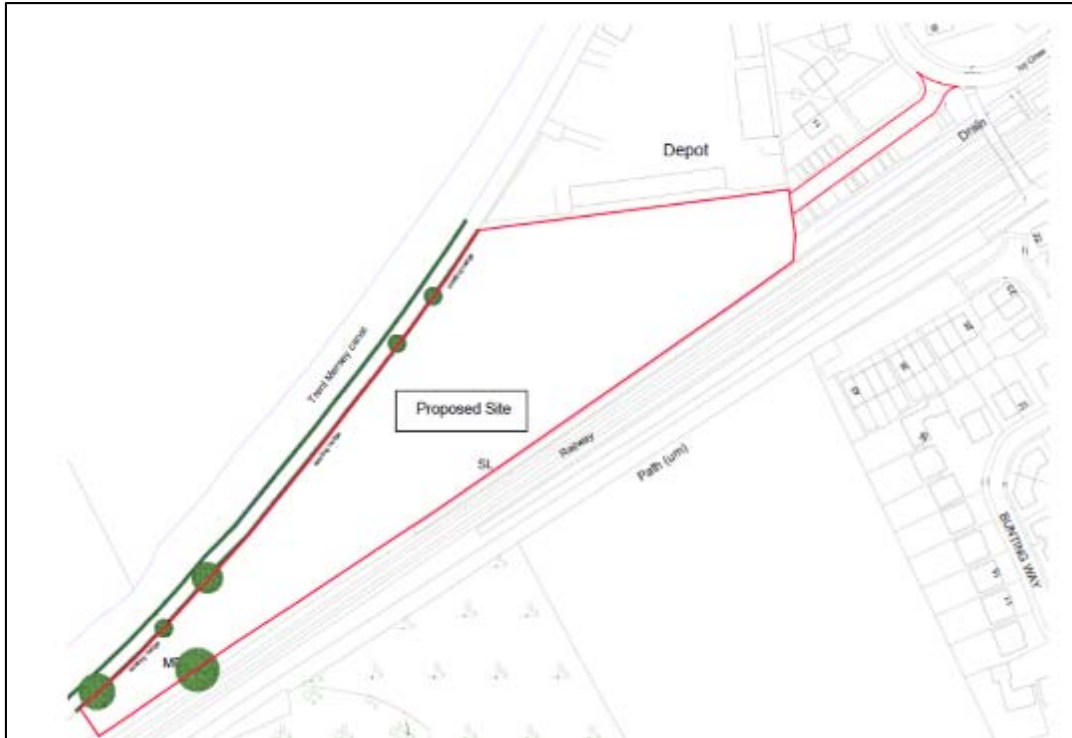


Boston Transport Planning



Transport Statement

Proposed 60 No. Unit 'Supported Living' Facility & 2 No. Bungalows on land off Ivy Close, Willington, Derby, Derbyshire, DE65 6BS

Monument Four Ltd

2019-005

Proposed 60 No. Unit ‘Supporting Living’ Facility & 2 No. Bungalows on land off Ivy Close, Willington, Derby, Derbyshire, DE65 6BS

Project:	2019-005
For:	Monument Four Ltd
Status:	Final
Date:	June 2019
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1.0 Introduction

1.1 Background

- 1.1.1 Boston Transport Planning has been commissioned by 'UKPH' on behalf of 'Monument Four Ltd' to prepare a supporting Transport Statement for outline planning application for 60 No. unit 'supported living' facility (Class C2), 2 No. bungalows and on-site 64m² ancillary retail use on land off Ivy Close in Willington, DE65 6BS.
- 1.1.2 The site is situated within Willington within South Derbyshire, located within Derbyshire. The area is located approximately 5.0 kilometres northeast of Burton Upon Trent. The area is mainly renowned for: -
- Willington Power Station & Mercia Marina;
 - Willington Village local facilities such as Post Office, Newsagent, Florist, Convenience Supermarket, Beautician, Hairdresser, Hardware and other stores including local public houses; and
 - Nearby Toyota Car Factory;
- 1.1.3 The site lies within the south western area of Willington, bounded by Trent and Mersey Canal and 'Derby to Birmingham New Street' railway line.
- 1.1.4 The site is 'triangular' shaped, bounded on the north western side by 'Trent and Mersey' Canal, 'Derby to Birmingham New Street' railway line to the south and 'Derbyshire County Council's Environmental Services Willington Sub Depot' on the north eastern side and residential garage clocks to the east towards Ivy Close. The site is largely residential and commercial to the north and east and rural to the west and south on the fringe of the village.
- 1.1.5 The site is currently used for arable farming. The site is approximately 10,350 sq.ft (1.035 hectares) in size and is located to the west of Ivy Close.
- 1.1.6 Outline planning permission is sought for a 60 No. unit 'supported living' facility (Class C2), 2 No. bungalows with on-site 64sqm ancillary retail use (resident use only) with highway access via Ivy Close. The proposals involve highway improvement scheme along the internal access road between Ivy Close and the site for accommodating staff, customers and visitors associated with the site.
- 1.1.7 This Transport Statement (TS) will outline to South Derbyshire District Council (SDDC) the nature of the proposals and consider highway safety, traffic impact and that the site is in a sustainable location for amenities and transport facilities.
- 1.1.8 This Transport Statement has been prepared to cover the following key objectives; these are: -
- Review of road widths, junction and visibility splays on the local highway network, taking account of existing on-site operations including a brief description of the local highway network;
 - Outline a detailed description of the existing use in terms of scale, mass and nature of use, main features, any existing points of access, parking provision, servicing

arrangements and assumed trip generation from latest TRICS database or previous applications;

- Outline a detailed description of the 'proposed' site proposals including scale, mass and nature of use, main features, proposed access, parking provision, servicing arrangements and assumed trip generation from latest TRICS database;
- Outline any 'net' trip generation impact of the proposals in taking into account of the former 'consented' traffic associated with the site;
- Assess the proposed level of car/cycle parking associated with the proposals in relation to SDDC car/cycle parking standards, whilst taking account of site sustainability and nearest public transport services;
- Based on proportion tidality split of proposed development traffic from survey data, review 'existing' and 'proposed' operational junction capacity during highway weekday peak hours using 'PICADY/ARCADY' modelling software for current and 5-year projection for following junctions: -
 - Ivy Close and Castle Way priority junction; and
 - B5508/The Green/A5132 double mini roundabout junction
- Obtain, review and analyse latest online road accident data from Derbyshire County Council within vicinity of the site including above junctions and identify any common road safety causation factors;
- Outline potential proposed pedestrian 'through route' via site to public right of way (No.7) bridge underpass;
- Review the latest local five-year road accident data from 'Derbyshire Police' data within the vicinity of the site and outline any local road safety considerations; and
- Investigate what local facilities/services are currently available for prospective residents/visitors in demonstrating how accessible they are in relation to the proposed site. We will assess any existing and proposed pedestrian/cycle links and routes, the locations of public transport interchanges in relation to site;

1.2 Report Structure

1.2.1 This TS has the following report structure:

- Section 2 identifies national and local transport planning policy involved with this Transport Statement;
- Section 3 provides a description of the application area, site in relation to the local highway network including the proposed development and site operations;

- Section 4 will assess the existing access arrangements taking into account site observations, servicing, refuse access, including review of SDDC parking standards and review of latest five-year road accident data within vicinity of the site;
- Section 5 outlines the impact of the proposed 'multi-modal' traffic generation of the proposals, including the anticipated operational traffic capacity impact on these identified junctions during weekday 'highway' peak hour periods;
- Section 6 presents a summary of the site sustainability including information on public transport provision such as bus, overground rail access including local public rights of way (i.e. walking and cycle routes)
- Section 7 provides a summary and conclusion of the above

2.0 Planning Policy Context

2.1 Introduction

2.1.1 This section will seek to outline core national and local transportation related planning policy and guidance for which the proposed development has been assessed. These are: -

- **National Planning Policy Framework (July 2018);**
- **NPPG 'Travel Plans, Transport Assessments and Statements in Decision Making-Taking' (March 2014); and**
- **Manual for Streets 2 (MfS2 September 2010)**
- **Derbyshire Local Transport Plan 2011 – 2026;**
- **South Derbyshire Local Plan (2011 – 2028)**

2.2 National Policy – National Planning Policy Framework (2018)

2.2.1 The Ministry of Housing Communities & Local Government published the revised NPPF in July 2018.

2.2.2 In terms of transport content, the NPPF states that the 'development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'.

2.2.3 Paragraph 102 outlines a set of core land-use planning principles that should underpin both plan-making and decision-taking, so that:

- “the potential impacts of development on transport networks can be addressed;
- opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”

2.2.4 Paragraph 108 states that “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users; and
- 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.”

2.2.5 Paragraph 109 states that ‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

2.2.6 Paragraph 110 of the NPPF states that applications for development should:

- “give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

2.2.7 The nature and scale of the development proposals are seen to accord with the core principles of the site in relation to the location to nearby local facilities within a village area and proximity to sustainable travel modes and local transport infrastructure. Therefore, the proposals are seen to be considered to be consistent with the NPPF in relation to transport and access.

2.3 National Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements in Decision- Taking’ (March 2014)

2.3.1 The National Planning Practice Guidance (NPPG) set out all developments that generate significant amounts of transport movement should be supported by a Transport Statement of Transport Statement

2.3.2 The guidance states that local authorities must make a judgement as to whether a development proposal would generate significant amounts of movements on a case by case

basis, and in determining whether a Transport Assessment is needed for a proposed development local planning authorities should consider the following considerations;

- The Transport Assessment and Statement Policies (if any) of the Local Plan
- The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Transport Assessment or Statement);
- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area; and
- Whether there are particular types of impacts around which to focus the Transport Assessment or Statement (e.g. assessing traffic generated at peak times)

2.3.3 The site is conveniently located in terms of access to a surrounding village centre offering close connectivity with rail, bus, cycle, walk and taxi services. The nearest 'Sites of Special Scientific Interest' (SSSI) are located approximately between 5 to 6 kilometres to the west and north west of the site being 'Hilton Gravel Pits' and 'Old River Dore'.

