

Client:
Fisher German LLP

Project:
**Land East of Breaston
Erewash, Derbyshire**

Project No:
T25560
Report Title:
Access Appraisal

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Rev:
Date: 19/05/2025

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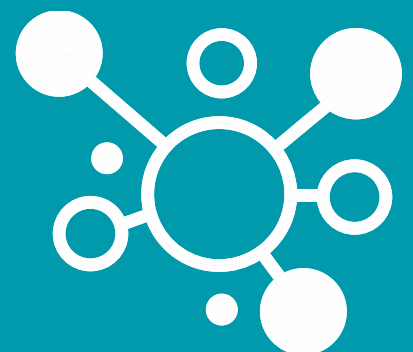


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1.0 Introduction

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Fisher German LLP to provide transport advice for a proposed residential development north of A6005, located to the east of the village of Breaston, c.13km east of Derby City Centre.
- 1.2 The site currently comprises c.2.6 Ha of land, bound to the south by residential dwellings on Heath Gardens, the west by residential dwellings on Holly Avenue, and the M1 to the east. The A6005 Derby Road lies to the south of Heath Gardens.
- 1.3 The proposed development will comprise up to 50 residential dwellings; the site location is shown on **Figure 1.1**.

Structure of the Report

- 1.4 This report provides an initial appraisal of the access and transport issues associated with the above development proposal.
- 1.5 Following this introduction, the report is set out as follows:
 - Section 2.0 – Baseline Conditions;
 - Section 3.0 – Traffic Generation, Distribution and Assignment;
 - Section 4.0 – Site Access;
 - Section 5.0 – Summary and Conclusion.

Limitations of the Report

- 1.6 This report has been undertaken at the request of Fisher German LLP, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.7 This report has been compiled using data from a number of external sources (such as TRICS, traffic count data, and public transport websites); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

2.0 Baseline Conditions

Highway Network

- 2.1 The A6005 Derby Road is a c.9.5m wide single carriageway, which includes a 1.5m wide on-road advisory cycle lane; it is subject to a 30mph speed limit in the vicinity of the site, which changes to 40mph to the east of Heath Gardens.
- 2.2 To the east, the A6005 Derby Road forms a roundabout junction with Wilsthorpe Road and the B6002 Petersham Road. The A6005 provides connections east through Long Eaton, and then onto Nottingham, whilst the B6002 provides connections north and to the wider strategic highway network and the M1 junction 25 via Bostocks Lane. The A52 can also be accessed at this motorway junction, and provides a link between Derby and Nottingham.
- 2.3 The A6005 Derby Road provides connections west to Breaston Village Centre, Draycott, and then on to Derby.
- 2.4 Longmoor Lane forms the sites northern boundary and provides connections west to Breaston Village Centre and east to the aforementioned B6002. Footways of c.1.8 metres wide are provided on the southern side of Longmoor Lane, in the vicinity of the site.

Active Travel & Sustainability

Guidance

- 2.5 Walking and cycling provide important alternatives to cars and should also be encouraged to form part of longer trips via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice for sustainable travel infrastructure provision within new developments. The suggested walking distances to key facilities (e.g. healthcare, shops) are presented in Table 1.

Table 1 – Walking Distances (CIHT Guidelines)

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 2.6 In addition to the CIHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that 'walkable neighbourhoods' are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which may be accessed comfortably on foot.
- 2.7 MfS also states that the 800m walking distance is not an upper limit and references the former Planning Policy Note 13: Transport (PPG13) guidance in respect of walking replacing short car trips, particularly those under 2km.
- 2.8 Table NTS0303 from the 2023 National Travel Survey (released August 2024) indicates that the national average walking trip distance in 2023 was 0.7 miles or 1.12km.

- 2.9 The 2023 National Travel Survey (Table NTS0308) also shows that walking was the most frequent mode used for short trips, with 81% of trips under one mile (1.6km) being completed by foot in 2023, which is very similar to 2022 (83%) and 2021 (82%).

Local Facilities

- 2.10 The key facilities in the vicinity of the site are mapped in **Figure 2.1**, and Table 2 summarises the walk distances to those facilities. Distances are measured approximately from the centre of the site, including from the centre to the site access. The Local Village Centre includes a range of Retail, Healthcare, Leisure, Community and Education facilities.

Table 2 – Distances to Nearby Facilities and Services

ID	Facilities	Distance (approx.)
Education		
E1	Firfield Primary School	1.10km
E2	Parklands Infant and Nursery School	1.25km
E3	Brackenfield SEN School	1.25km
E4	English Martyrs' Catholic Voluntary Academy	1.40km
E5	Trent College	1.40km
E6	Harringtons Junior School	1.40km
E7	Wilsthorpe School	1.45km
E8	Stanton Vale SEN School	2.15km
E9	Dovedale Primary School	2.20km
E10	The Long Eaton School	2.25km
Healthcare		
H1	Overdale Medical Practice	2.25km
H2	Sawley Medical Centre	3.05km
Leisure		
L1	West Park Leisure Centre	1.48km
L2	Finton Cafe and Bakehouse	1.65km
L3	Navigation Inn	1.65km
Retail		
R1	Petrol Station and SPAR	0.30km
R2	Leisure Lakes Bikes	0.45km
R3	Breaston Main Street	1.40km
R4	Coop Food Long Eaton	1.65km
Community		
C1	Breaston Park	1.40km
C2	Breaston Cemetery Chapel	1.45km
C3	Sawley Memorial Hall and Community Centre	1.55km
C4	Long Eaton Rugby Club	1.70km

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ID	Facilities	Distance (approx.)
C5	Long Eaton Skatepark	1.75km
Employment		
EMP1	Bridge Field Industrial Area	2.25km
EMP2	Severn Trent Water Treatment Plant	3.25km
Local Centre		
	Breaston Village Local Centre	0.95km-1.55km

Active and Sustainable Travel

Walking

- 2.11 A c.3.0m wide shared footway/cycleway is located on the northern side of Derby Road, and a c.1.5-2.5m wide footway is provided on the southern side. Breaston village centre is located a c.970m walk from the proposed site access.
- 2.12 A number of Public Right of Way (PRoW) footpaths are located close to the site. Including one just north of Longmoor Lane, which follows part of NCN route 6 into Derby to the west, and links into NCN route 67 to the east and follows the Erewash Canal path north to Ilkeston.

Cycling

- 2.13 NCN 6 is located along the sites southern border and provides a link east towards Long Eaton and on towards Nottingham. To the west, NCN 6 provides a link towards Derby Via Polar Road, Longmoor Lane, Derby Road and a segregated traffic free segment of cycleway.
- 2.14 NCN 67 is located c.2.0km east of the site, linking with NCN route 6 in Long Eaton. NCN 67 is heads north to Ilkeston and Heanor and is traffic-free for the majority of this length.

