PM
- »2035 | Base | AM
- »2035 | Base | PM
- »2035 | Base + Scenario 1 | AM
- »2035 | Base + Scenario 1 | PM
- »2035 | Base + Scenario 2 | AM
- »2035 | Base + Scenario 2 | PM
- »2035 | Base + Scenario 3 | AM
- »2035 | Base + Scenario 3 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Survey										
Stream B-C	D1	0.3	8.31	0.22	A	D2	0.3	8.31	0.22	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.1	7.50	0.43	A		1.1	7.50	0.43	A
2035 - Base										
Stream B-C	D3	0.3	8.45	0.23	A	D4	0.2	8.33	0.19	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.2	7.73	0.45	A		0.5	4.89	0.20	A
2035 - Base + Scenario 1										
Stream B-C	D5	0.6	10.16	0.36	B	D6	0.3	8.94	0.25	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.5	8.68	0.51	A		1.1	6.50	0.40	A
2035 - Base + Scenario 2										
Stream B-C	D7	0.5	9.82	0.34	A	D8	0.3	8.82	0.24	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.4	8.30	0.48	A		1.0	6.12	0.36	A
2035 - Base + Scenario 3										
Stream B-C	D9	0.5	9.45	0.31	A	D10	0.3	8.66	0.23	A
Stream B-A		0.0	0.00	0.00	A		0.0	0.00	0.00	A
Stream C-AB		1.3	8.13	0.47	A		0.8	5.67	0.31	A

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	Moorway Lane/Blagreaves Lane (North Junction)
Location	Littleover, Derby
Site number	
Date	14/10/2022
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITM16217
Enumerator	I-TRANSPORT\BD
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Survey	AM	ONE HOUR	07:15	08:45	15	✓
D2	2025	Survey	PM	ONE HOUR	16:00	17:30	15	✓
D3	2035	Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2035	Base	PM	ONE HOUR	16:00	17:30	15	✓
D5	2035	Base + Scenario 1	AM	ONE HOUR	07:15	08:45	15	✓
D6	2035	Base + Scenario 1	PM	ONE HOUR	16:00	17:30	15	✓
D7	2035	Base + Scenario 2	AM	ONE HOUR	07:15	08:45	15	✓
D8	2035	Base + Scenario 2	PM	ONE HOUR	16:00	17:30	15	✓
D9	2035	Base + Scenario 3	AM	ONE HOUR	07:15	08:45	15	✓
D10	2035	Base + Scenario 3	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | Survey | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Arms

Arms

Arm	Name	Description	Arm type
A	Blagreaves Lane (S)		Major
B	Moorway Lane		Minor
C	Blagreaves Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Blagreaves Lane (N)	6.44			250.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Moorway Lane	One lane plus flare	10.00	3.27	2.94	2.86	2.86	✓	1.00	250	70

Minor Arm Geometry Notes

Arm	Notes
B - Moorway Lane	For geometry, the minor arm gets wider as you go back but for robustness the same measurement has been used going backwards.

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	715	0.128	0.323	0.203	0.461
B-C	694	0.104	0.264	-	-
C-B	719	0.273	0.273	-	-

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

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

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	465	100.000
B - Moorway Lane		ONE HOUR	✓	114	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To			
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)	
A - Blagreaves Lane (S)	0	0	465	
B - Moorway Lane	0	0	114	
C - Blagreaves Lane (N)	361	174	0	

Vehicle Mix

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

Heavy Vehicle %

From	To			
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)	
A - Blagreaves Lane (S)	0	0	1	
B - Moorway Lane	0	0	0	
C - Blagreaves Lane (N)	1	1	0	

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	8.31	0.3	A	105	157
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.43	7.50	1.1	A	274	411
C-A					217	326
A-B					0	0
A-C					427	640

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	602	0.143	85	0.0	0.2	6.963	A
B-A	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
C-AB	198	50	0.00	801	0.248	196	0.0	0.5	6.008	A
C-A	204	51	0.00			204				
A-B	0	0	0.00			0				
A-C	350	88	0.00			350				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	584	0.176	102	0.2	0.2	7.474	A
B-A	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
C-AB	260	65	0.00	821	0.317	259	0.5	0.7	6.482	A
C-A	221	55	0.00			221				
A-B	0	0	0.00			0				
A-C	418	105	0.00			418				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	559	0.225	125	0.2	0.3	8.296	A
B-A	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
C-AB	362	90	0.00	849	0.426	360	0.7	1.1	7.451	A
C-A	227	57	0.00			227				
A-B	0	0	0.00			0				
A-C	512	128	0.00			512				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	559	0.225	126	0.3	0.3	8.307	A
B-A	0	0	0.00	379	0.000	0	0.0	0.0	0.000	A
C-AB	363	91	0.00	850	0.427	363	1.1	1.1	7.502	A
C-A	226	57	0.00			226				
A-B	0	0	0.00			0				
A-C	512	128	0.00			512				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	584	0.176	103	0.3	0.2	7.493	A
B-A	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
C-AB	261	65	0.00	821	0.317	262	1.1	0.7	6.542	A
C-A	220	55	0.00			220				
A-B	0	0	0.00			0				
A-C	418	105	0.00			418				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	602	0.143	86	0.2	0.2	6.988	A
B-A	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
C-AB	199	50	0.00	802	0.249	200	0.7	0.5	6.063	A
C-A	204	51	0.00			204				
A-B	0	0	0.00			0				
A-C	350	88	0.00			350				