2.3.4 On this basis, the principle of the proposals are seen to potentially accord in mitigating its impact on nearby transport infrastructure given its scale and mass, proximity to SSSI's, unaware of any nearby multiple developments creating a cumulative trip impact on local junctions and has potential to enhance and support connectivity with local highway network and promoting non-car modes of travel in being located on the peripheral of Willington.

2.4 Department for Transport – Manual for Streets 2 (September 2010)

2.4.1 Manual for Streets 2 highway guidance provides guidance for planning and designing new residential streets. The principles of the document are widely used to increase quality of life through good design which creates more-people orientated streets. The key recommendation of MfS2 is increased consideration is considered to the 'place' function of streets. This function is essentially what distinguishes a 'street' from a 'road', where the main purpose is to facilitate movement.

2.4.2 The underlying theme when designing street networks (as opposed to designing individual streets) is catering for movement. Walkable neighbourhoods are typically characterised by having a range of facilities available for residents, customers and staff that can be accessed comfortably on foot. Making the local environment convenient and attractive to walk can help enhance the vibrancy of a community and reduce reliance on motor transport.

2.4.3 The amount of car parking provision needs careful consideration. Providing provision below demand can cause problems, although it can work successfully when adequate on-street parking controls are present and where it is possible for residents to reach daily destinations without the use of the car.

- 2.4.4 Car parking can be allocated to individual units, although unallocated parking can sometimes provide a common resources that helps to ensure space is used efficiently. Footway parking should be avoided.

Local Policy

2.5 Derbyshire Local Transport Plan 2011 - 2026

- 2.5.1 Derbyshire Local Transport Plan was published In April 2011, in setting out the vision, goals, challenges to be tackled and a strategy covering the period to 2026.
- 2.5.2 The vision aims to achieve a transport system that is both fair and efficient, promotes healthier lifestyles, safer communities, safeguards and enhances the natural environment and provides better access to jobs and services. Whilst also improving choice, accessibility of transport and integrating economic, social and environmental needs.
- 2.5.3 The five transport goals are: -
- Supporting a resilient local economy;
 - Tackling climate change;
 - Contributing to better safety, security and health;
 - Promoting equality of opportunity;
 - Improving quality of life and promoting a healthy natural environment.
- 2.5.4 The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. It aims to achieve longer term benefits for climate change and measures to help people under the equality of opportunity goal.

2.6 South Derbyshire Local Plan (2011 – 2028)

- 2.6.1 South Derbyshire Local Plan (Adopted 2016) sets out – up to 2018, the overall vision, objectives and policies for the future development in southern Derbyshire; primarily along the A50 corridor.
- 2.6.2 South Derbyshire Local Plan outlines that wider anticipated scale of growth for residential, local employment for the wider area will require best use of existing infrastructure and reducing the need to travel, whilst increasing opportunities for non-car travel (public transport, walking and cycling). Thus, improving vitality and viability of existing village centres especially through the role of supporting health facilities will be required to meet existing demand.

2.7 Summary

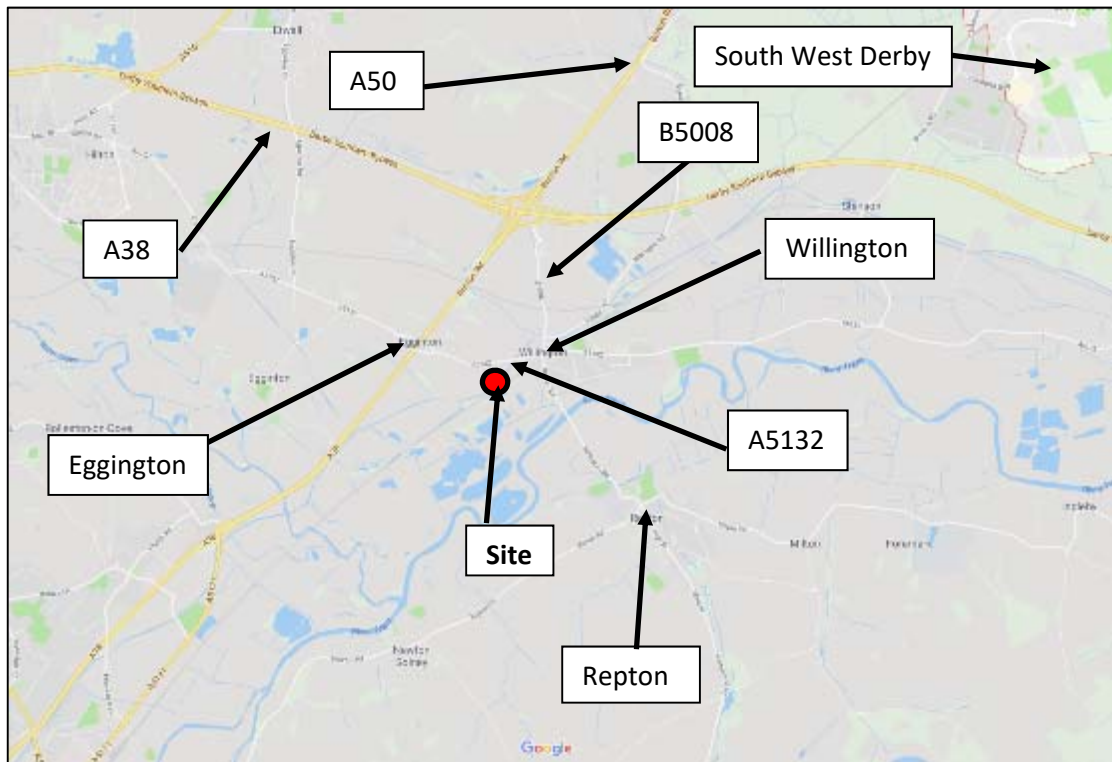
- 2.7.1 The role of NPPG and NPPF promote sustainable travel to developments and states that developments should be located to maximise sustainable transport opportunities.
- 2.7.2 NPPG provides criteria for the development of Transport Statements and places emphasis on pre-application scoping discussions with the relevant Local Highway Authority and any other relevant bodies. The Derbyshire Local Transport Plan provides a regional policy framework and specifically the transport aspects of developments and supports planned projects by maximising accessibility to facilities and the encouragement of sustainable travel choices.
- 2.7.3 In reviewing national and local 'transport and highway' planning policy considerations, it is seen that the planning policy largely supports these proposals.

3.0 Description of Application Area

3.1 Site Location

- 3.1.1 The site is located on the western side of the village of Willington, to the south of 'The Castle Way' A5132 towards Eggington. The site is situated approximately 9.7 kilometres south west of Derby, near the A38 & A50 interchange junction.
- 3.1.2 A5132 is classified as a semi-rural road which starts near 'junction 5' of the A40 near Hilton and runs 'west to east' towards Eggington, through Willington to Swarkestone.
- 3.1.3 Ivy Close adjoins the A5132 as a priority junction to the east of the site and provides only means of vehicular access to the site. The carriageway width of Ivy Close is approximately 4.8 metres wide with varying footway width, predominantly 2.0 metres on northern side and discontinuous sections on the southern side with grass verges. There are no parking restrictions along its length except 'double yellow lines' at its junction with A5132, streetlights at various internals, 1 No. on-street disabled bay space and serves approximately 30 No. residential properties.
- 3.1.4 The site is accessed off a priority junction within Ivy Close via a separate two-way access road which has a length of approximately 60 metres before entrance to the site. This access road has a carriageway width of up to 7.0 metres and a short northern section of footway.
- 3.1.5 This access road currently has a separate row of council owned residential garage blocks on its northern and southern sides including off-street parking spaces. There are currently 6 No. residential garage blocks on its northern side and 11 No. residential garage blocks with open gravel areas used for car parking. On part of the northern side of the access road adjacent to its junction with Ivy Close is an open grassed area surrounded by footways. The northern footway abutting the access road is approximately 25 metres in length and has a footway width of approximately 2.0 metres.
- 3.1.6 **Figure 3.1** and **Appendix 1** outline the site in relation to the wider highway network.

Figure 3.1 – Site in relation to Wider Highway Network



(Source: - Google Maps– May 2019)

- 3.1.7 The site is located in a prominent location on the edge of the village of Willington situated near to Willington railway station including bus stops on B5008 and Repton Road. The surrounding public highway infrastructure promotes walking as a viable means for accessing village of Willington.
- 3.1.8 Other local tube stations are Whitechapel, Shoreditch High Street Station, Aldgate and Bethnal Green offering wider connections within London area.
- 3.1.9 In terms of strategic highway network access, the site is situated approximately: -
- Within 200 metres north west to A5132;
 - Within 400 metres to B5008 (runs from Burton on Trent, Newton Solney, Repton through Willington to Junction 4 of the A50.); and
 - Within 1,500 metres west to A38 (Bodmin in Cornwall to Mansfield in Nottinghamshire, destinations such as Sutton-in-Ashfield, Derby, Sutton Coldfield, Lichfield and Birmingham)

3.2 Local Highway Network

3.2.1 **Figure 3.2** below outlines the site in relation to the local highway network.

Figure 3.2 – Site in relation to Local Highway Network



(Source: - Google Earth – May 2019, Note: - 'Site Boundary is indicative')

- 3.2.2 The elongated triangular 'shaped' site is approximately 1.035ha in area and is currently agricultural land served via existing site access road off Ivy Close.
- 3.2.3 Both A5132 and Ivy Close within Willington is subject to a 30mph speed limit, allowing for 'two-way' carriageway
- 3.2.4 The site is only accessible for all road users via access road off Ivy Close via 3.5-metre-wide vehicular access gate, as shown in **Figure 3.3** below. The internal access road provides no segregated footway access to the site entrance.
- 3.2.5 The access road varies in carriageway width up to 7.3 metres providing local resident access to their garages, adjoining parking spaces (where garages were formerly provided). The road at present has only a northern footway on adjoining open grassed area and has presence of parked vehicles on the northern road of the access road.
- 3.2.6 There is also presence of a vehicle dropped crossover to serve 1 No. off-street parking space for No. 11 off this access road.