Bus

- 2.15 The nearest bus stops are located on the A6005 Derby Road, approximately 380 metres southwest from the centre of the site. These stops are served by the number 9C and indigo bus routes. A summary of these services is provided at Table 3. Service 222 also serves this bus stop, however it should be noted that this is a school service.

Table 3 – Local Bus Routes

Service No.	Destinations	Weekday	Saturday	Sunday
9C	Derby – Long Eaton	One per day in each direction at 05:58 and 18:55	One per day in each direction at 05:58 and 18:55	N/A
Indigo	Derby – Long Eaton – Nottingham	Every 20-30 mins between 06:00 and 02:43	Every 20-30 mins between 06:42 and 02:47	Every 30-60 mins between 07:19 and 23:49

- 2.16 Table 3 shows that the site benefits from being located adjacent to a good public transport corridor running between Nottingham and Derby.

Rail

- 2.17 Long Eaton Rail Station is located approximately 2.35 kilometres southeast of the site via Wilsthorpe Road.
- 2.18 Whilst located in excess of walking distance for some, the station is located within the recommended 5.0km cycle distance and provides 36 sheltered cycle storage spaces, covered by CCTV. The station also provides 94 car parking spaces.
- 2.19 Long Eaton Rail Station is managed by East Midlands Trains and provides at least an hourly connection to:
- Nottingham;
 - Derby;
 - Matlock;
 - Crewe;
 - Newark Castle;
 - Leicester;
 - Sheffield; and
 - London St Pancras.
- 2.20 It is therefore considered that residents have a realistic option to travel to work by a car/rail or a cycle/rail combination.

Traffic Data

- 2.21 Traffic surveys will be undertaken at a later date in order to undertake junction modelling and understand visibility at the proposed access junction location.

Highway Safety

- 2.22 DfT STATS19 data has been used to establish the accident records of the area over a recent five-year period. The data search includes all accidents in the period 01/01/2019 to 31/12/2023, which are included in **Figure 2.2**.
- 2.23 Two slight personal injury accidents (PIAs) were recorded within a 100m radius on the proposed site access, one at the junction of Heath Gardens and A6005 Derby Road, and one at the junction of Richmond Avenue and A6005 Derby Road.
- 2.24 Although all PIAs are regrettable, the scale and severity of accidents recorded do not give any undue cause for concern at this stage. Updated and detailed consideration of accidents should be provided in any subsequent TA to support a planning application.

3.0 Traffic Generation, Distribution and Assignment

Traffic Generation

- 3.1 The proposed development is for up to 50 residential dwellings.
- 3.2 The traffic generation for the proposed development has been derived using the TRICS database 7.11.4 and has been carried out in accordance with the TRICS Good Practice Guide.
- 3.3 The following parameters have been used within the TRICS assessment:
- Land Use – Residential, Houses Privately Owned
 - Regions – United Kingdom (excl. Greater London and Northern Ireland)
 - Units – 20 to 100
 - Data Range – Weekdays 01/01/2015 to 18/09/2024
 - Locations – Edge of Town, Suburban Area, Neighbourhood Centre
 - Sites with car ownership <1.0 removed.
- 3.4 The trip rates for the peak hour periods, as derived from the outputs of the TRICS assessment provided in **Appendix A**, have been used to determine the trip generation of the proposed development. This is summarised in Table 4.

Table 4 – TRICS Summary

Peak Period	Trip Rate (per dwelling)		Trips (50 dwellings)		Total
	In	Out	In	Out	
AM	0.176	0.356	9	18	27
PM	0.333	0.163	17	8	25

Note: AM is 08:00-09:00 and PM 17:00-18:00, forecast trips are rounded.

- 3.5 The overall trip generation is low at less than one vehicle trip every two minutes in either direction in each peak hour.

Distribution and Assignment

- 3.6 The forecast residential development traffic has been distributed from the proposed Site Access across the highway network based on 2011 Census Origin/Destination Travel to Work data (using MSOA areas – E02004088: Erewash 011 and E02004090: Erewash 013 (which encapsulate both Heath Gardens and Breaston, as the place of residence.)
- 3.7 The Census data is provided in this report as **Appendix B**.
- 3.8 The resulting assignment is as follows:
- A6005 Derby Road (W): 6%

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- B6002 Petersham Road (N): 56%
- A6005 Derby Road (E): 31%
- B6002 Wilsthorpe Road (S): 7%

- 3.9 Traffic flow diagrams showing the development traffic assignment and resulting flows can be seen in **Figures 3.1 to 3.3**.
- 3.10 In terms of traffic impact, the proposed development would not be expected to have a material impact on the local highway network and the proposed site access junction is expected to operate well within capacity in both peak hours.

4.0 Site Access

Potential Options

- 4.1 We have considered a number of potential options regarding access to the site for all modes of transport, these being:
- Derby Road;
 - Holly Avenue; and
 - Heath Gardens.
- 4.2 In terms of guidance, the Derbyshire County Council 'Planning Streets and Places' document (September 2024) does not indicate an upper limit in terms of the number of dwellings served from a single point of access or specific category of access road; other than for the 'Pedestrian Prioritised Street' for which the document states that this could serve a development producing no more than 100 vehicles in any one hour.
- 4.3 That said, Heath Gardens is c.4.2m in width with a single footway along the western edge of the carriageway which stops at the first dwelling within the cul-de-sac.
- 4.4 Whilst it could technically meet the 'Pedestrian Prioritised Street' guidance in relation to use, the current alignment of the carriageway and the limited footway provision beyond the first dwelling would not be conducive to significant intensification; as such, the proposed development of c.50 dwellings would not be feasible via a simple extension of Heath Gardens into the site, in our view.
- 4.5 Therefore, two potential access options remain; these being Derby Road or Holly Avenue.

Derby Road

- 4.6 Our drawing **T25560.001** shows how Derby Road could provide access into the site, via widening of the initial section of Heath Gardens to a 5.5m carriageway width, and realigning the northern section of Heath Gardens to meet the access road at a new T-junction with 6.0m entry and exit radii.
- 4.7 It is worth noting that this option would require some vegetation clearance along the eastern side of the carriageway and consideration in respect of the existing drainage ditch that runs north-south along the eastern side of the access road.
- 4.8 The existing track access from Derby Road could be upgraded to provide a 3.0m wide shared pedestrian and cycle route into the development site, with a raised table junction at the internal Heath Gardens junction provided a level crossing point for pedestrians and cyclists to continue their journeys, whilst also calming traffic speeds along the access road accordingly.
- 4.9 At Derby Road, visibility splays of 2.4m x 59m in each direction are easily achievable and the pedestrian and cycle route would tie into the existing provision here.