2025 | Survey | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.86	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.86	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Survey	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	465	100.000
B - Moorway Lane		ONE HOUR	✓	114	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	535	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	465
B - Moorway Lane	0	0	114
C - Blagreaves Lane (N)	361	174	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.22	8.31	0.3	A	105	157
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.43	7.50	1.1	A	274	411
C-A					217	326
A-B					0	0
A-C					427	640

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	602	0.143	85	0.0	0.2	6.963	A
B-A	0	0	0.00	487	0.000	0	0.0	0.0	0.000	A
C-AB	198	50	0.00	801	0.248	196	0.0	0.5	6.008	A
C-A	204	51	0.00			204				
A-B	0	0	0.00			0				
A-C	350	88	0.00			350				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	584	0.176	102	0.2	0.2	7.474	A
B-A	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
C-AB	260	65	0.00	821	0.317	259	0.5	0.7	6.482	A
C-A	221	55	0.00			221				
A-B	0	0	0.00			0				
A-C	418	105	0.00			418				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	559	0.225	125	0.2	0.3	8.296	A
B-A	0	0	0.00	380	0.000	0	0.0	0.0	0.000	A
C-AB	362	90	0.00	849	0.426	360	0.7	1.1	7.451	A
C-A	227	57	0.00			227				
A-B	0	0	0.00			0				
A-C	512	128	0.00			512				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	126	31	0.00	559	0.225	126	0.3	0.3	8.307	A
B-A	0	0	0.00	379	0.000	0	0.0	0.0	0.000	A
C-AB	363	91	0.00	850	0.427	363	1.1	1.1	7.502	A
C-A	226	57	0.00			226				
A-B	0	0	0.00			0				
A-C	512	128	0.00			512				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	102	26	0.00	584	0.176	103	0.3	0.2	7.493	A
B-A	0	0	0.00	441	0.000	0	0.0	0.0	0.000	A
C-AB	261	65	0.00	821	0.317	262	1.1	0.7	6.542	A
C-A	220	55	0.00			220				
A-B	0	0	0.00			0				
A-C	418	105	0.00			418				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	86	21	0.00	602	0.143	86	0.2	0.2	6.988	A
B-A	0	0	0.00	486	0.000	0	0.0	0.0	0.000	A
C-AB	199	50	0.00	802	0.249	200	0.7	0.5	6.063	A
C-A	204	51	0.00			204				
A-B	0	0	0.00			0				
A-C	350	88	0.00			350				

2035 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035	Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	479	100.000
B - Moorway Lane		ONE HOUR	✓	117	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	551	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	479
B - Moorway Lane	0	0	117
C - Blagreaves Lane (N)	372	179	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	8.45	0.3	A	107	161
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.45	7.73	1.2	A	287	430
C-A					219	328
A-B					0	0
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	599	0.147	87	0.0	0.2	7.032	A
B-A	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
C-AB	207	52	0.00	804	0.257	205	0.0	0.5	6.063	A
C-A	208	52	0.00			208				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	580	0.181	105	0.2	0.2	7.570	A
B-A	0	0	0.00	433	0.000	0	0.0	0.0	0.000	A
C-AB	272	68	0.00	824	0.330	271	0.5	0.7	6.579	A
C-A	224	56	0.00			224				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	555	0.232	129	0.2	0.3	8.440	A
B-A	0	0	0.00	370	0.000	0	0.0	0.0	0.000	A
C-AB	381	95	0.00	854	0.446	379	0.7	1.2	7.663	A
C-A	226	57	0.00			226				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	555	0.232	129	0.3	0.3	8.451	A
B-A	0	0	0.00	369	0.000	0	0.0	0.0	0.000	A
C-AB	382	95	0.00	855	0.446	381	1.2	1.2	7.726	A
C-A	225	56	0.00			225				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	580	0.181	105	0.3	0.2	7.589	A
B-A	0	0	0.00	432	0.000	0	0.0	0.0	0.000	A
C-AB	273	68	0.00	825	0.330	275	1.2	0.7	6.645	A
C-A	223	56	0.00			223				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	599	0.147	88	0.2	0.2	7.057	A
B-A	0	0	0.00	479	0.000	0	0.0	0.0	0.000	A
C-AB	208	52	0.00	805	0.258	209	0.7	0.5	6.125	A
C-A	207	52	0.00			207				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

2035 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.26	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	541	100.000
B - Moorway Lane		ONE HOUR	✓	95	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	561	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	541
B - Moorway Lane	0	0	95
C - Blagreaves Lane (N)	491	70	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.19	8.33	0.2	A	87	131
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.20	4.89	0.5	A	135	202
C-A					380	570
A-B					0	0
A-C					496	745

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	586	0.122	71	0.0	0.1	6.977	A
B-A	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
C-AB	93	23	0.00	852	0.109	92	0.0	0.2	4.782	A
C-A	329	82	0.00			329				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	566	0.151	85	0.1	0.2	7.493	A
B-A	0	0	0.00	439	0.000	0	0.0	0.0	0.000	A
C-AB	126	32	0.00	884	0.143	126	0.2	0.3	4.801	A
C-A	378	95	0.00			378				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	537	0.195	104	0.2	0.2	8.320	A
B-A	0	0	0.00	377	0.000	0	0.0	0.0	0.000	A
C-AB	185	46	0.00	930	0.199	184	0.3	0.5	4.885	A
C-A	433	108	0.00			433				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	537	0.195	105	0.2	0.2	8.329	A
B-A	0	0	0.00	377	0.000	0	0.0	0.0	0.000	A
C-AB	185	46	0.00	930	0.199	185	0.5	0.5	4.892	A
C-A	432	108	0.00			432				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	85	21	0.00	566	0.151	86	0.2	0.2	7.506	A
B-A	0	0	0.00	439	0.000	0	0.0	0.0	0.000	A
C-AB	127	32	0.00	884	0.143	127	0.5	0.3	4.816	A
C-A	378	94	0.00			378				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	0.00	586	0.122	72	0.2	0.1	6.995	A
B-A	0	0	0.00	484	0.000	0	0.0	0.0	0.000	A
C-AB	94	23	0.00	853	0.110	94	0.3	0.2	4.800	A
C-A	329	82	0.00			329				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