Figure 3.3 – Existing Vehicular Access between Ivy Close and Site Access



(Source: - Site Visit – June 2019)

3.3 Development Proposals

3.3.1 The proposals consist of 60 No. unit 'Supported Living' Facility, 2 No. bungalows and on-site 'resident use only' convenience store with proposed internal access road and highway improvement scheme for the internal access road between site and Ivy Close.

3.3.2 The accommodation split for the proposals are split as follows: -

- **60 No. 'Supported Living' flat units**
 - **9 No. '1 bedroom' units; and**
 - **51 '2 bedroom' units**
 - **Communal areas consisting of restaurant, bistro, activity area, hairdressers and site shop for resident use only**
- **2 No. Bungalows; and**
- **55 No .parking spaces (41 No. for proposals)**
 - **33 No. 'allocated marked' court spaces;**
 - **8 No. on-street visitor/staff spaces for proposals**
 - **14 No. indicative spaces/garages for relocated residents garages affected with highway improvement scheme via Ivy Close (number/location to be agreed with SDDC/DCC)**

3.3.3 The proposed accommodation units split for the 62 No. units is as follows: -

Main Block:

Ground Floor = 20 Supported living flats

No's one bedroom	=	3
No's larger two bedrooms	=	8
No's Mid size bedrooms	=	9

Total		<u>20</u>
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First Floor = 24 Supported living flats

No's one bedroom	=	3
No's larger two bedrooms	=	10
No's Mid size bedrooms	=	11

Total		<u>24</u>
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2nd Fl = 10 Supported living flats

No's one bedroom	=	3
No's larger two bedrooms	=	5
No's Mid size bedrooms	=	2

Total		<u>10</u>
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Adjacent Living Units

Ground Floor = 3 Supported living flats

First Floor = 3 supported living flats

Bungalows adjacent = 2

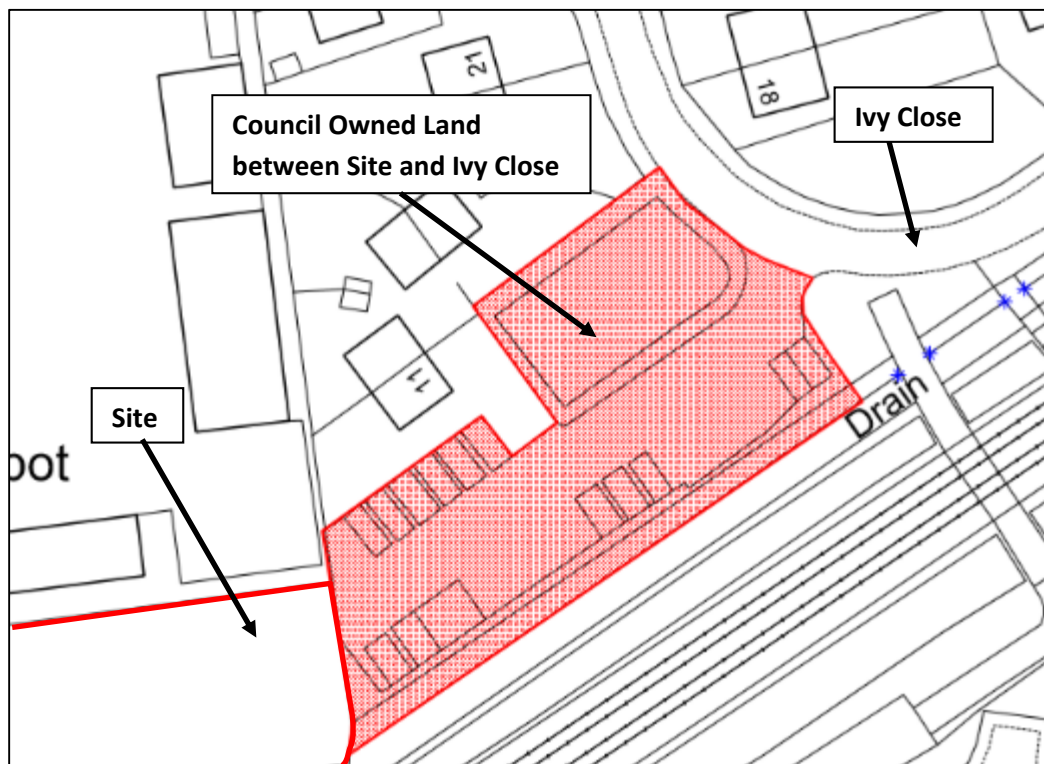
Inclusion of small support shop = 1

3.3.4 Whilst the proposed areas with the site constitute the following: -

- 60 Units
 - o Main Block
 - 5709m²
 - o Two-storey Adjacent Block
 - 510m²
- Bungalows
 - o 71.5m² each
 - 143m²
- Internal Shop Unit
 - o Ground Floor
 - 64m²
- **TOTAL – 6,426m²**

- 3.3.5 The site will provide staff areas including managers offices, meeting rooms and staff refuge areas along with plantrooms, air-conditioning rooms, buggy store, lift access and reception area.
- 3.3.6 It is estimated that site will employ between 35 to 42 members of staff across various shift periods.
- 3.3.7 The site proposes a reduced 'private road' carriageway width to its central priority junction with a reduced width of 4.8 metres on the internal aisle.
- 3.3.8 The proposals intend to provide the following proposed car parking provision: -
- 39 No. allocated 'marked' car parking spaces for residents and staff use within courts; and
 - 12 No. allocated 'on-street visitor' spaces via parallel parking bays within laybys or turning heads)
- 3.3.9 Pedestrian public access will be via Ivy Close. There are alternative means of accessing Ivy Close either via the southern via public right of way 'No.7' via the rail underpass of 'Derby and Birmingham' rail line or via public right of way 'No. SD50 15/1' footpath between Ivy Close & A5132.
- 3.3.10 Both cycle storage and bin storage areas are split across the site given sporadic layout of units. The proposals include the provision of 7 No. separate cycle parking areas across the site, in providing 15 No. cycle stands (30 No. cycle spaces) for short and long term use.
- 3.3.11 The proposals involve network of interconnecting footways around buildings, on the northern side of the internal access road to promote pedestrian and cycle connectivity with the local highway network towards A5132.
- 3.3.12 As part of the proposals, the client does not own land fronting the site and Ivy Close which consists of access road currently serving numerous residential garages/off-street parking spaces including grassed open land and footways owned by SDDC. We understand that subject to agreement, the council may be willing to consider appropriate highway improvement scheme within this area of land to allow access to the site whilst ensuring any affected parking provision is accommodated either within the site or within this area. A plan outlining the extent of land owned between the site and Ivy Close is shown in **Figure 3.4** below: -

Figure 3.4 – Council Land Ownership between Ivy Close & Site



(Source: - SDDC Land Ownership Plan – 2014)

- 3.3.13 The proposals outline the provision of providing an additional 14 No. on-street parking spaces (exact number to be agreed and indicative at this time) within the site through the replacement of any existing loss of garages within this area, for highway improvement access scheme. The principle aim of the scheme is not only to improve highway access between site and Ivy Close and address any shortfall in loss of any existing parking spaces/garages within this area, but to enhance the viability and desirability of this area for general public as for the users of the site.
- 3.3.14 The area at present contains various residential garages, parking spaces and open grassed areas including approximate 7.3m wide (garage to garage) access road currently providing access to the gated access.
- 3.3.15 The client's intention for this area of land is for 'private road' with 2.0m footway arrangement, whereby seeking to provide improved access for the site and seeking to provide or retain garages and associated spaces, against any loss of existing garages and parking spaces required for access.
- 3.3.16 The proposed site layout plan is provided within **Appendix 2**.
- 3.3.17 Large refuse vehicles can be seen to manoeuvre via the internal priority junction or the south western turning area within the site, as shown within **Appendix 2**. It is acknowledged that the Ivy Close can accommodate refuse bin collection vehicles at present to serve nearby local residents and the proposals seek the site to be served by such vehicles.

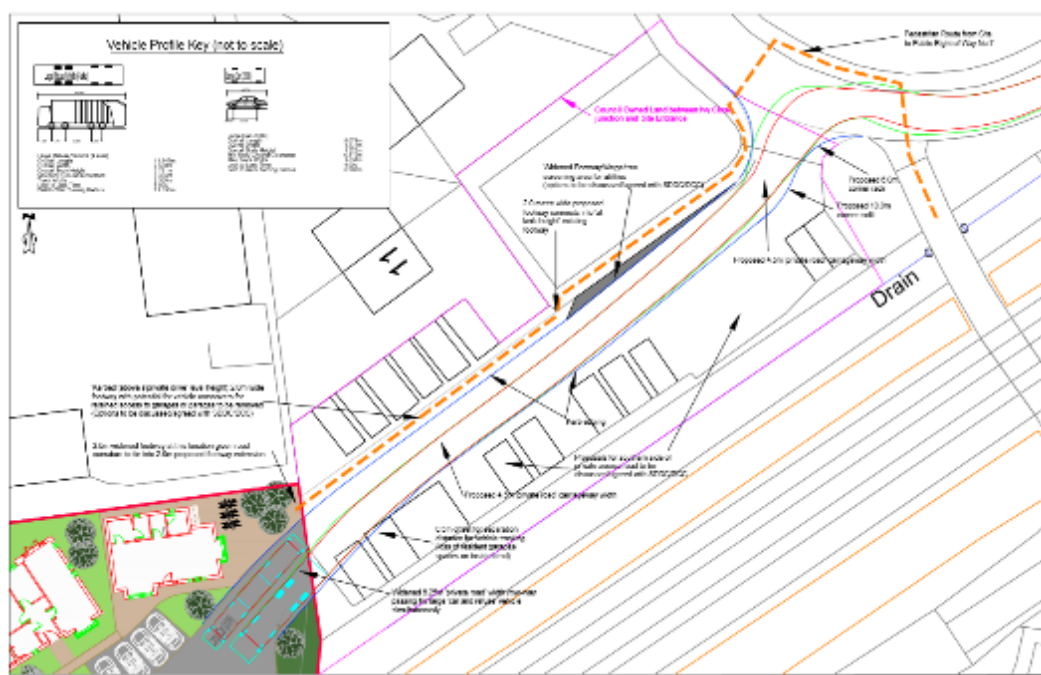
3.4.1 As part of the intention to pursue with a 'private drive' arrangement along this access road in serving the site, two potential highway improvement schemes have been identified in consideration of highway access and where possible, seeking to mitigate impact on existing garages and parking spaces. Given the proposed site has pedestrian links on the northern side of the site, it is intention that highway improvement scheme will provide a through continuous link on the northern side through to existing northern footway of this access road within council land ownership. This is seen to minimise the distance for providing a direct link for pedestrians via local footways.