Holly Avenue

- 4.10 Drawing **T25560.002** shows how Holly Avenue could accommodate an access road of 5.0m width plus 2.0m footways each side, to serve the proposed development site; visibility splays of 2.4m x 43m (for 30mph

approach speeds from the north) and 2.4m x 25m (for 20 mph approach speeds from the south, at the end of the cul-de-sac) are achievable.

- 4.11 Holly Avenue currently serves 83 residential dwellings, and thus an additional 50 dwellings would not cause any issues in respect of capacity or highway safety given the existing width of the carriageway, at 4.8 to 5.0m, and 1.8m wide footway provision on both sides.
- 4.12 Notwithstanding the above, we would suggest that the existing access track connecting to Derby Road should be upgraded to provide a pedestrian and cycle route with this option, in order to ensure a quality pedestrian and cycle connection to local facilities, alongside the vehicular access.

5.0 Summary and Conclusion

Summary

- 5.1 Hub Transport Planning Ltd has been commissioned by Fisher German LLP to provide transport advice for a proposed residential development north of A6005, located to the east of the village of Breaston.
- 5.2 There are two potential options available for access to the development, one via widening the initial section of Heath Gardens (and creating an internal priority junction) and one via Holly Avenue.
- 5.3 We consider that either of the two options provides safe and suitable access for all modes of travel.
- 5.4 The development site will have a range of facilities typically used by residents on a day-to-day or weekly basis that can be reached within a comfortable walk or cycle.
- 5.5 A frequent bus service runs along A6005 Derby Road, a two-minute walk from the site, providing links between the proposed development and Long Eaton, Derby and Nottingham; thus providing opportunities for further employment, retail, leisure, and education opportunities.
- 5.6 Frequent rail linkages to a range of destinations can be reached within a 20-minute walk, or a short cycle ride; Long Eaton Railway Station also provides cycle storage to allow for optimal accessibility for all passengers.
- 5.7 Analysis of recent accident data indicates that there are no undue safety concerns on the local highway network at this stage; however, further analysis will be required as part of any subsequent application process.
- 5.8 At this stage we consider that safe and suitable access for all users can be achieved for the proposed development site.

Conclusion

- 5.9 The analysis set out within this document demonstrates that the site meets relevant sustainability tests, and could deliver safe and suitable access for all modes in line with the NPPF.
- 5.10 In addition, it will not have a material impact on the operation of the highway network, nor an unacceptable impact on highway safety.

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Figures



Legend

- Site Location
- 🚌 Bus Stop

Figure 1.1 - Site Location

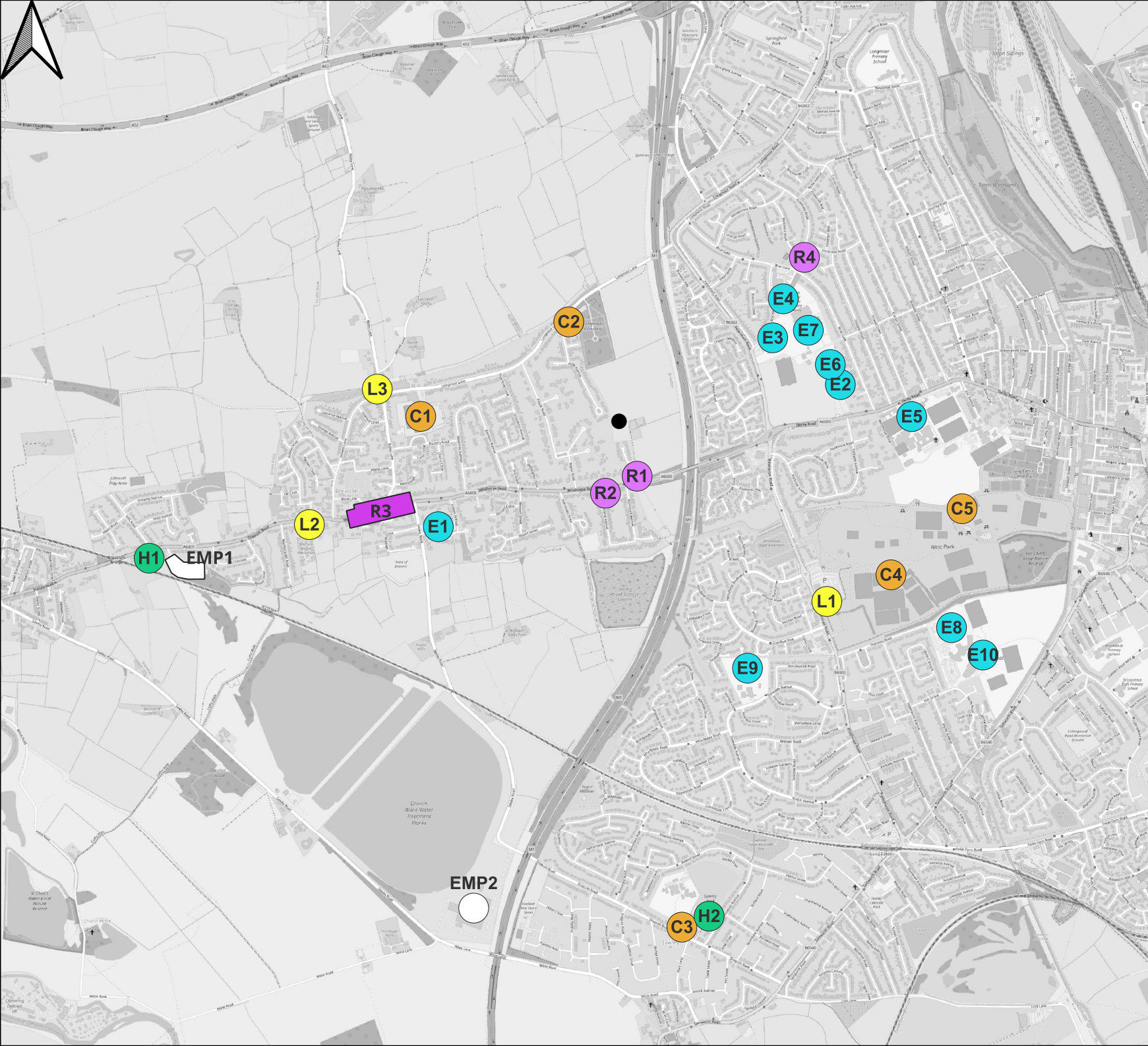
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0 100 200 m





Legend

- Site Location
- Community
- Education
- Employment
- Healthcare
- Leisure
- Retail

Figure 2.1 - Local Facilities

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0 0.5 1 km





Legend

- Site Location
- Fatal
- Serious
- Slight

Figure 2.2 - Personal Injury Accidents (2019 - 2023)