2035 | Base + Scenario 1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.99	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.99	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Base + Scenario 1	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	479	100.000
B - Moorway Lane		ONE HOUR	✓	182	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	575	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	479
B - Moorway Lane	0	0	182
C - Blagreaves Lane (N)	372	203	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.36	10.16	0.6	B	167	251
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.51	8.68	1.5	A	325	488
C-A					202	303
A-B					0	0
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	599	0.229	136	0.0	0.3	7.758	A
B-A	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-AB	235	59	0.00	804	0.292	232	0.0	0.6	6.351	A
C-A	198	50	0.00			198				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	164	41	0.00	580	0.282	163	0.3	0.4	8.624	A
B-A	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-AB	308	77	0.00	824	0.374	307	0.6	0.8	7.041	A
C-A	209	52	0.00			209				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	200	50	0.00	555	0.361	200	0.4	0.6	10.120	B
B-A	0	0	0.00	357	0.000	0	0.0	0.0	0.000	A
C-AB	432	108	0.00	854	0.505	429	0.8	1.5	8.573	A
C-A	201	50	0.00			201				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	200	50	0.00	555	0.361	200	0.6	0.6	10.156	B
B-A	0	0	0.00	357	0.000	0	0.0	0.0	0.000	A
C-AB	433	108	0.00	855	0.506	433	1.5	1.5	8.677	A
C-A	200	50	0.00			200				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	164	41	0.00	580	0.282	164	0.6	0.4	8.666	A
B-A	0	0	0.00	422	0.000	0	0.0	0.0	0.000	A
C-AB	310	77	0.00	826	0.375	312	1.5	0.9	7.143	A
C-A	207	52	0.00			207				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	137	34	0.00	599	0.229	137	0.4	0.3	7.811	A
B-A	0	0	0.00	470	0.000	0	0.0	0.0	0.000	A
C-AB	236	59	0.00	805	0.293	237	0.9	0.6	6.432	A
C-A	197	49	0.00			197				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

2035 | Base + Scenario 1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.31	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Base + Scenario 1	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	541	100.000
B - Moorway Lane		ONE HOUR	✓	122	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	630	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	541
B - Moorway Lane	0	0	122
C - Blagreaves Lane (N)	491	139	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.25	8.94	0.3	A	112	168
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.40	6.50	1.1	A	268	402
C-A					310	465
A-B					0	0
A-C					496	745

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	0.00	586	0.157	91	0.0	0.2	7.258	A
B-A	0	0	0.00	460	0.000	0	0.0	0.0	0.000	A
C-AB	185	46	0.00	852	0.217	183	0.0	0.4	5.428	A
C-A	290	72	0.00			290				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	27	0.00	566	0.194	109	0.2	0.2	7.889	A
B-A	0	0	0.00	410	0.000	0	0.0	0.0	0.000	A
C-AB	251	63	0.00	884	0.284	250	0.4	0.6	5.742	A
C-A	316	79	0.00			316				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	537	0.250	134	0.2	0.3	8.929	A
B-A	0	0	0.00	342	0.000	0	0.0	0.0	0.000	A
C-AB	368	92	0.00	931	0.395	366	0.6	1.1	6.459	A
C-A	326	81	0.00			326				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	134	34	0.00	537	0.250	134	0.3	0.3	8.945	A
B-A	0	0	0.00	341	0.000	0	0.0	0.0	0.000	A
C-AB	369	92	0.00	931	0.396	369	1.1	1.1	6.502	A
C-A	325	81	0.00			325				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	110	27	0.00	566	0.194	110	0.3	0.2	7.910	A
B-A	0	0	0.00	409	0.000	0	0.0	0.0	0.000	A
C-AB	252	63	0.00	885	0.284	254	1.1	0.7	5.793	A
C-A	315	79	0.00			315				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	92	23	0.00	586	0.157	92	0.2	0.2	7.284	A
B-A	0	0	0.00	459	0.000	0	0.0	0.0	0.000	A
C-AB	186	46	0.00	853	0.218	187	0.7	0.5	5.474	A
C-A	288	72	0.00			288				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