3.4.2 The two identified highway improvement schemes are shown below in **Figure 3.5 & 3.6**, which are subject to anticipated largest sized vehicle (i.e. large refuse vehicle tracking with 11.4 metre vehicle length and 'large car') with 2.0m northern pedestrian footway and 4.5 or 5.5-metre-wide carriageway road width.

3.4.3 Both options are contained within **Appendix 2**.

[illegible]

Figure 3.6 – ‘Option 2’ – Potential Highway Improvement Scheme within Council Land Ownership between Ivy Close & Site



3.4.4 It can be seen that the potential identified improvement schemes offer different benefits in terms of access, however subject to agreement on how the surrounding land either side of the access is utilised and managed. We present the following highway considerations of both options as: -

Option 1

- 2.0m pedestrian footway on northern section across 7 No. garages (retain/refurbished/relocated or removed for other use at this location) allows opportunity for through pedestrian connectivity with Ivy Close via site;
- Typical 5.5m carriageway ‘private drive’ vehicle access width on straight section and widening on bend into proposed access via site and 10m/6m proposed corner radii of southern junction with Ivy Close;
- Allows ‘large car’ and ‘large refuse’ vehicle to pass simultaneously on proposed site access bend and straight section of internal route

Option 2

- 2.0m pedestrian footway on northern section across 7 No. garages (retain/refurbished/relocated or removed for other use at this location) allows opportunity for through pedestrian connectivity with Ivy Close via site;
- Narrowed 4.5m carriageway ‘private drive’ vehicle access width on straight section and widening on bend into proposed access via site and 10m/6m proposed corner radii of southern junction with Ivy Close;
- Allows ‘large car’ and ‘large refuse’ vehicle to pass simultaneously on proposed site bend only

- 3.4.5 From a 'first principles highway point of view' subject to further discussion, on the premise of minimising land take, highway construction and impact upon existing garages (should these be retained or not), **Option 1** is seen to be more viable scheme, in allowing large refuse access with simultaneous passing of large car should any garages be retained alongside presence of 2.0m continuous northern footway serving the site to Ivy Close serving public right of ways 'No.7' and 'SD50 15/1'.
- 3.4.6 The basis of the preferred solutions above are to be discussed and agreed between client and SDDC/DCC.

4.0 Parking Standards & Accident Data

4.1 Parking Standards

Car Parking

4.1.1 National Planning Policy Framework (2018) states the following in relation to parking standards for development: -

“if setting local parking standards for residential and non-residential development, policies should take into account: -

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”

4.1.2 Derbyshire County Council’s (November 1994) ‘Guidance Notes of Car Parking standards’ for C2 use, outlines that there is no formal parking document, although DCC have advised for a care facility, that they would generally expect ‘2 No. spaces plus 1 No. space per 4 No. bedrooms’.

4.1.3 After reviewing South Derbyshire District Council’s Supplementary Planning Document for parking standards ‘Draft South Derbyshire Design Guide’ (1997) states that for ‘residential parking’, the council strongly encourages developers to provide at least two spaces per dwelling (up to 4 No. bedroom units) however ‘variations may be considered due to location’.

4.1.4 On the basis of the above DCC ‘C2’ suggested car parking standard, with 111 bedrooms (excluding 2 No. bungalows), this would equate to the provision of 30 No. parking spaces being provided. Whilst accommodating 4 No. spaces for 2 No. bungalows from ‘Draft South Derbyshire Design Guide’, a total provision of 34 No. spaces is seen as an adequate total provision based on these standards.

4.1.5 The site proposes to provide 41 No. car parking spaces specifically for the proposals, excluding allocated parking for relocation of any ‘resident garages/spaces’ within the access or site itself. This is an increase of 7 No. spaces above the total provision. These proposed spaces are split across both uses, and are as follows: -

- 33 No. allocated ‘marked’ car parking spaces for ‘residents and staff’ within courts)
- 8 No. ‘on-street’ spaces & 1 No. layby of which are for visitors, servicing, maintenance use

4.1.6 As an additional exercise in seeking to justify the above proposed provision, we have interrogated the latest TRICS land use database for comparing similar sized sites in terms of parking provision and highest recorded ‘survey’ parking accumulation against provision proposed for the ‘C2’ use, as shown in **Table 4.1** below. Important to note that the selection

of these sites used are those contained from latest TRICS database in deriving the assumed 'multi-modal' trip rates for the C2 use presented in section 5 below.

Table 4.1 – TRICS 'Elderly Residential Nursing Home' sites comparable to Site (Parking Totals & Highest Parking Accumulation

TRICS Site	USE	AREA	No. of Residents	Parking Total for C2	Highest 'Survey' Parking Accumulation	No. of residents against 'Total Parking'	Highest 'Survey' Parking Accumulation against 'Parking Total'
GM-05-F-02	NURSING HOME	Bolton	180	66	34	38%	50%
WY-05-F-01	NURSING HOME	Leeds	58	25	12	43%	48%
Average			119	47	23	39%	49%
Care Home Units			111	37	-	33%	-
Care Home & 2 No. Bungalows			115	41	-	36%	-

(Note:- assuming 2 residents per bungalow, equates to 4 No. residents)

- 4.1.7 The above two sites outline that an average of 47 spaces for 119 residents, against council standard of 34 No. spaces, which we would assume allows for flexibility between total parking provision for proposed C2 use.
- 4.1.8 As the 'C2' element of the proposals are anticipated to accommodate 111 No. residents and estimated provision of 2 No. residents per bungalow equates to 4 No. residents, the anticipated total number of residents is 115. The proposals intend to provide 41 No. spaces (allocated bays and on-street spaces) for '111 No. resident' care facility units and 2 No. bungalows serving 4 No. residents.
- 4.1.9 **Table 1** above outlines that 'no of residents against total parking' ratio equates to 39% for similar 'C2' sized sites on latest TRICS land use database. The C2 proposals intend to provide 37 No. total 'allocated bays or on-street' parking spaces within the site which equates to 33% ratio, against this 39% average. In comparing the average expected highest parking accumulation for similar sized 'C2' sites, the estimated provision of occupied spaces is seen as approximately half of total parking capacity. Therefore, the expected highest parking accumulation for the 'C2' element of the proposals is seen to be approximately 20 utilised spaces (49% of 41 spaces).
- 4.1.10 The inclusion of 4 additional spaces for 2 No. bungalows is seen to serve these 4 No. residents and accords with the 'South Derbyshire Design Guide' stance on residential provision as 2 No. spaces per dwelling
- 4.1.11 The proposed allocation of 41 No. parking spaces for both elements of the proposal should be seen to accommodate any temporary fluctuations in demand for additional visitors, staff and guests including disabled use, servicing, maintenance and small minibuses.
- 4.1.12 Contrary to the above, the client is willing to adjust this level of provision to SDDC/DCC requirements, should
- 4.1.13 The allocated provision of 14 No. car parking spaces (identified as orange on site plan) is intended for local residents as a means to incorporate any loss of resident garage/ spaces with the agreed highway improvement scheme on council highway land between site and Ivy Close. The exact number, location and arrangement of such spaces will be agreed in discussion with SDDC/DCC.

- 4.1.14 Is it important to note that the proximity of public transport services, walk and cycle connectivity to local facilities proved a viable substitute for short to medium length journeys, therefore seek less reliance on staff, visitors and customers to use of the private car.

Cycle Parking

- 4.1.15 In reference that there seems to be no specific current cycle parking standard to apply for site except the former guidance which indicated that no specific standard has been included for cycle parking, unless such provision is likely to be a material consideration. Derbyshire County Council's (November 1994) 'Guidance Notes of Car Parking standards' for C2 use for cycles outlines the following: -
- Aged persons care facility
 - o Visitors and staff – '2 No. spaces plus 1 No. space per 4 No. bedrooms'
 - Two and Three No. bedroom dwellings – '2 No. spaces per unit'
- 4.1.16 Firstly, the care facility provision above is for visitors and staff (not specifically residents), and given expected provision of up to 35 No. staff at any time, this would equate to a provision of 11 No. spaces. As 2 No. bungalows equates to 4 No. cycle spaces.
- 4.1.17 Discounting any resident 'care facility' provision, this would suggest that the provision of 15 No. spaces is required. Taking into account the above council standard, this would equate to 30 No. spaces for C2 use and 4 No. spaces for the bungalows. The provision of 4 no. cycle spaces for the bungalows is anticipated to be either provided in garden sheds or on-plot for each bungalow.
- 4.1.18 As the proposals intend to provide 34 No. cycle spaces, it is seen that the provision of up a shared provision of 19 (11 No. for C2 use for 'staff and visitors' against total of 30 No. for C2 use) No. cycle spaces are provided for the 'supported living residents', equates to approximately '1 no. cycle space per 6 No. residents'.
- 4.1.19 Whilst the allocation of 19 No. cycle spaces is not specifically assigned for resident use only, across a working day, flexibility and uptake of 30 No. cycle spaces for C2 will vary between 'residents, visitors and staff'. This level of provision is seen as adequate, given local census data on cycle usage for the area is deemed low against other travel modes, see section 5 below.
- 4.1.20 We acknowledge how appropriate amount cycle provision is need in seeking to promote cycle trips, however should such level of provision, location and arrangement for all users will be agreed between client and SDDC/DCC.