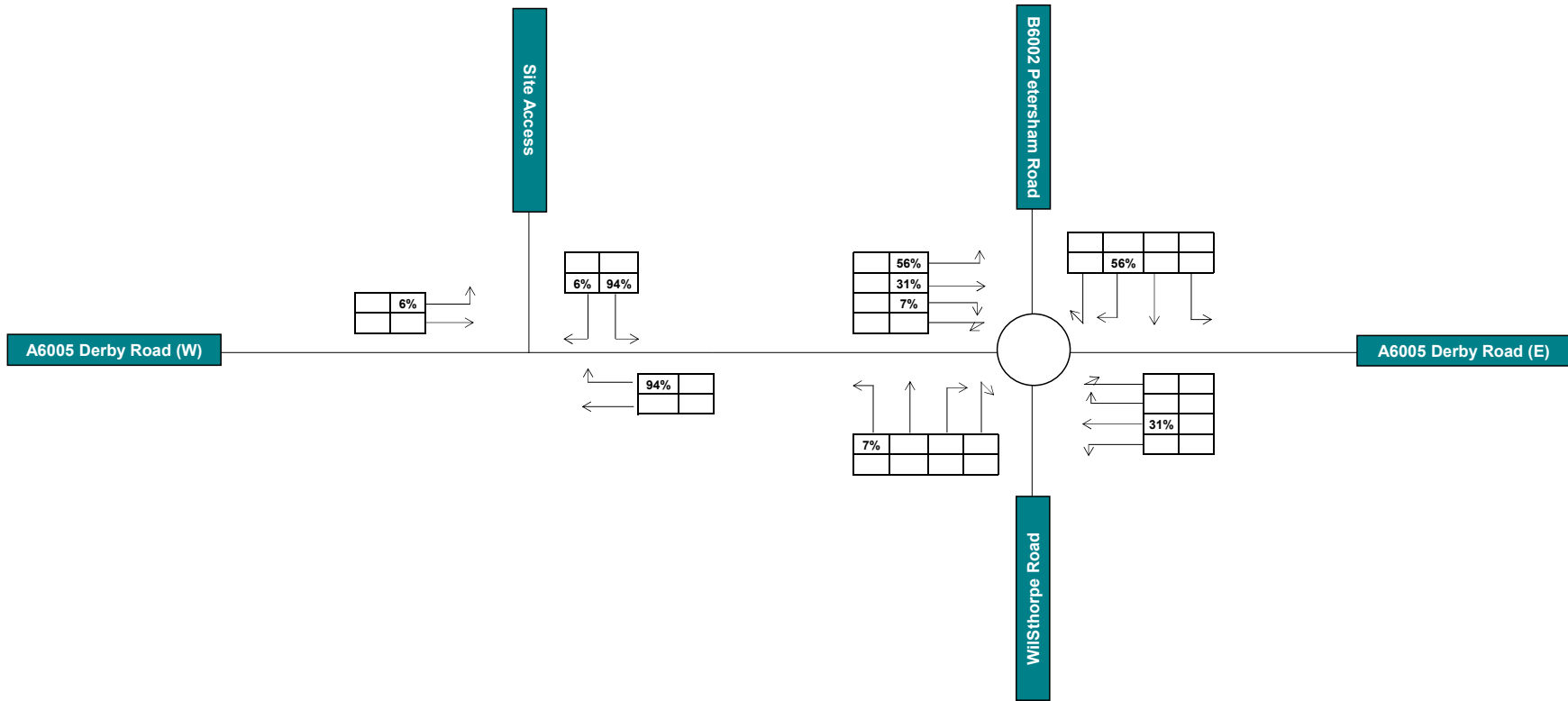
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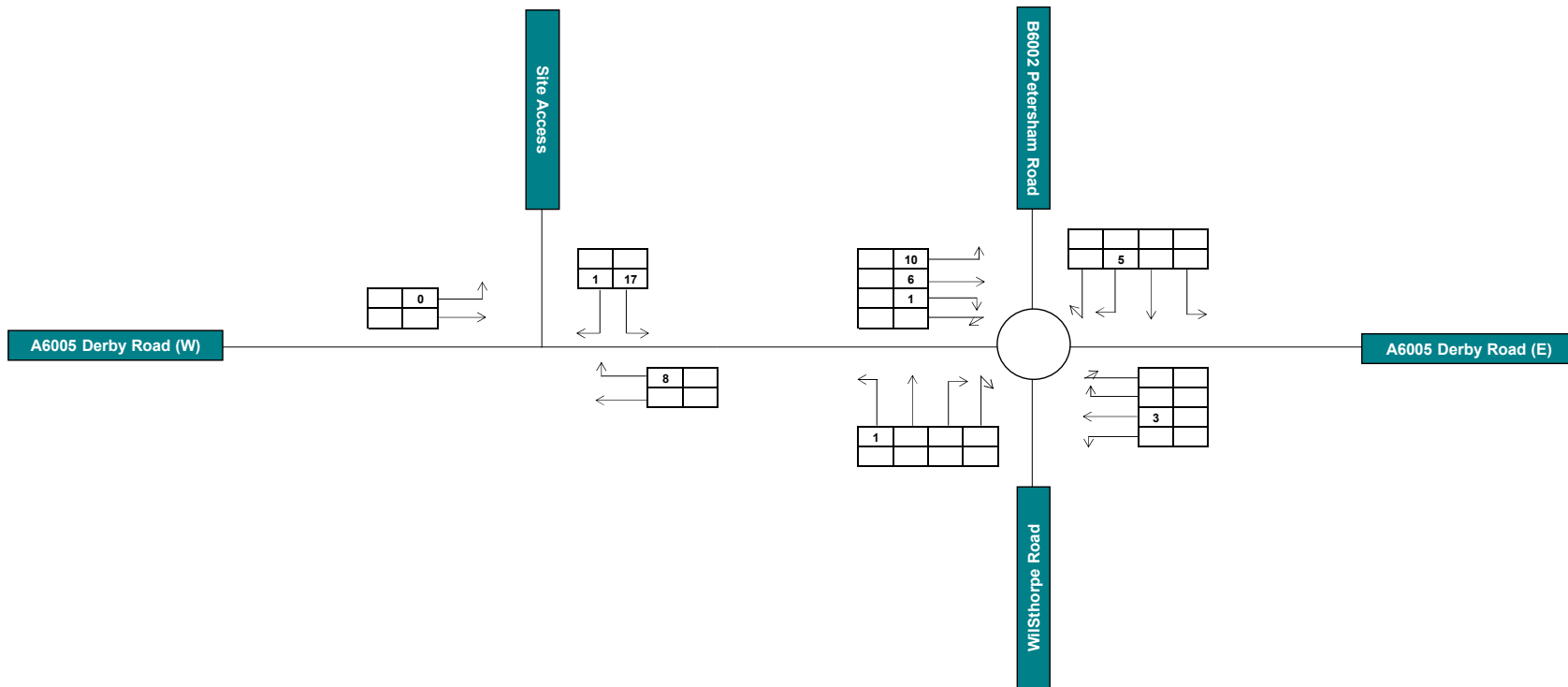