2035 | Base + Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.69	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.69	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	Base + Scenario 2	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	479	100.000
B - Moorway Lane		ONE HOUR	✓	171	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	566	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	479
B - Moorway Lane	0	0	171
C - Blagreaves Lane (N)	372	194	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.34	9.82	0.5	A	157	235
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.48	8.30	1.4	A	311	466
C-A					208	313
A-B					0	0
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	599	0.215	128	0.0	0.3	7.625	A
B-A	0	0	0.00	474	0.000	0	0.0	0.0	0.000	A
C-AB	224	56	0.00	804	0.279	222	0.0	0.5	6.240	A
C-A	202	50	0.00			202				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	38	0.00	580	0.265	153	0.3	0.4	8.426	A
B-A	0	0	0.00	427	0.000	0	0.0	0.0	0.000	A
C-AB	295	74	0.00	824	0.357	294	0.5	0.8	6.859	A
C-A	214	54	0.00			214				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	555	0.339	188	0.4	0.5	9.789	A
B-A	0	0	0.00	362	0.000	0	0.0	0.0	0.000	A
C-AB	413	103	0.00	854	0.483	410	0.8	1.4	8.208	A
C-A	211	53	0.00			211				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	188	47	0.00	555	0.339	188	0.5	0.5	9.822	A
B-A	0	0	0.00	361	0.000	0	0.0	0.0	0.000	A
C-AB	414	103	0.00	855	0.484	414	1.4	1.4	8.296	A
C-A	210	52	0.00			210				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	154	38	0.00	580	0.265	154	0.5	0.4	8.464	A
B-A	0	0	0.00	426	0.000	0	0.0	0.0	0.000	A
C-AB	296	74	0.00	826	0.358	298	1.4	0.8	6.945	A
C-A	213	53	0.00			213				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	599	0.215	129	0.4	0.3	7.673	A
B-A	0	0	0.00	473	0.000	0	0.0	0.0	0.000	A
C-AB	225	56	0.00	805	0.280	226	0.8	0.5	6.313	A
C-A	201	50	0.00			201				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

2035 | Base + Scenario 2 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.08	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.08	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2035	Base + Scenario 2	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	541	100.000
B - Moorway Lane		ONE HOUR	✓	117	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	617	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	541
B - Moorway Lane	0	0	117
C - Blagreaves Lane (N)	491	126	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.24	8.82	0.3	A	107	161
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.36	6.12	1.0	A	243	365
C-A					323	485
A-B					0	0
A-C					496	745

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	586	0.150	87	0.0	0.2	7.203	A
B-A	0	0	0.00	465	0.000	0	0.0	0.0	0.000	A
C-AB	167	42	0.00	852	0.197	166	0.0	0.4	5.293	A
C-A	297	74	0.00			297				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	566	0.186	105	0.2	0.2	7.812	A
B-A	0	0	0.00	416	0.000	0	0.0	0.0	0.000	A
C-AB	227	57	0.00	884	0.257	227	0.4	0.6	5.540	A
C-A	327	82	0.00			327				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	537	0.240	128	0.2	0.3	8.810	A
B-A	0	0	0.00	348	0.000	0	0.0	0.0	0.000	A
C-AB	333	83	0.00	930	0.358	332	0.6	1.0	6.089	A
C-A	346	87	0.00			346				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	129	32	0.00	537	0.240	129	0.3	0.3	8.824	A
B-A	0	0	0.00	348	0.000	0	0.0	0.0	0.000	A
C-AB	334	84	0.00	931	0.359	334	1.0	1.0	6.122	A
C-A	345	86	0.00			345				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	105	26	0.00	566	0.186	106	0.3	0.2	7.831	A
B-A	0	0	0.00	415	0.000	0	0.0	0.0	0.000	A
C-AB	228	57	0.00	885	0.258	230	1.0	0.6	5.578	A
C-A	326	82	0.00			326				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	88	22	0.00	586	0.150	88	0.2	0.2	7.229	A
B-A	0	0	0.00	464	0.000	0	0.0	0.0	0.000	A
C-AB	168	42	0.00	853	0.197	169	0.6	0.4	5.331	A
C-A	296	74	0.00			296				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

2035 | Base + Scenario 3 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.50	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.50	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D9	2035	Base + Scenario 3	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	479	100.000
B - Moorway Lane		ONE HOUR	✓	158	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	562	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	479
B - Moorway Lane	0	0	158
C - Blagreaves Lane (N)	372	190	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.31	9.45	0.5	A	145	217
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.47	8.13	1.3	A	305	457
C-A					211	317
A-B					0	0
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	0.00	599	0.199	118	0.0	0.2	7.473	A
B-A	0	0	0.00	476	0.000	0	0.0	0.0	0.000	A
C-AB	220	55	0.00	804	0.273	217	0.0	0.5	6.193	A
C-A	204	51	0.00			204				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	580	0.245	142	0.2	0.3	8.203	A
B-A	0	0	0.00	429	0.000	0	0.0	0.0	0.000	A
C-AB	288	72	0.00	824	0.350	288	0.5	0.8	6.784	A
C-A	217	54	0.00			217				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	0.00	555	0.314	173	0.3	0.5	9.427	A
B-A	0	0	0.00	364	0.000	0	0.0	0.0	0.000	A
C-AB	404	101	0.00	854	0.473	402	0.8	1.3	8.055	A
C-A	215	54	0.00			215				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	174	43	0.00	555	0.314	174	0.5	0.5	9.453	A
B-A	0	0	0.00	363	0.000	0	0.0	0.0	0.000	A
C-AB	405	101	0.00	855	0.474	405	1.3	1.3	8.134	A
C-A	214	53	0.00			214				
A-B	0	0	0.00			0				
A-C	527	132	0.00			527				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	142	36	0.00	580	0.245	143	0.5	0.3	8.233	A
B-A	0	0	0.00	428	0.000	0	0.0	0.0	0.000	A
C-AB	290	72	0.00	826	0.351	292	1.3	0.8	6.862	A
C-A	216	54	0.00			216				
A-B	0	0	0.00			0				
A-C	431	108	0.00			431				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	119	30	0.00	599	0.199	119	0.3	0.3	7.515	A
B-A	0	0	0.00	475	0.000	0	0.0	0.0	0.000	A
C-AB	221	55	0.00	805	0.274	222	0.8	0.5	6.262	A
C-A	203	51	0.00			203				
A-B	0	0	0.00			0				
A-C	361	90	0.00			361				