4.2 Review of Personal Injury Road Accident Analysis in relation to the site

- 4.2.1 In order to identify local road safety concerns in relation to the site, Boston Transport Planning will seek to outline a basic review of recent local road accidents within the latest five-year period within close proximity of the site.
- 4.2.2 Collision data for the area has been obtained from Derbyshire Police. This identified search area is the assumed extent of the proposed impact of the site traffic as it joins the local highway network including local nearby junctions within Willington, as shown below in **Figure 4.1.**

Figure 4.1 – Identified Search Area in relation to the site



(Source: - Google Earth – May 2019)

- 4.2.3 Data has been obtained for the latest five-year period (60 month) road accident data leading up to 31st January 2019, with 7 No. 'slight' accidents recorded.
- 4.2.4 **Table 4.2** below outlines the accident data reference, date, location, number of vehicles and severity from these recorded accidents.

Table 4.2 – Latest Collision Data Records within the vicinity of the site

<u>ACCIDENT REF</u>	<u>TIME/DATE</u>	<u>LOCATION</u>	<u>NO. OF VEHICLES/PEDESTRIANS /CYCLISTS</u>	<u>CASUALTY</u>	<u>SEVERITY</u>
0006729/14	22:53 20/04/14	A5132 & B5008 junction	1 car	Pedestrian	Slight
001292315	20:19 24/03/15	B5008 Repton Road	1 car	Pedestrian	Slight
0013628/15	15:27 04/05/15	B5008 Repton Road	1 car	Pedestrian	Slight
0016134/15	16:50 21/09/15	A5132, A5132 & B5008 junction	2 cars	Driver	Slight to 1. No car only
0017352/15	12:45 31/12/15	Repton Road (B5008), A5132 & B5008 junction	1 car & 1 pedal cycle	Cyclist	Slight to 1. No pedal cycle only
0017459/16	06:44 08/01/16	A5132 (The Green)	2 cars & 1 other motorvehicle	Drivers	Slight to 2 No. cars
1800202	10:15 17/02/18	A5132 & B5008 junction	1 car & 1 cycle	Cyclist	Slight to 1. No pedal cycle only

(Source: - Derbyshire Police road accident data records obtained May 2019)

- 4.2.5 The above area identifies that are local to the proposed development site and will enable Boston Transport Planning to assess any potential highway safety issues that may be of concern to SDDC as a result of the proposed development.
- 4.2.6 The above data is the latest available at our time of request in May 2019 and does not outline specific outline contributory factors to how these accidents may have occurred.
- 4.2.7 **Table 2** above for the latest five-year period shows that there has been: -
- No recorded accidents along Ivy Close or access road on approach to site or its junction with A5132;
 - No recorded 'serious' or 'fatal' accidents within the identified search area;
 - Only 1 No. accident occurred within or near weekday highway peak hour period (0700 – 1000 & 1600 -1900);
 - 3 No. pedestrian (1 No. on dual mini roundabout), 2 No. Driver related (1 No. on dual mini roundabout), and 2 No. cyclist 'slight' casualties (both on dual mini roundabout); and
 - 1 No. accident in 2014, 4 No. in 2015, 1 No. in 2016 and 1 No. in 2018, average of 1 No. 'slight' accident every 8 and half months
- 4.2.8 Accidents at A5132 & B5008 roundabouts have largely involved vehicles failing to give way and pedestrian accident at or near central zebra pedestrian crossing between both roundabouts. The two accidents along Repton Road were recorded at or near its junction with convenience store and zebra pedestrian crossing approximately 100 metres south of the mini roundabouts involving pedestrians, whilst 'The Green' accident involved two cars colliding in overtaking a parked vehicle.
- 4.2.9 Whilst all accidents are regrettable, the high sporadic nature of 'slight' based accidents to date have unfortunately involved various users however it would appear that the local highway network is operating in a reasonably safe manner. As one or more considered contributory factors seem to relate to 'drivers failing to give way', 'drivers undue care and attention to other road users' or 'driver error'.
- 4.2.10 It is seen that the extent and scale of anticipated daily (or even highway peak hours) vehicular, pedestrian and cycle trip impact of the proposals would not be seen to exacerbate or intensify the existing highway safety record within the area to warrant road safety improvements. The presence of A5132 acts as a distributor road with 30mph speed limit and proposals promoting shared surface entrance further promotes the commitment to minimising road safety considerations and focus on promoting road safety within and near the site.

5.0 Census Ward Data & Multi-Modal Proposed Traffic Generation

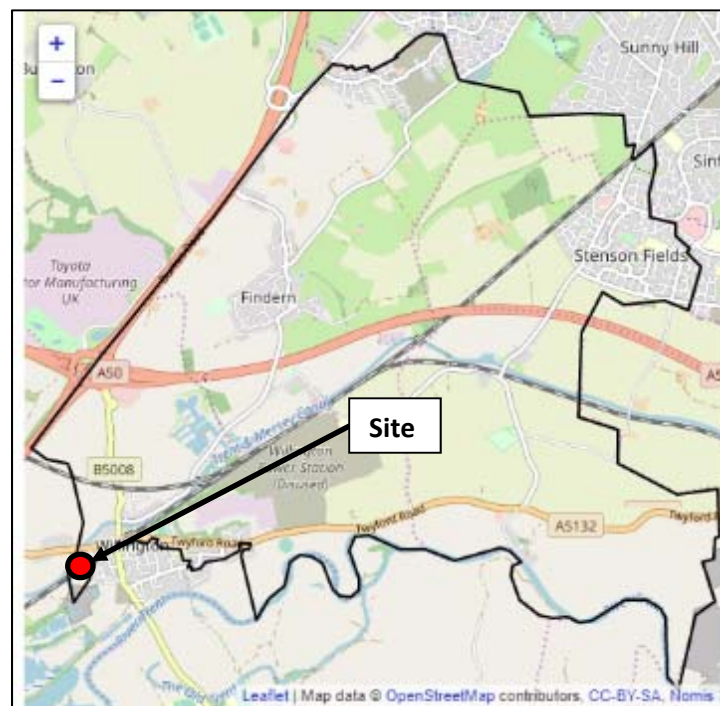
5.1 Introduction

- 5.1.1 This section will firstly outline the 'existing' Mid-level Super Output Area (MSOA) census data split for 'South Derbyshire 003' and assumed proposed TRICS 'multi-modal' trip rate and trip generation associated with the proposals.

5.2 Existing Census Split of Multi-modal Trips assumed for 'South Derbyshire' (003)

- 5.2.1 Firstly, as the site is located within the 'South Derbyshire' (003) area, we can seek to ascertain the likely multi-modal split of journeys undertaken by prospective residents/visitors and staff as part of the daily commute, the census data has been interrogated for those who travel to work for this area. **Figure 5.1** below outlines the split proportion of trips by travel mode below for this area, with data contained in **Appendix 3**.

Figure 5.1 – Assumed Travel to Work by mode for Proposals within 'South Derbyshire (003)
MSOA Census 2011 Data Plan



(Source: - <https://www.nomisweb.co.uk/>)

Table 5.1 – Assumed Travel to Work by mode for Proposals within ‘South Derbyshire (003)’
MSOA Census 2011 ‘Method of Travel to Work Data Table’

Method of Travel to Work	South Derbyshire' (003) - MSOA	Percentage
Train, bus, minibus or coach	38	3%
Driving a car or van	823	73%
Bicycle	31	3%
On foot	119	11%
All other methods of travel to work	121	10%

(Source: - NOMIS - Census 2011 - 'Q5701EW - Method of travel to work')

(Note:- excludes those working from home)

5.2.2 Based on the ‘Method of Travel to Work’ 2011 Census Data for the area, the above table would indicate the following proportional split of ‘residents’ are split by travel mode (excluding work from home): -

- 73% via private car (driver or passenger);
- 11% via walking;
- 10% ‘all other methods of travel’;
- 3% via ‘train, bus, minibus or coach’; and
- 3% via bicycle

5.2.3 This data suggests that at least 17% of those who travel to work within the ward utilise non-car modes of travel such as ‘walking, train, bus and cycle’ excluding all other methods of travel’, whilst 73% currently utilise use the private car.

5.2.4 Notwithstanding the above, it must be borne in mind that the ward area has differing levels of land uses (commercial/residential/leisure) and whilst the site is located within a rural settlement, the area has close access to supporting public transport facilities including walk and cycle routes.

5.3 Proposed Multi-Modal Trip Rates and Trip Generation

60 No. ‘Elderly Residential Units’ Care Home

5.3.1 As the intended use is elderly and over 55’s, the use of ‘elderly residential’ care home trip rate has been gathered to replicate the proposals as a ‘supported living’ facility from the latest TRICS Land use database.

5.3.2 We have gathered a ‘total people’ weekday trip rate for the 60 No. unit ‘supported living’ facility within the TRICS 7.6.1 Land Use Database, the trip rates and generation are as follows:

-

Table 5.2 – Assumed Total People Trip Rate and Generation for ‘Supported Living’ Facility within England

Total People	Weekday Highway Peak Hours	Trip Rates & Trip Generation		
		Arrival	Departure	Total
Trip Rate	0800 - 0900	0.122	0.076	0.198
	1700 - 1800	0.059	0.097	0.156
Trip Generation	0800 - 0900	14	9	23
	1700 - 1800	7	11	18
Daily		148	140	248

- 5.3.3 **Table 5.2** above outlines ‘total people’ trip rate and trip generation from the TRICS output for the proposals during both weekday highway peak hours. The proposals are seen to generate 14 No. arrivals and 9 No. departures, totalling 23 ‘people’ No. trips during the AM highway peak hour. Whilst the site is seen to generate 7 No. arrivals and 11 No. departures, totalling 18 No. ‘total people’ trips during the PM highway peak hour. The site is expected to generate approximately 148 No. arrival and 140 No. departure ‘total people’ trips per day, totalling 248 No. daily trips. The basis of applying the search for England only (excluding Greater London) only gathered 2 No. sites and only ‘elderly residential’ not ‘specific condition’ sites.
- 5.3.4 In order to derive the proposed multi-modal trip generation for the proposals, we have gathered multi-modal trip rate for ‘care home (elderly residential)’ developments based in England only from the latest TRICS 7.6.1 land use database.
- 5.3.5 In interrogating the latest TRICS 7.6.1 land use database for deriving ‘multi-modal’ trip generation during weekdays for the 60 No. unit ‘supported living’ facility, the following parameters have been applied: -
- 05 Health – F – ‘Care Home (Elderly Residential);
 - ‘Available range’ (‘half and double’);
 - England only – 2 weekday sites
- 5.3.6 The AM and PM weekday highway peak hour trip rates for vehicles, public transport users, cyclists and pedestrians have been derived and shown in **Table 5.3** below: -