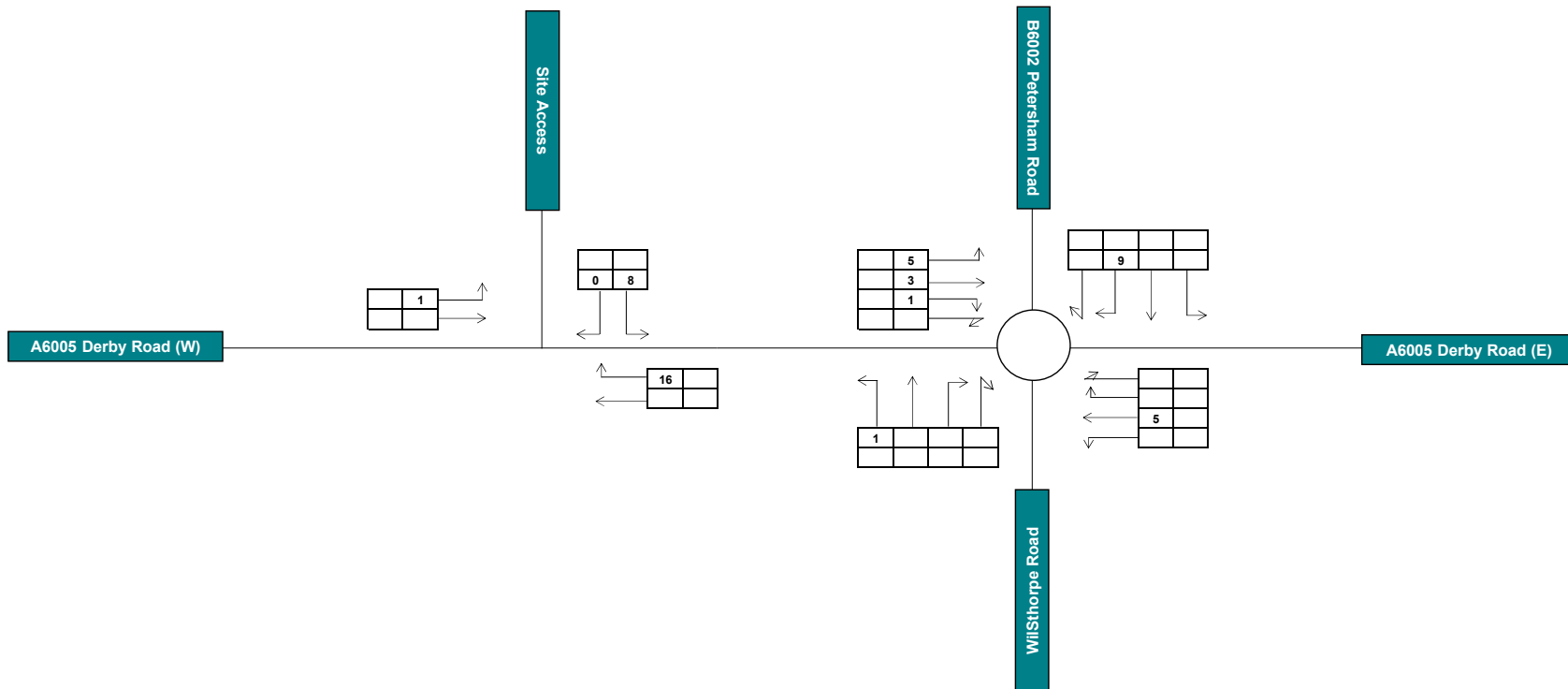
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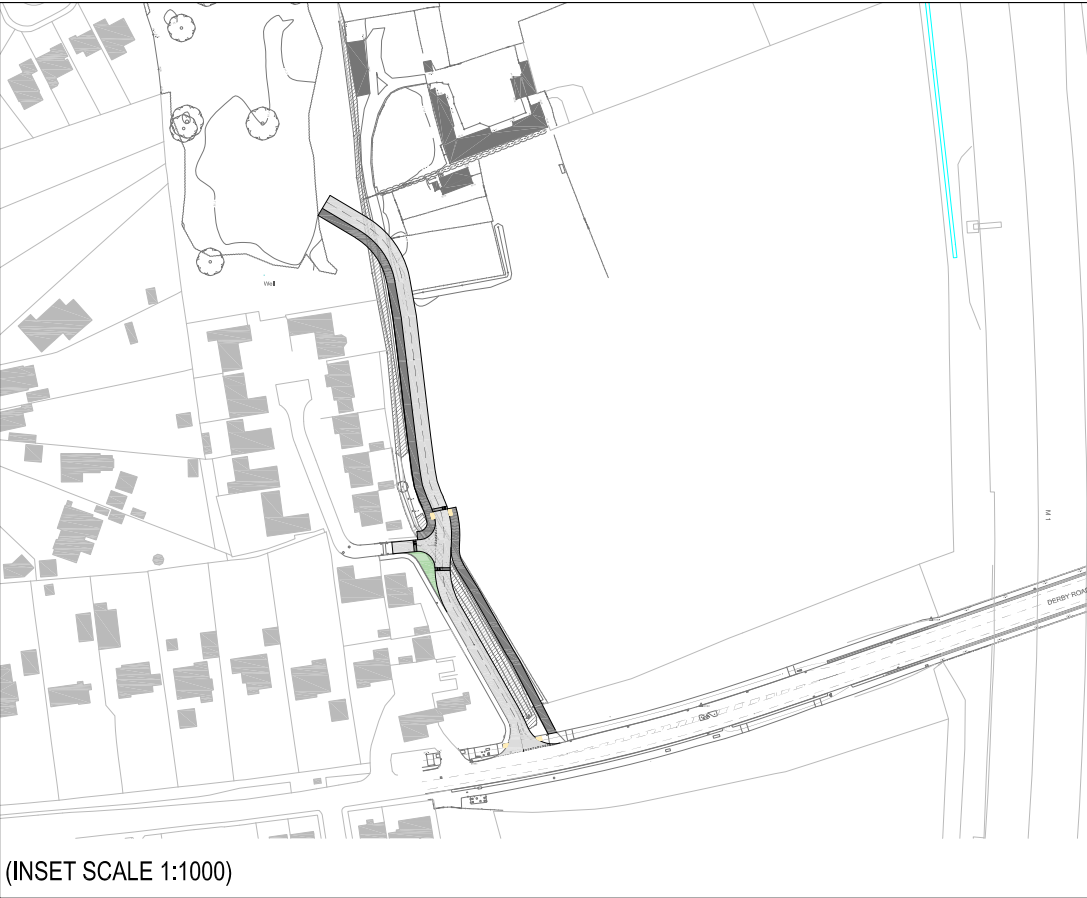
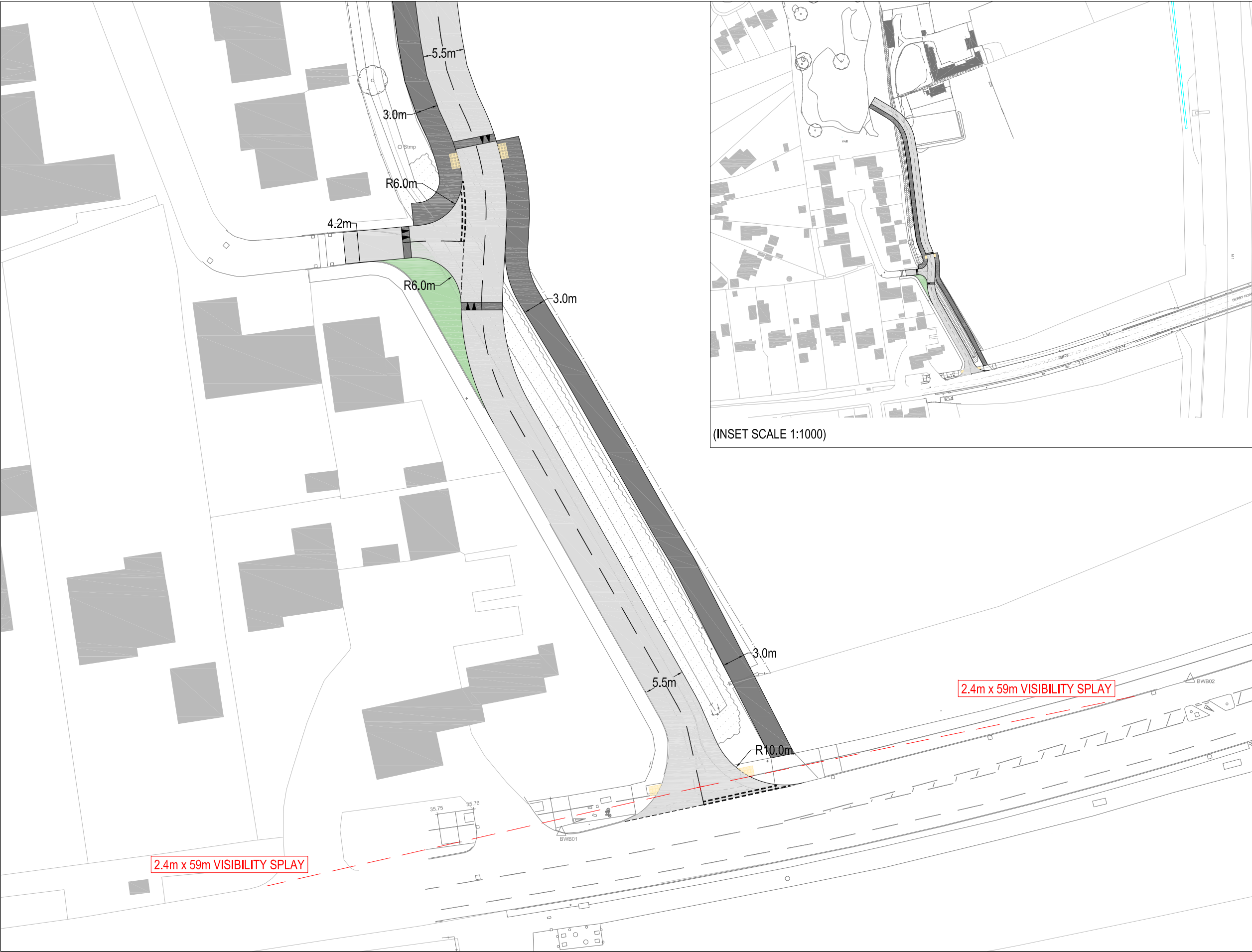