2035 | Base + Scenario 3 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Moorway Lane - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.79	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D10	2035	Base + Scenario 3	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	541	100.000
B - Moorway Lane		ONE HOUR	✓	110	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	599	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	541
B - Moorway Lane	0	0	110
C - Blagreaves Lane (N)	491	108	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	0	0	0
	C - Blagreaves Lane (N)	1	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.23	8.66	0.3	A	101	151
B-A	0.00	0.00	0.0	A	0	0
C-AB	0.31	5.67	0.8	A	208	313
C-A					341	512
A-B					0	0
A-C					496	745

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	586	0.141	82	0.0	0.2	7.130	A
B-A	0	0	0.00	471	0.000	0	0.0	0.0	0.000	A
C-AB	144	36	0.00	852	0.168	142	0.0	0.3	5.119	A
C-A	307	77	0.00			307				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	0.00	566	0.175	99	0.2	0.2	7.707	A
B-A	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-AB	195	49	0.00	884	0.220	194	0.3	0.5	5.277	A
C-A	344	86	0.00			344				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	0.00	537	0.226	121	0.2	0.3	8.648	A
B-A	0	0	0.00	358	0.000	0	0.0	0.0	0.000	A
C-AB	286	71	0.00	930	0.307	284	0.5	0.8	5.643	A
C-A	374	93	0.00			374				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	121	30	0.00	537	0.226	121	0.3	0.3	8.660	A
B-A	0	0	0.00	357	0.000	0	0.0	0.0	0.000	A
C-AB	286	72	0.00	931	0.307	286	0.8	0.8	5.666	A
C-A	373	93	0.00			373				
A-B	0	0	0.00			0				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	0.00	566	0.175	99	0.3	0.2	7.725	A
B-A	0	0	0.00	423	0.000	0	0.0	0.0	0.000	A
C-AB	195	49	0.00	885	0.221	197	0.8	0.5	5.307	A
C-A	343	86	0.00			343				
A-B	0	0	0.00			0				
A-C	486	122	0.00			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	83	21	0.00	586	0.141	83	0.2	0.2	7.153	A
B-A	0	0	0.00	470	0.000	0	0.0	0.0	0.000	A
C-AB	144	36	0.00	853	0.169	145	0.5	0.3	5.149	A
C-A	307	77	0.00			307				
A-B	0	0	0.00			0				
A-C	407	102	0.00			407				

Junctions 11
PICADY 11 - Priority Intersection Module
Version: 11.0.0.2177 © Copyright TRL Software Limited, 2024
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Filename: Moorway Lane_Blagreaves Lane (Southern Junction).j11
Path: M:\Projects\16217ITM Land at Moorway Lane, Littleover, Derby\Tech\Junction Assessments\Picady
Report generation date: 28/07/2025 16:35:06

- »2025 | Survey | AM
- »2025 | Survey | PM
- »2035 | Base | AM
- »2035 | Base | PM
- »2035 | Base + Scenario 1 | AM
- »2035 | Base + Scenario 1 | PM
- »2035 | Base + Scenario 2 | AM
- »2035 | Base + Scenario 2 | PM
- »2035 | Base + Scenario 3 | AM
- »2035 | Base + Scenario 3 | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2025 - Survey										
Stream B-C	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream B-A		0.8	17.40	0.45	C		0.4	14.14	0.29	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2035 - Base										
Stream B-C	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream B-A		0.9	18.41	0.47	C		0.4	14.81	0.30	B
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2035 - Base + Scenario 1										
Stream B-C	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream B-A		1.5	24.64	0.61	C		0.5	16.10	0.35	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2035 - Base + Scenario 2										
Stream B-C	D7	0.0	0.00	0.00	A	D8	0.0	0.00	0.00	A
Stream B-A		1.4	23.32	0.59	C		0.5	15.82	0.34	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
2035 - Base + Scenario 3										
Stream B-C	D9	0.0	0.00	0.00	A	D10	0.0	0.00	0.00	A
Stream B-A		1.2	21.91	0.56	C		0.5	15.89	0.35	C
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

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	Moorway Lane/Blagreaves Lane (Southern Junction)
Location	Littleover, Derby
Site number	
Date	14/10/2022
Version	
Status	Existing
Identifier	
Client	
Jobnumber	ITM16217
Enumerator	I-TRANSPORT\BD
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	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2025	Survey	AM	ONE HOUR	07:15	08:45	15	✓
D2	2025	Survey	PM	ONE HOUR	16:00	17:30	15	✓
D3	2035	Base	AM	ONE HOUR	07:15	08:45	15	✓
D4	2035	Base	PM	ONE HOUR	16:00	17:30	15	✓
D5	2035	Base + Scenario 1	AM	ONE HOUR	07:15	08:45	15	✓
D6	2035	Base + Scenario 1	PM	ONE HOUR	16:00	17:30	15	✓
D7	2035	Base + Scenario 2	AM	ONE HOUR	07:15	08:45	15	✓
D8	2035	Base + Scenario 2	PM	ONE HOUR	16:00	17:30	15	✓
D9	2035	Base + Scenario 3	AM	ONE HOUR	07:15	08:45	15	✓
D10	2035	Base + Scenario 3	PM	ONE HOUR	16:00	17:30	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2025 | Survey | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.33	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.33	A