Table 5.3: TRICS Multi-Modal Trip Rates for '111 residents' within 60 No. Unit 'Supported Living' Facility (AM & PM Weekday Highway Peak Hours)

Mode	Weekday Highway Peak Hours	Trip Rates		
		Arrival	Departure	Total
Vehicles	0800 - 0900	0.076	0.029	0.105
	1700 - 1800	0.038	0.071	0.109
Public Transport Users	0800 - 0900	0.013	0.021	0.034
	1700 - 1800	0.004	0.000	0.004
Cyclists	0800 - 0900	0.000	0.000	0.000
	1700 - 1800	0.000	0.000	0.000
Pedestrians	0800 - 0900	0.021	0.025	0.046
	1700 - 1800	0.000	0.004	0.004

5.3.7 The above trip rates would equate to the following trip generation for vehicles, public transport users, cyclists and pedestrians for the '60 No. unit 'supported living' facility, as follows in **Table 5.4**: -

Table 5.4: TRICS Multi-Modal Trip Generation for '60 No. Unit 'Supported Living' Facility

Mode	Weekday Highway Peak Hours	Trip Generation		
		Arrival	Departure	Total
Vehicles	0800 - 0900	9	4	13
	1700 - 1800	5	8	13
	Daily	91	89	180
Public Transport Users	0800 - 0900	2	3	5
	1700 - 1800	1	0	1
	Daily	25	20	45
Cyclists	0800 - 0900	0	0	0
	1700 - 1800	0	0	0
	Daily	0	1	1
Pedestrians	0800 - 0900	3	3	6
	1700 - 1800	0	1	1
	Daily	20	24	44
Total	0800 - 0900	14	10	28
	1700 - 1800	6	9	15
	Daily	136	134	270

5.3.8 **Table 5.4** above outlines that a typical similar sized facility could be seen to generate 13 No. total vehicle trips in the AM Highway peak and PM Highway peak hour (0800 – 0900 & 1700 – 1800 hrs).

5.3.9 TRICS Data output is attached in **Appendix 3**.

2 No. Bungalows

5.3.10 In interrogating the latest TRICS 7.6.1 land use database for deriving the ‘multi-modal’ trip generation during weekdays for 2 No. bungalows, the following parameters have been applied: -

- 03 Residential – A – Houses Privately Owned
- ‘Available range’ (‘lowest sites available’);
- All areas (excluding Greater London)– 12 weekday sites

5.3.11 The AM and PM weekday highway peak hour trip rates for vehicles, public transport users, cyclists and pedestrians have been derived and shown in **Table 5.5** below: -

Table 5.5: TRICS Multi-Modal Trip Rates for ‘111 residents’ within 2 No. Bungalows (AM & PM Weekday Highway Peak Hours)

Mode	Weekday Highway Peak Hours	Trip Rates		
		Arrival	Departure	Total
Vehicles	0800 - 0900	0.183	0.365	0.548
	1700 - 1800	0.337	0.183	0.520
Public Transport Users	0800 - 0900	No data		
	1700 - 1800			
Cyclists	0800 - 0900	0.000	0.010	0.010
	1700 - 1800	0.000	0.000	0.000
Pedestrians	0800 - 0900	No data		
	1700 - 1800			

5.3.12 The above trip rates would equate to the following trip generation for vehicles, public transport users, cyclists and pedestrians for the 2 No. bungalow (per dwelling), as follows in **Table 5.6**: -

Table 5.6: TRICS Multi-Modal Trip Generation for '2' No. Bungalows

Mode	Weekday Highway Peak Hours	Trip Generation		
		Arrival	Departure	Total
Vehicles	0800 - 0900	1	1	2
	1700 - 1800	1	1	2
	Daily	6	7	13
Public Transport Users	0800 - 0900	No data		
	1700 - 1800			
	Daily			
Cyclists	0800 - 0900	0	1	1
	1700 - 1800	0	0	0
	Daily	0	1	1
Pedestrians	0800 - 0900	No data		
	1700 - 1800			
	Daily			
Total	0800 - 0900	1	2	3
	1700 - 1800	1	1	2
	Daily	6	8	14

5.3.13 Taking into the total trip generation during both 'highway' peak hours, the assumed total 'multi-modal' for both the '111 residents' within the facility and 2 No. bungalows is outlined in **Table 5.7** below: -

Table 5.7: Total TRICS Multi-Modal Trip Generation for Proposals

Mode	Weekday Highway Peak Hours	Trip Generation		
		Arrival	Departure	Total
Vehicles	0800 - 0900	10	5	15
	1700 - 1800	6	9	15
	Daily	97	96	193
Public Transport Users	0800 - 0900	2	3	5
	1700 - 1800	1	0	1
	Daily	25	20	45
Cyclists	0800 - 0900	0	1	1
	1700 - 1800	0	0	0
	Daily	0	2	2
Pedestrians	0800 - 0900	3	3	6
	1700 - 1800	0	1	1
	Daily	20	24	44
Total	0800 - 0900	15	12	27
	1700 - 1800	7	10	17
	Daily	142	142	284

5.3.14 In accordance with **Table 5.7** above, it is seen that there will be approximately 44 No. 'multi-modal transport trips across both weekday highway peak hours, it is seen that the assumed split of trips is: -

- (10%) - 6 No. public transport trips; and
- (23%) - 7 No. pedestrian trips;
- (53%) - 30 No. vehicular trips; and
- (13%) - 1 No. cycle trips;

5.3.15 Based on the above, it can be seen that this site is assumed to generate at least approximately 32% (14 divided by 44) of trips by non-car modes of transport other than the private car during highway peak hours. Given the close proximity and connectivity of rail, bus, walk and cycle links in relation to the site, this anticipated 'multi-modal' figure is above the census estimated provision of 17% for non-car modes (walking, cycle and public transport) for the area. Notwithstanding this, the site intends to promote residents, staff and visitors to utilise public transport and non-car modes of travel where possible, especially for local based trips. It is seen that the premise of proportion of staff and visitors may will live within close proximity of the site, and therefore potential utilise sustainable forms of travel other than the private car.

5.3.16 The assumed total vehicular trip impact of the proposals is seen to be low during each weekday highway peak hour. With the units generating the highest proportion of this traffic, a low level of additional trips is expected for maintenance, servicing, refuse collection trips each week outside of these highway peak hours across a working week.

5.4 Proposed Trip Impact Assessment at Ivy Close & A5132 Castle Way Priority Junction

5.4.1 In agreement with Derbyshire County Council, independent classified turning counts have been undertaken by 'MHC Traffic' on Tuesday 28th May 2019 at the following local junctions to determine any 'highway peak hour' trip impact with the proposals. These junctions are: -

- Ivy Close & A5132 Castle Way three arm priority junction between 0700 – 1000 and 1600 – 1900 hours;
- A5132 Castle Way, B5006 Canal Bridge, The Green & Repton Road double mini roundabout junction between 0700 – 1000 and 1600 – 1900 hours.

5.4.2 All classified turning count, queue length and pedestrian flow data for the above junctions is included in **Appendix 4**. The 'network' highway peak hours across both surveys for these two junctions was determined as: -

- AM Highway Peak Hour –'07:30 – 08:30'
- PM Highway Peak Hour –'16:45 – 17:45'

5.4.3 With the use of Department for Transport's National Trip End Model (NTEM) Version 7.2 growth factors for the area 'South Derbyshire' (003), we have gathered uplifted '2019 to 2024' expected traffic growth proportions for 'rural principle road' from 2019 (planning year) to the future 5 year planned year (2024) these are:-

- AM Highway Peak Hour – '2019 to 2024' is: - **1.0493**
- PM Highway Peak Hour – '2019 to 2024' is: - **1.0532**

('Car Driver' with average 'Production & Attraction' trip end type)

5.4.4 These traffic growth figures will be applied to all existing 'highway peak hour' turning movements for both junctions in 2019 for predicting the uplift in traffic to 2024.

5.4.5 **Appendix 5** outlines the traffic model for the uplift of surveyed flows from 2019 to 2014 including assigned tidality split of proposed development trips along A5132 & B5008 during weekday 'network' highway peak hours of '07:30 – 08:30' and '16:45 – 17:45'. **Appendix 5** also includes derived NTEM TEMPro growth factors.

5.4.6 **Table 5.8** below outlines the operational capacity impact of the junction during 2019 (with and without development) and 2024 (with and without development traffic): -

Table 5.8: 2019 & 2024 (with and without development trips) 'PICADY' 'Ratio of Flow to Capacity Assessment' Operational Capacity Assessment Table for 'Ivy Close & B5132 Castle Way

	2019 AM			2019 PM		
	RFC	Modelled Queue	Average 'Max' Queue	RFC	Modelled Queue	Average 'Max' Queue
Ivy Close	0.000	0	0	0.000	0	1
A5123 (Eastbound) Right In	0.000	0	1	0.001	0	3

	2019 AM WITH DEV		2019 PM WITH DEV	
	RFC	Queue	RFC	Queue
Ivy Close	0.020	0	0.030	0
A5123 (Eastbound) Right In	0.010	0	0.020	0

	2024 AM		2024 PM	
	RFC	Queue	RFC	Queue
Ivy Close	0.000	0	0.000	0
A5123 (Eastbound) Right In	0.000	0	0.010	0

	2024 AM WITH DEV		2024 PM WITH DEV	
	RFC	Queue	RFC	Queue
Ivy Close	0.020	0	0.030	0
A5123 (Eastbound) Right In	0.010	0	0.020	0

(Note: - Highest Recorded 'Maximum' Queue is noted in brackets)

- 5.4.7 It is seen that if the 'ratio of flow to capacity' (RFC) exceeds '0.850' on any arm, then there is proportional propensity for queuing to occur between '0.850' to '1.000' and exponentially above '1.000'.
- 5.4.8 The PICADY results shown in **Table 5.8** above outlines that the junction is currently operating well within operational capacity below 0.850 'ratio to flow capacity' (RFC) during either highway peak hour up to 2024. With the additional of development traffic for up to design year of 2024, this is not seen to materially affect operational capacity at this junction.