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Drawings



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2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH



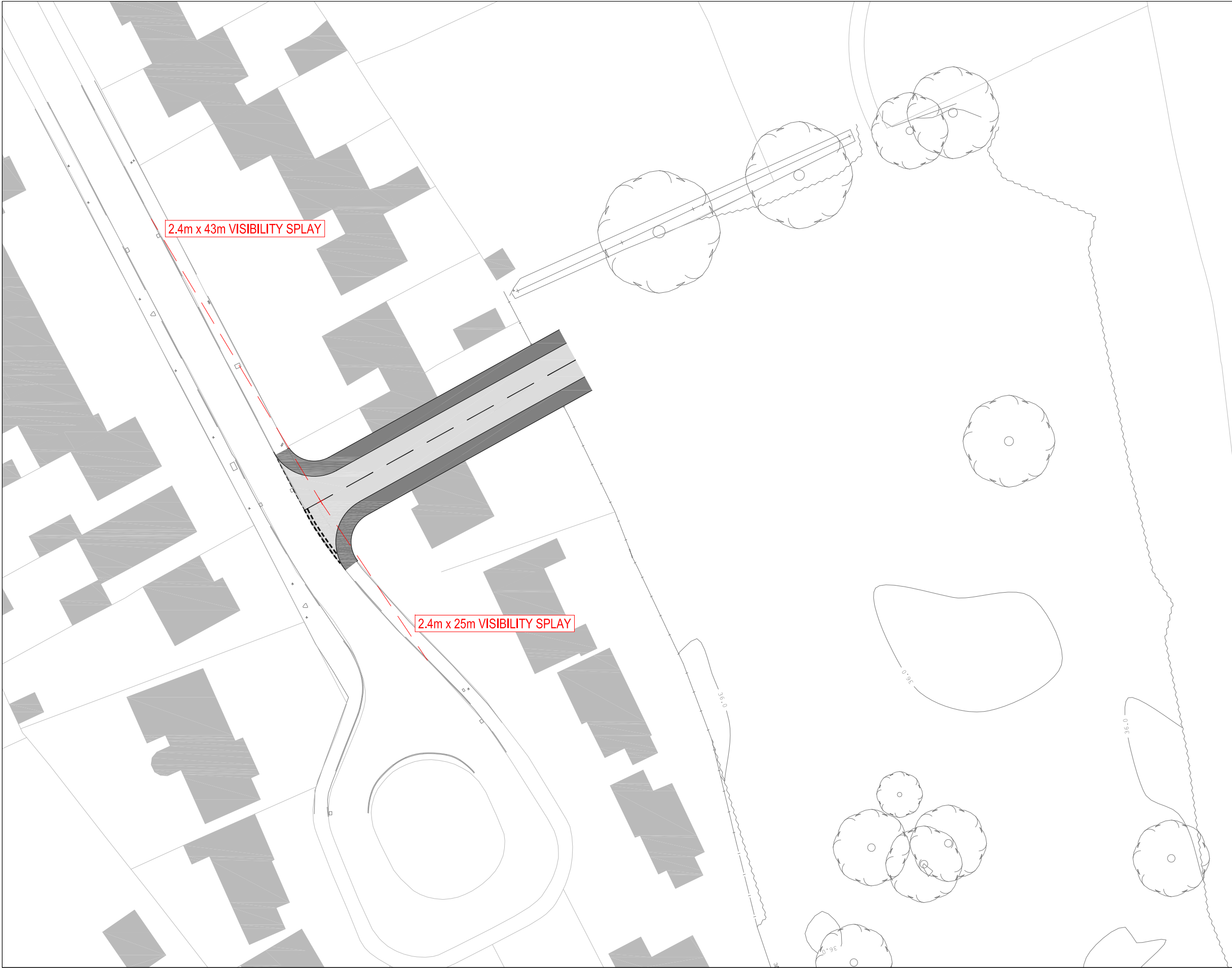
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CLIENT
FISHER GERMAN LLP