Arms

Arms

Arm	Name	Description	Arm type
A	Blagreaves Lane (S)		Major
B	Moorway Lane		Minor
C	Blagreaves Lane (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Blagreaves Lane (N)	6.76			170.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Moorway Lane	One lane plus flare	8.70	4.60	4.51	4.51	4.10	✓	2.00	98	46

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	615	0.108	0.274	0.172	0.391
B-C	517	0.077	0.194	-	-
C-B	672	0.252	0.252	-	-

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

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

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

Traffic Demand

Demand Set Details

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	662	100.000
B - Moorway Lane		ONE HOUR	✓	158	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	361	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	197	465
	B - Moorway Lane	158	0	0
	C - Blagreaves Lane (N)	361	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	1	0	0
	C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.45	17.40	0.8	C	145	217
C-AB	0.00	0.00	0.0	A	0	0
C-A					331	497
A-B					181	271
A-C					427	640

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	409	0.000	0	0.0	0.0	0.000	A
B-A	119	30	0.00	456	0.261	118	0.0	0.4	10.700	B
C-AB	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
C-A	272	68	0.00			272				
A-B	148	37	0.00			148				
A-C	350	88	0.00			350				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
B-A	142	36	0.00	425	0.334	141	0.4	0.5	12.786	B
C-AB	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
C-A	325	81	0.00			325				
A-B	177	44	0.00			177				
A-C	418	105	0.00			418				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	355	0.000	0	0.0	0.0	0.000	A
B-A	174	43	0.00	383	0.455	173	0.5	0.8	17.209	C
C-AB	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-A	397	99	0.00			397				
A-B	217	54	0.00			217				
A-C	512	128	0.00			512				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	355	0.000	0	0.0	0.0	0.000	A
B-A	174	43	0.00	383	0.455	174	0.8	0.8	17.404	C
C-AB	0	0	0.00	489	0.000	0	0.0	0.0	0.000	A
C-A	397	99	0.00			397				
A-B	217	54	0.00			217				
A-C	512	128	0.00			512				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	387	0.000	0	0.0	0.0	0.000	A
B-A	142	36	0.00	425	0.334	143	0.8	0.5	12.953	B
C-AB	0	0	0.00	522	0.000	0	0.0	0.0	0.000	A
C-A	325	81	0.00			325				
A-B	177	44	0.00			177				
A-C	418	105	0.00			418				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	409	0.000	0	0.0	0.0	0.000	A
B-A	119	30	0.00	456	0.261	120	0.5	0.4	10.828	B
C-AB	0	0	0.00	547	0.000	0	0.0	0.0	0.000	A
C-A	272	68	0.00			272				
A-B	148	37	0.00			148				
A-C	350	88	0.00			350				

2025 | Survey | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.16	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.16	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2025	Survey	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	576	100.000
B - Moorway Lane		ONE HOUR	✓	94	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	475	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	52	524
	B - Moorway Lane	94	0	0
	C - Blagreaves Lane (N)	475	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	1	0	0
	C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.29	14.14	0.4	B	86	129
C-AB	0.00	0.00	0.0	A	0	0
C-A					436	654
A-B					48	72
A-C					481	721

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	420	0.000	0	0.0	0.0	0.000	A
B-A	71	18	0.00	441	0.161	70	0.0	0.2	9.784	A
C-AB	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
C-A	358	89	0.00			358				
A-B	39	10	0.00			39				
A-C	394	99	0.00			394				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	400	0.000	0	0.0	0.0	0.000	A
B-A	85	21	0.00	407	0.208	84	0.2	0.3	11.247	B
C-AB	0	0	0.00	542	0.000	0	0.0	0.0	0.000	A
C-A	427	107	0.00			427				
A-B	47	12	0.00			47				
A-C	471	118	0.00			471				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	372	0.000	0	0.0	0.0	0.000	A
B-A	103	26	0.00	361	0.287	103	0.3	0.4	14.082	B
C-AB	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
C-A	523	131	0.00			523				
A-B	57	14	0.00			57				
A-C	577	144	0.00			577				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	372	0.000	0	0.0	0.0	0.000	A
B-A	103	26	0.00	361	0.287	103	0.4	0.4	14.140	B
C-AB	0	0	0.00	513	0.000	0	0.0	0.0	0.000	A
C-A	523	131	0.00			523				
A-B	57	14	0.00			57				
A-C	577	144	0.00			577				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	400	0.000	0	0.0	0.0	0.000	A
B-A	85	21	0.00	407	0.208	85	0.4	0.3	11.307	B
C-AB	0	0	0.00	542	0.000	0	0.0	0.0	0.000	A
C-A	427	107	0.00			427				
A-B	47	12	0.00			47				
A-C	471	118	0.00			471				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	420	0.000	0	0.0	0.0	0.000	A
B-A	71	18	0.00	441	0.161	71	0.3	0.2	9.840	A
C-AB	0	0	0.00	563	0.000	0	0.0	0.0	0.000	A
C-A	358	89	0.00			358				
A-B	39	10	0.00			39				
A-C	394	99	0.00			394				