5.5 Proposed Trip Impact Assessment at 'A5132, B5006, The Green & Repton Road' Double Mini Roundabout Junction

- 5.5.1 **Table 5.9** below outlines the operational capacity impact of the dual mini roundabouts using ARCADY model for 2019 and 2024 (with and without development traffic) with calibrated

observed queues. The parameters have been adjusted within the model in seeking to calibrate '2019 base' model to the observed 'mean maximum queues' from the queue length survey.

Table 5.9: 2019 & 2024 (with and without 'development' trips) 'ARCADY' 'Ratio of Flow to Capacity' Operational Capacity Assessment for 'B5132 'The Castle Way' & 'The Green'/ B5008 'Canal Bridge' & 'Repton Road' Dual Mini Roundabout Junction – Calibrated to reflect 'Mean Maximum Queues'

			2019 AM			2019 PM		
			RFC	Modelled Queue	Observed 'Mean Max' Queue	RFC	Modelled Queue	Observed 'Mean Max' Queue
Junction 1 - Northern Rbt	1	A5132 The Green	0.390	1	5	0.890	6	5
	2	Northbound Link	0.280	1	3	0.310	1	3
	3	B5008 Canal Bridge	0.390	1	4	0.980	13	12
Junction 2 - Northern Rbt	1	Southbound Link	0.570	2	4	0.740	3	4
	2	B5008 Repton Road	0.630	2	6	0.990	18	7
	3	A5132 The Castle Way	0.660	3	2	0.690	3	6

(Note: - Assigned Queue for Northbound/Southbound links between rbts is 2 (1 no. either side of pedestrian crossing). Only modelled queue for 'Jct 2, Arm2' is somewhat different against observed given nature of lane geometry (entry & exit) of this approach via bridge, however wider model has been calibrated (where possible) given 'site measurements'/'pedestrian flows'/'mean maximum queues'

			2019 AM WITH DEV		2019 PM WITH DEV	
			RFC	Queue	RFC	Queue
Junction 1 - Northern Rbt	1	A5132 The Green	0.390	1	0.900	6
	2	Northbound Link	0.290	1	0.320	1
	3	B5008 Canal Bridge	0.390	1	0.990	13
Junction 2 - Northern Rbt	1	Southbound Link	0.570	2	0.740	3
	2	B5008 Repton Road	0.640	2	0.990	18
	3	A5132 The Castle Way	0.660	3	0.690	3

			2024 AM		2024 PM	
			RFC	Queue	RFC	Queue
Junction 1 - Northern Rbt	1	A5132 The Green	0.410	1	1.050	15
	2	Northbound Link	0.290	1	0.330	1
	3	B5008 Canal Bridge	0.410	1	1.120	<u>36</u>
Junction 2 - Northern Rbt	1	Southbound Link	0.610	2	0.740	3
	2	B5008 Repton Road	0.670	3	1.040	<u>29</u>
	3	A5132 The Castle Way	0.690	3	0.730	3

			2024 AM WITH DEV		2024 PM WITH DEV	
			RFC	Queue	RFC	Queue
Junction 1 - Northern Rbt	1	A5132 The Green	0.420	1	1.050	15
	2	Northbound Link	0.300	1	0.330	1
	3	B5008 Canal Bridge	0.420	1	1.120	<u>37</u>
Junction 2 - Northern Rbt	1	Southbound Link	0.610	2	0.740	3
	2	B5008 Repton Road	0.680	3	1.040	<u>29</u>
	3	A5132 The Castle Way	0.700	3	0.730	3

- 5.5.2 Through calibrating the model in seeking to closely match the observed 'mean maximum queues' (where possible), it can be seen from **Table 5.9** that the proposed development will only create one additional vehicle queue on B5008 Canal Bridge arm for the worst case '2024 PM with development' against the '2024 PM' scenario. This table also shows that there seems to be change in 'mean maximum queue' estimated in the '2024 AM with development' scenario to the '2024 AM' scenario for this junction.
- 5.5.3 Therefore, in vehicular trips, the proposals incur minimal amount of additional vehicular traffic, and only increase queuing on one arm by 1 No. queuing vehicle on PM highway peak hour. The relative scale and quantum of the vehicular trip impact of the proposals on the operational capacity of this dual mini roundabout is seen as negligible across both highway peak hours in the future design year of 2024.
- 5.5.4 It must be borne in mind that 'day to day' demand fluctuations in traffic will create variable queuing conditions, notwithstanding inter-relationship of crossing vehicular conflict movements and 'pedestrian crossing' flows during peak hours will marginally affect operational junction capacity of this dual mini roundabout
- 5.5.5 Given the flexibility of part time and full time staff working coinciding with these peak hours,, it could be seen that the assumed vehicular trip generation could even dissipate over a much wider AM/PM period than just the peak hour itself, whereby the potential vehicular trip impact of the proposals during peak hours could potentially be less than suggested above.
- 5.5.6 **Appendix 6** includes modelling outputs for all assessed scenarios for both junctions.

6.0 Site Sustainability

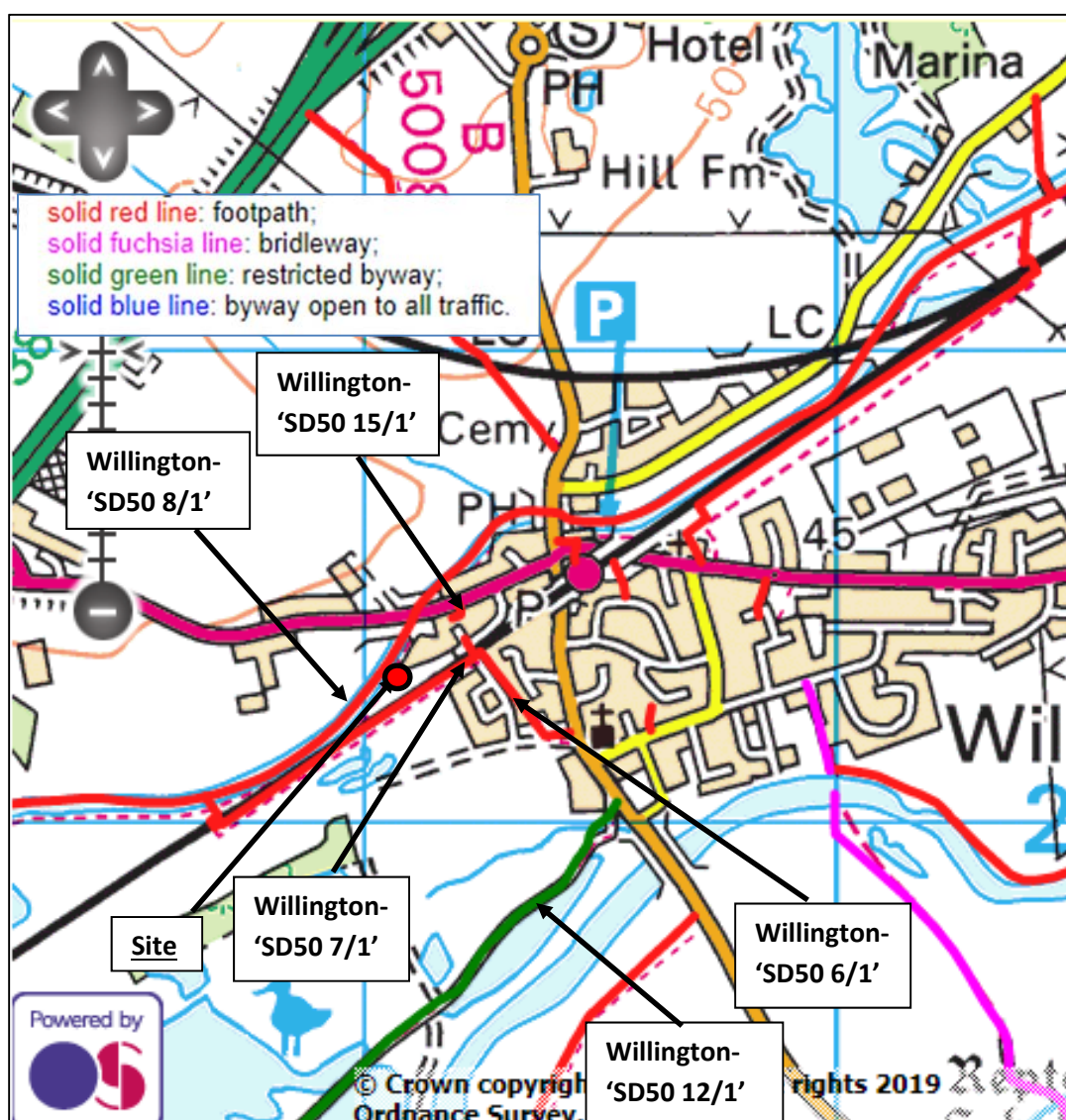
6.1 Introduction

- 6.1.1 To demonstrate that the proposed site is accessible by a wide range of travel modes and that the predicted traffic generation is a robust case, Boston Transport Planning has assessed the existing site sustainability in accordance with Department for Transport's Guidance on Transport Assessments and National Planning Practice Guidance principles.

6.2 Pedestrian Accessibility

- 6.2.1 The Chartered Institute of Highways and Transportation (CIHT) "Guidance for providing for Journeys on Foot" identifies 2.0 kilometres as the preferred maximum walking distance for people travelling on foot for commuting trips. The site is well within the 'preferred maximum' 1,200 metre walking distance that is identified for areas defined as 'elsewhere' in Table 3.2 of the Chartered Institution for Highways and Transportation (CIHT) document – 'Providing for Journeys on Foot' for suggested acceptable walking distances'.
- 6.2.2 As suggested by the Institute of Highways and Transportation (IHT), an average walking speed is given as 4.8km/h, or 5 minutes for every 400 metres. The maximum walk distances quoted above for areas defined as 'elsewhere' is 15 minutes. It can be seen that the area serves the area of Willington and part of Eggington, adjacent to the A38.
- 6.2.3 The proposed development site is located approximately 400 metres from Willington centre, therefore is well placed to encourage new residents, staff and visitors to access local amenities on foot.
- 6.2.4 Ivy Close benefits of having a continuous footway on its northern side and partly on its southern side providing direct footway link towards Willington.