PROJECT
**BREASTON
DERBYSHIRE**

TITLE
**POTENTIAL SITE ACCESS
(OPTION 1 - DERBY ROAD)**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 19.05.25
PROJECT NO. T25560		DRAWING NO. 001		REV -



- 1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
- 2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

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REV	DESCRIPTION	DATE	BY	AUTH
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PROJECT
**BREASTON
DERBYSHIRE**

TITLE
**POTENTIAL SITE ACCESS
(OPTION 2 - HOLLY AVENUE)**

DRAWN JP	AUTHORISED GM	SCALE 1:500	SHEET SIZE A3	DATE 19.05.25
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PROJECT NO. T25560	DRAWING NO. 002	REV -
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Appendix A

TRICS Output

Calculation Reference: AUDIT-141301-250509-0518

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL

Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	3 days
	SC SURREY	1 days
	WS WEST SUSSEX	2 days
03	SOUTH WEST	
	DC DORSET	2 days
	DV DEVON	1 days
	SM SOMERSET	3 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	6 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	2 days
09	NORTH	
	DH DURHAM	1 days
10	WALES	
	PS POWYS	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 24 to 99 (units:)
Range Selected by User: 20 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 18/09/24

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

Selected survey days:

Monday	4 days
Tuesday	9 days
Wednesday	7 days
Thursday	5 days
Friday	6 days

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

Selected survey types:

Manual count	28 days
Directional ATC Count	3 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	4
Edge of Town	18
Neighbourhood Centre (PPS6 Local Centre)	9

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

Selected Location Sub Categories:

Residential Zone	20
Village	8
Out of Town	1
No Sub Category	2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	17 days - Selected
Servicing vehicles Excluded	60 days - Selected

Secondary Filtering selection:

Use Class:

C3 31 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	6 days
5,001 to 10,000	10 days
10,001 to 15,000	7 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	6 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	1 days

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

Car ownership within 5 miles:

1.1 to 1.5	30 days
1.6 to 2.0	1 days

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

Travel Plan:

Yes	18 days
No	13 days

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

PTAL Rating:

No PTAL Present	31 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	AC-03-A-04 LONDON ROAD NORTHWICH LEFTWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	TOWN HOUSES 24 06/06/19	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
2	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED HOUSES 99 29/04/22	CHESHIRE WEST & CHESTER <i>Survey Type: MANUAL</i>
3	CA-03-A-08 GIDDING ROAD SAWTRY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & SEMI-DETACHED 83 13/10/22	CAMBRIDGESHIRE <i>Survey Type: MANUAL</i>
4	CT-03-A-03 ARLESEY ROAD STOTFOLD Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 73 27/06/23	CENTRAL BEDFORDSHIRE <i>Survey Type: MANUAL</i>
5	DC-03-A-09 A350 SHAFTESBURY Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES 50 19/11/21	DORSET <i>Survey Type: MANUAL</i>
6	DC-03-A-10 ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES 26 09/11/22	DORSET <i>Survey Type: MANUAL</i>
7	DH-03-A-03 PILGRIMS WAY DURHAM Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED 57 19/10/18	DURHAM <i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED	DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:	40	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
9	ES-03-A-09 THE FAIRWAY NEWHAVEN	DETACHED & SEMI-DETACHED	EAST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	47	
	Survey date: MONDAY	13/03/23	Survey Type: MANUAL
10	HC-03-A-21 PRIESTLEY ROAD BASINGSTOKE HOUNDMILLS	TERRACED & SEMI-DETACHED	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	39	
	Survey date: TUESDAY	13/11/18	Survey Type: MANUAL
11	HC-03-A-22 BOW LAKE GARDENS NEAR EASTLEIGH BISHOPSTOKE	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
12	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
13	LE-03-A-02 MELBOURNE ROAD IBSTOCK	DETACHED & OTHERS	LEICESTERSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	85	
	Survey date: THURSDAY	28/06/18	Survey Type: MANUAL
14	LS-03-A-01 SPRING VALLEY CRESCENT LEEDS BRAMLEY	MIXED HOUSING	LEEDS
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings:	46	
	Survey date: WEDNESDAY	21/09/16	Survey Type: MANUAL
15	NF-03-A-26 HEATH DRIVE HOLT	MIXED HOUSES	NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:	91	
	Survey date: WEDNESDAY	22/09/21	Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

16	NF-03-A-34 NORWICH ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Out of Town Total No of Dwellings:		80	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
17	NF-03-A-36 LONDON ROAD WYMONDHAM	MIXED HOUSES		NORFOLK
	Edge of Town No Sub Category Total No of Dwellings:		75	
	Survey date: THURSDAY		29/09/22	Survey Type: MANUAL
18	NF-03-A-37 GREENFIELDS ROAD DEREHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL
19	NF-03-A-40 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village	MIXED HOUSES		NORFOLK
	Total No of Dwellings:		57	
	Survey date: TUESDAY		11/10/16	Survey Type: DIRECTIONAL ATC COUNT
20	NF-03-A-50 BRANDON ROAD SWAFFHAM	MIXED HOUSES		NORFOLK
	Edge of Town Residential Zone Total No of Dwellings:		75	
	Survey date: FRIDAY		14/10/16	Survey Type: DIRECTIONAL ATC COUNT
21	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		17/10/16	Survey Type: MANUAL
22	PS-03-A-02 GUNROG ROAD WELSHPOOL	DETACHED/SEMI-DETACHED		POWYS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	Survey date: MONDAY		11/05/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

23	SC-03-A-11 FOLLY HILL FARNHAM	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings:	96	
	Survey date: TUESDAY	14/05/24	Survey Type: MANUAL
24	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI-DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
25	SM-03-A-01 WEMBDON ROAD BRIDGWATER NORTHFIELD	DETACHED & SEMI	SOMERSET
	Edge of Town Residential Zone Total No of Dwellings:	33	
	Survey date: THURSDAY	24/09/15	Survey Type: MANUAL
26	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	42	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
27	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL	MIXED HOUSES	SOMERSET
	Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL
28	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK	DETACHED HOUSES	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	26	
	Survey date: WEDNESDAY	22/11/17	Survey Type: MANUAL
29	WK-03-A-04 DALEHOUSE LANE KENILWORTH	DETACHED HOUSES	WARWICKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:	49	
	Survey date: FRIDAY	27/09/19	Survey Type: MANUAL
30	WS-03-A-10 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings:	79	
	Survey date: WEDNESDAY	07/11/18	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