2035 | Base | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.45	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2035	Base	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	682	100.000
B - Moorway Lane		ONE HOUR	✓	162	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	203	479
	B - Moorway Lane	162	0	0
	C - Blagreaves Lane (N)	372	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	1	0	0
	C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.47	18.41	0.9	C	149	223
C-AB	0.00	0.00	0.0	A	0	0
C-A					341	512
A-B					186	279
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	406	0.000	0	0.0	0.0	0.000	A
B-A	122	30	0.00	451	0.270	120	0.0	0.4	10.947	B
C-AB	0	0	0.00	543	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
A-B	153	38	0.00			153				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	383	0.000	0	0.0	0.0	0.000	A
B-A	146	36	0.00	419	0.347	145	0.4	0.5	13.213	B
C-AB	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	182	46	0.00			182				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	350	0.000	0	0.0	0.0	0.000	A
B-A	178	45	0.00	376	0.475	177	0.5	0.9	18.165	C
C-AB	0	0	0.00	483	0.000	0	0.0	0.0	0.000	A
C-A	410	102	0.00			410				
A-B	224	56	0.00			224				
A-C	527	132	0.00			527				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	350	0.000	0	0.0	0.0	0.000	A
B-A	178	45	0.00	376	0.475	178	0.9	0.9	18.408	C
C-AB	0	0	0.00	483	0.000	0	0.0	0.0	0.000	A
C-A	410	102	0.00			410				
A-B	224	56	0.00			224				
A-C	527	132	0.00			527				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	382	0.000	0	0.0	0.0	0.000	A
B-A	146	36	0.00	419	0.347	147	0.9	0.5	13.410	B
C-AB	0	0	0.00	518	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	182	46	0.00			182				
A-C	431	108	0.00			431				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	406	0.000	0	0.0	0.0	0.000	A
B-A	122	30	0.00	451	0.270	123	0.5	0.4	11.090	B
C-AB	0	0	0.00	543	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
A-B	153	38	0.00			153				
A-C	361	90	0.00			361				

2035 | Base | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.21	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.21	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2035	Base	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	595	100.000
B - Moorway Lane		ONE HOUR	✓	97	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	54	541
	B - Moorway Lane	97	0	0
	C - Blagreaves Lane (N)	491	0	0

Vehicle Mix

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

Heavy Vehicle %

		To		
		A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
From	A - Blagreaves Lane (S)	0	0	1
	B - Moorway Lane	1	0	0
	C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.30	14.81	0.4	B	89	134
C-AB	0.00	0.00	0.0	A	0	0
C-A					451	676
A-B					50	74
A-C					496	745

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	417	0.000	0	0.0	0.0	0.000	A
B-A	73	18	0.00	435	0.168	72	0.0	0.2	9.996	A
C-AB	0	0	0.00	560	0.000	0	0.0	0.0	0.000	A
C-A	370	92	0.00			370				
A-B	41	10	0.00			41				
A-C	407	102	0.00			407				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	396	0.000	0	0.0	0.0	0.000	A
B-A	87	22	0.00	400	0.218	87	0.2	0.3	11.588	B
C-AB	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
C-A	441	110	0.00			441				
A-B	49	12	0.00			49				
A-C	486	122	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	367	0.000	0	0.0	0.0	0.000	A
B-A	107	27	0.00	352	0.303	106	0.3	0.4	14.745	B
C-AB	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-A	541	135	0.00			541				
A-B	59	15	0.00			59				
A-C	596	149	0.00			596				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	367	0.000	0	0.0	0.0	0.000	A
B-A	107	27	0.00	352	0.303	107	0.4	0.4	14.814	B
C-AB	0	0	0.00	507	0.000	0	0.0	0.0	0.000	A
C-A	541	135	0.00			541				
A-B	59	15	0.00			59				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	396	0.000	0	0.0	0.0	0.000	A
B-A	87	22	0.00	400	0.218	88	0.4	0.3	11.657	B
C-AB	0	0	0.00	538	0.000	0	0.0	0.0	0.000	A
C-A	441	110	0.00			441				
A-B	49	12	0.00			49				
A-C	486	122	0.00			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	417	0.000	0	0.0	0.0	0.000	A
B-A	73	18	0.00	435	0.168	73	0.3	0.2	10.059	B
C-AB	0	0	0.00	560	0.000	0	0.0	0.0	0.000	A
C-A	370	92	0.00			370				
A-B	41	10	0.00			41				
A-C	407	102	0.00			407				

2035 | Base + Scenario 1 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.98	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.98	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2035	Base + Scenario 1	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	698	100.000
B - Moorway Lane		ONE HOUR	✓	206	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	219	479
B - Moorway Lane	206	0	0
C - Blagreaves Lane (N)	372	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	1
B - Moorway Lane	1	0	0
C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.61	24.64	1.5	C	189	284
C-AB	0.00	0.00	0.0	A	0	0
C-A					341	512
A-B					201	301
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	397	0.000	0	0.0	0.0	0.000	A
B-A	155	39	0.00	450	0.345	153	0.0	0.5	12.165	B
C-AB	0	0	0.00	540	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
A-B	165	41	0.00			165				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	372	0.000	0	0.0	0.0	0.000	A
B-A	185	46	0.00	418	0.443	184	0.5	0.8	15.479	C
C-AB	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	197	49	0.00			197				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	336	0.000	0	0.0	0.0	0.000	A
B-A	227	57	0.00	374	0.607	224	0.8	1.5	23.857	C
C-AB	0	0	0.00	479	0.000	0	0.0	0.0	0.000	A
C-A	410	102	0.00			410				
A-B	241	60	0.00			241				
A-C	527	132	0.00			527				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	335	0.000	0	0.0	0.0	0.000	A
B-A	227	57	0.00	374	0.607	227	1.5	1.5	24.637	C
C-AB	0	0	0.00	479	0.000	0	0.0	0.0	0.000	A
C-A	410	102	0.00			410				
A-B	241	60	0.00			241				
A-C	527	132	0.00			527				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	371	0.000	0	0.0	0.0	0.000	A
B-A	185	46	0.00	418	0.443	188	1.5	0.8	15.985	C
C-AB	0	0	0.00	514	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	197	49	0.00			197				
A-C	431	108	0.00			431				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	396	0.000	0	0.0	0.0	0.000	A
B-A	155	39	0.00	450	0.345	156	0.8	0.5	12.427	B
C-AB	0	0	0.00	540	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
A-B	165	41	0.00			165				
A-C	361	90	0.00			361				