31 WS-03-A-16 DETACHED & SEMI -DETACHED WEST SUSSEX
 BRACKLESHAM LANE
 BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)
 Village
 Total No of Dwellings: 58
Survey date: WEDNESDAY 09/11/22 Survey Type: MANUAL

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BO-03-A-01	COVID
CA-03-A-07	COVID
ES-03-A-05	Development type not same as location
ES-03-A-07	Development type not same as location
HC-03-A-23	Development type not the same
HC-03-A-31	Development type not same as location
NF-03-A-27	Development type not same as location
NM-03-A-02	COVID
SC-03-A-10	Too close to train station
SD-03-A-01	Too close to city centre
SE-03-A-01	Development type not same as location
SF-03-A-07	Too close to city centre
WS-03-A-07	Development type not same as location
WS-03-A-17	Development type not same as location
WS-03-A-19	Development type not same as location
WS-03-A-25	Development type not same as location

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	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	31	57	0.098	31	57	0.342	31	57	0.440
08:00 - 09:00	31	57	0.176	31	57	0.356	31	57	0.532
09:00 - 10:00	31	57	0.164	31	57	0.193	31	57	0.357
10:00 - 11:00	31	57	0.143	31	57	0.166	31	57	0.309
11:00 - 12:00	31	57	0.140	31	57	0.156	31	57	0.296
12:00 - 13:00	31	57	0.170	31	57	0.172	31	57	0.342
13:00 - 14:00	31	57	0.175	31	57	0.168	31	57	0.343
14:00 - 15:00	31	57	0.173	31	57	0.187	31	57	0.360
15:00 - 16:00	31	57	0.302	31	57	0.197	31	57	0.499
16:00 - 17:00	31	57	0.288	31	57	0.193	31	57	0.481
17:00 - 18:00	31	57	0.333	31	57	0.163	31	57	0.496
18:00 - 19:00	31	57	0.260	31	57	0.155	31	57	0.415
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.422			2.448			4.870

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

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

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Parameter summary

Trip rate parameter range selected:	24 - 99 (units:)
Survey date date range:	01/01/15 - 18/09/24
Number of weekdays (Monday-Friday):	31
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	16

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.

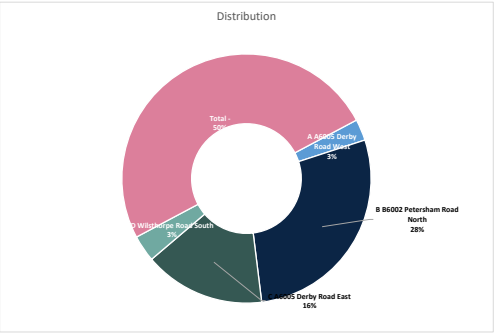
T25560

Land East of Breaston, Erewash

Appendix B

Census 2011 Journey to Work Data

Distribution



Route	Description	Erewash 011, 013	%
A	A6005 Derby Road West	332	6%
B	B6002 Petersham Road North	2,946	56%
C	A6005 Derby Road East	1,316	31%
D	Wisthorpe Road South	388	7%
Total		4,182	100.0%



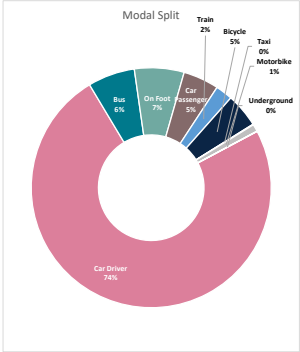
Driving a car or van

LA	Erewash 011, 013	%	Route
Erewash	1,319	31.5%	See MSOA Breakdown
Nottingham	663	15.9%	C
Derby	671	16.0%	B
Bristol	376	9.0%	B
North West Leicestershire	257	7.1%	B
Arden Valley	119	2.8%	B
Rushcliffe	112	2.7%	B
Ashfield	85	2.0%	B
South Derbyshire	78	1.9%	D
Charnwood	75	1.8%	B
Gedling	38	0.9%	B
Leicester	35	0.8%	B
Blaby	35	0.8%	B
East Staffordshire	36	0.9%	D
Birmingham	23	0.5%	B
Coventry	23	0.5%	B
Derbyshire Dales	21	0.5%	B
Mansfield	19	0.5%	B
Newark and Sherwood	15	0.4%	B
Chesterfield	15	0.4%	B
Hillingdon	14	0.3%	B
Westminster City of London	7	0.2%	B
Bolton	11	0.3%	B
Harborough	10	0.2%	B
Luton	8	0.2%	B
East Lindsey	6	0.1%	B
Northampton	10	0.2%	B
Sheffield	4	0.1%	B
Leeds	7	0.2%	B
Bassetlaw	6	0.1%	B
Lichfield	7	0.2%	D
Milton Keynes	5	0.1%	B
North East Derbyshire	4	0.1%	B
Southwark	4	0.1%	B
Manchester	4	0.1%	B
Melton	4	0.1%	B
North Warwickshire	2	0.0%	B
Nuneaton and Bedworth	2	0.0%	D
Rotherham	4	0.1%	B
Walsall	4	0.1%	D
Total	4,182	100.0%	-

MSOA	Erewash 011, 013	%	Route
E02004078 : Erewash 001	5	0.1%	B
E02004080 : Erewash 003	78	1.9%	B
E02004081 : Erewash 004	9	0.2%	A
E02004082 : Erewash 005	10	0.2%	A
E02004083 : Erewash 006	55	1.3%	B
E02004085 : Erewash 008	66	1.6%	B
E02004086 : Erewash 009	65	1.6%	A
E02004087 : Erewash 010	25	0.6%	B
E02004088 : Erewash 011	24	0.6%	C
E02004089 : Erewash 012	107	2.6%	C
E02004090 : Erewash 013	148	3.5%	A
E02004091 : Erewash 014	75	1.8%	C
E02004092 : Erewash 015	86	2.1%	D
E02006828 : Erewash 016	35	0.8%	B
Total	1,319	31.5%	-

Modal Split

Mode	Erewash 011, 013	%
Car Driver	4,193	74.2%
Bus	358	6.3%
On Foot	378	6.7%
Car Passenger	272	4.8%
Train	130	2.3%
Bicycle	299	4.6%
Taxi	5	0.1%
Motorbike	55	1.0%
Underground	2	0.0%
Total	5,652	100.0%



Erewash 011, 013