2035 | Base + Scenario 1 | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

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

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.45	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2035	Base + Scenario 1	PM	ONE HOUR	16:00	17:30	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	630	100.000
B - Moorway Lane		ONE HOUR	✓	111	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	491	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	89	541
B - Moorway Lane	111	0	0
C - Blagreaves Lane (N)	491	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	1
B - Moorway Lane	1	0	0
C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.35	16.10	0.5	C	102	153
C-AB	0.00	0.00	0.0	A	0	0
C-A					451	676
A-B					82	123
A-C					496	745

Main Results for each time segment

16:00 - 16:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	412	0.000	0	0.0	0.0	0.000	A
B-A	84	21	0.00	432	0.193	83	0.0	0.2	10.370	B
C-AB	0	0	0.00	553	0.000	0	0.0	0.0	0.000	A
C-A	370	92	0.00			370				
A-B	67	17	0.00			67				
A-C	407	102	0.00			407				

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	390	0.000	0	0.0	0.0	0.000	A
B-A	100	25	0.00	397	0.251	99	0.2	0.3	12.204	B
C-AB	0	0	0.00	530	0.000	0	0.0	0.0	0.000	A
C-A	441	110	0.00			441				
A-B	80	20	0.00			80				
A-C	486	122	0.00			486				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	359	0.000	0	0.0	0.0	0.000	A
B-A	122	31	0.00	348	0.351	121	0.3	0.5	15.990	C
C-AB	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
C-A	541	135	0.00			541				
A-B	98	24	0.00			98				
A-C	596	149	0.00			596				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	359	0.000	0	0.0	0.0	0.000	A
B-A	122	31	0.00	348	0.351	122	0.5	0.5	16.097	C
C-AB	0	0	0.00	498	0.000	0	0.0	0.0	0.000	A
C-A	541	135	0.00			541				
A-B	98	24	0.00			98				
A-C	596	149	0.00			596				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	390	0.000	0	0.0	0.0	0.000	A
B-A	100	25	0.00	397	0.251	101	0.5	0.3	12.299	B
C-AB	0	0	0.00	530	0.000	0	0.0	0.0	0.000	A
C-A	441	110	0.00			441				
A-B	80	20	0.00			80				
A-C	486	122	0.00			486				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	412	0.000	0	0.0	0.0	0.000	A
B-A	84	21	0.00	432	0.193	84	0.3	0.2	10.451	B
C-AB	0	0	0.00	553	0.000	0	0.0	0.0	0.000	A
C-A	370	92	0.00			370				
A-B	67	17	0.00			67				
A-C	407	102	0.00			407				

2035 | Base + Scenario 2 | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Moorway Lane - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2035	Base + Scenario 2	AM	ONE HOUR	07:15	08:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Blagreaves Lane (S)		ONE HOUR	✓	692	100.000
B - Moorway Lane		ONE HOUR	✓	199	100.000
C - Blagreaves Lane (N)		ONE HOUR	✓	372	100.000

Origin-Destination Data

Demand (PCU/hr)

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	213	479
B - Moorway Lane	199	0	0
C - Blagreaves Lane (N)	372	0	0

Vehicle Mix

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

Heavy Vehicle %

From	To		
	A - Blagreaves Lane (S)	B - Moorway Lane	C - Blagreaves Lane (N)
A - Blagreaves Lane (S)	0	0	1
B - Moorway Lane	1	0	0
C - Blagreaves Lane (N)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.00	0.00	0.0	A	0	0
B-A	0.59	23.32	1.4	C	183	274
C-AB	0.00	0.00	0.0	A	0	0
C-A					341	512
A-B					195	293
A-C					440	659

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	399	0.000	0	0.0	0.0	0.000	A
B-A	150	37	0.00	450	0.333	148	0.0	0.5	11.942	B
C-AB	0	0	0.00	541	0.000	0	0.0	0.0	0.000	A
C-A	280	70	0.00			280				
A-B	160	40	0.00			160				
A-C	361	90	0.00			361				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	374	0.000	0	0.0	0.0	0.000	A
B-A	179	45	0.00	419	0.427	178	0.5	0.7	15.051	C
C-AB	0	0	0.00	516	0.000	0	0.0	0.0	0.000	A
C-A	334	84	0.00			334				
A-B	191	48	0.00			191				
A-C	431	108	0.00			431				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	0	0	0.00	338	0.000	0	0.0	0.0	0.000	A
B-A	219	55	0.00	374	0.585	217	0.7	1.3	22.687	C
C-AB	0	0	0.00	480	0.000	0	0.0	0.0	0.000	A
C-A	410	102	0.00			410				
A-B	235	59	0.00			235				
A-C	527	132	0.00			527				