Figure 6.1 – Existing Pedestrian Connectivity within Willington in relation to Site



(Source:- rowmaps.co.uk – June 2019)

6.2.5 **Figure 6.1** outlines that the localised area of Willington has numerous public roads with footway provision promoting pedestrian trips within and around the Willington area. The site has several public rights of way bounding the site, most notably 'Willington 'SD50 7/1' which is approximately 70 metres east of the existing access via rail underpass off Ivy Close which runs adjacent to the site alongside 'Derby to Birmingham New Street' railway line. This route provides direct connection to the west to 'Willington SD50 8/1', a towpath along the 'Trent & Mersey' Canal linking Stretton, A5132 and villages to the north. The site abuts this towpath on its western side providing direct pedestrian access to the A5132.

6.2.6 Willington 'SD50 15/1' footpath provides a through pedestrian route between the cul-de-sac of Ivy Close with the A5132, opposite Willington Old School Community Centre. 'Willington

SD50 6/1' via the rail underpass enables through pedestrian connectivity to 'Willington Surgery', approximately 300 metres from the site. The area is conducive to promote pedestrian connectivity for onward multi-modal journeys via B5008 or Willington Rail Station.

6.2.7 **Figure 6.1** above also outlines how the surrounding area promotes pedestrian trips and is viable for prospective residents, staff and visitors to undertake acceptable journeys on foot within Willington area and near the site. It can be seen that the varied public rights of way and pedestrian footways of the village promotes and facilitates pedestrian movements especially in accessing local bus, train and taxi services.

6.2.8 **Figure 6.2** below outlines photographs of local public rights of way 'Willington SD50 7/1' & '8/1' and '15/1' within close proximity of the site.

Figure 6.2 – Existing Public Rights of Way near Site



'Willington SD50 7/1'



'Willington SD50 8/1'



‘Willington SD 15/1’

6.3 Local Bus Services

- 6.3.1 The CIHT Guidance “Providing for Public Transport in Developments” defines 400 metres as the recommended maximum distance to walk to a bus stop. It can be seen that there are two kerbside bus stops on B5008 Canal Bridge outside ‘Rising Sun’ and ‘The Green Man’ public houses, approximately 400 metres from the site.
- 6.3.2 The northbound bus stop has cantilever bus shelter, signpost and pole, timetable with raised bus stop kerbing. The southbound bus stop has brick cantilever bus shelter with seating, signpost and pole, timetable with raised bus stop kerbing. Both services serve the V3 bus service. These are located below in **Figure 6.3**.

Figure 6.3 – Local Bus Stops in relation to Site



(Source: - [Google Earth - June 2019](#))

- 6.3.3 The V3 'The Villager' bus service runs along B5008 and serves Derby, Littleover, Heatherton, Findern, Willington, Repton, Newton Solney to Burton upon Trent. The service runs hourly every day in both directions with early morning (except on Sunday) and late evening services and is operated by 'Trent Barton'.
- 6.3.4 The service provides connection into Derby Bus Station within 30 minutes for a greater connectivity to surrounding villages and towns such as Uttoxeter, Asbourne, Matlock, Mansfield, Nottingham and Loughborough. **Appendix 7** contains bus timetable and route plan.

6.4 National Rail Overground Services

- 6.4.1 With the site being located on the peripheral of Derby, the site is situated within has close connectivity with 'National Rail' network via Willington Rail Station on 'Derby to Birmingham New Street' railway line. The site is situated within 350 metres of Willington Railway Station via Ivy Close. **Figure 6.4** below outlines the location of railway station in proximity to the site.

Figure 6.4 – Willington Railway Station within close proximity of the site



(Source: - [Google Earth - June 2019](#))

- 6.4.2 Willington Rail Station is situated approximately 10 kilometres south west of Derby which has two rail platforms, served by CrossCountry trains although operated by East Midlands Trains.
- 6.4.3 Services run generally on two-hourly basis during core hours between Monday and Saturday, providing through connection between Burton-on Trent, Tamworth, Wilnecote, Derby, Spondon, Long Eaton, Beeston, Nottingham and further connection to Birmingham New Street. Change at Derby is required for further onward journeys.
- 6.4.4 The station is situated on the dual mini roundabout junction within the village and subway access between both platforms. The station has limited facilities which includes a shelter and outdoor seating on both platforms but does not have ticketing facilities at the station. The station has CCTV, available staff assistance including storage for 6 No. cycle spaces.

6.5 Cycle Routes

- 6.5.1 Former Planning Policy Guidance Note 13 stated that cycling has the 'potential to replace short car journeys, particularly those under 5 kilometres. The distance equates to a journey time of around 25 minutes, while cycling at a leisure speed of 12 kilometres per hour. Whilst this document has been superseded in planning terms, however this advice is still considered relevant in movement and accessibility terms.
- 6.5.2 Cycling can make a significant contribution towards a more sustainable local transport system. Cycling is widely accessible, convenient, healthy and environmentally friendly mode of travel.

Most Highway Authorities adopt cycling strategies, which aim to develop cycle use through promoting a positive cycle culture. Cycling is widely recognised as a sustainable alternative to short car journeys and in particular those of distances less than 8 kilometres. It is seen that most cycle journeys for no-work purpose and those to rail stations are between 800 to 3,200 metres or up to 4.0 kilometres, but many cyclists are willing to cycle up to 8 kilometres for work.

- 6.5.3 The close proximity of Willington railway station with 6 no. cycle spaces will actively promote residents, visitors and staff to use the cycle. The area has road speeds of 30mph, relatively flat with wide carriageways including close to other residential areas which can actively encourage cycling as a feasible alternative than using the private car.
- 6.5.4 **Appendix 7** outlines how the site is located within 5 kilometres National Cycle Routes No. 54, 63, 66, 68 and 549 providing opportunity for those who travel by cycle with wider connectivity with Derby, Burton Upon Trent, Etwall to the west of Derby.
- 6.5.5 The closest route to the site is NCR Route No.54 at approximately 2.5 kilometres west of the site in Eggington Common. This 60-mile circular cycle route connects Stourport to Parsley Hay via Kidderminster, Dudley, Lichfield, Burton upon Trent, Eggington to Derby and forms of various traffic free and quiet minor roads.
- 6.5.6 A5132 whilst not being seen as an allocated cycle route within Willington, however the area is conducive for cycling and topography is relatively flat
- 6.5.7 It can be seen that advanced cyclists who tend to travel up to 5km their place of work or for leisure can access largely an area of Willington, south west Derby, Tutbury, Burton Upon Trent and north Swadlincote, as shown in the isochrone plan shown in **Appendix 7**. IHT Guidelines suggest 15 minutes to be an acceptable cycle travel time (equivalent to an approximate distance of 5km), although it is not uncommon for longer journeys to be undertaken, particularly for journeys to work.

6.6 Local facilities

- 6.6.1 **Appendix 7** also outlines that the catchment area surrounding Willington has various local retail, health and leisure, schools and nurseries including employment near the A38 alongside other local bus stops further afield, promoting the use of sustainable travel modes than the private car.

7 Conclusion

7.1 Introduction

- 7.1.1 Boston Transport Planning has been commissioned by 'UKPH' for 'Monument Four Ltd' to prepare a Transport Statement to support an outline planning application for 60 No. 'supported living' facility (Class C2) and 2 No. Bungalows (C3) on land off Ivy Close, Willington, DE65 6BS. This Transport Statement (TS) has been scope with Derbyshire County Council, and the development site is located within South Derbyshire District Council.
- 7.1.2 This report provides a detailed explanation of the site in relation to the existing and wider highway network, national and local planning policy, existing access arrangements including proposed highway improvement scheme between site and Ivy Close, parking standard requirements, road accident data review, assumed proposed multi-modal traffic impact generation, junction modelling and capacity at nearby junctions and means of access by sustainable modes of travel.

7.2 Summary of Transport Statement

- 7.2.1 The TS has outlined the following: -

- The site is located within South Derbyshire District Council, within the ward of 'Willington and Findern'. The site is 'triangular' shaped, bounded on the north western side by Trent and Mersey Canal, 'Derby to Birmingham New Street' railway line to the south and 'Derbyshire County Council's Environmental Services Willington Sub Depot' on the north eastern side and residential garage clocks to the east towards Ivy Close. The site is largely residential and commercial to the north and east and rural to the west and south on the fringe of the village.
- The site is currently agriculture land with existing tarmac vehicular access via internal access road connecting with Ivy Close;
- In review of national planning policy such as 'NPPF', 'NPPG', 'Derbyshire Local Transport Plan' and 'South Derbyshire Local Plan' policies and principles, the site is seen to support and promote sustainable transport, pedestrian and cycle access whilst maintaining adequate means of vehicular access off Ivy Close for prospective residents (including local residents), visitors, staff, deliveries, refuse and emergency services.
- In terms of car parking standards for proposals only (not relocated garage spaces), DCC have advised that they would expect '2 No. spaces plus 1 No. space per 4 bedrooms' for C2 use which alongside SDDC's 'Draft South Derbyshire Design Guide' for residential equates provision of at least two spaces per dwelling. Given '111 No. resident facility' and '2 No. bungalows', this would equate to a total car parking provision of 34 No. car parking spaces. The site proposes to provide 41 No. car parking spaces (33 No. allocated and 8 No. on-street spaces) for both uses. TRICS car parking assessment of similar sites suggests flexibility could

be applied on average total provision to this proposed provision, based on available sites from this database but also provision could well be under-utilised. Notwithstanding this, this marginal increase above this suggested parking standard is seen to accommodate any temporary fluctuations in demand for additional visitors, staff and guests including disabled use, servicing, maintenance and small minibuses. On this basis, it is seen that the proposed car parking provision for the proposals only (not relocated garage spaces) provided is seen as adequate level of provision, given the high dependency of the car from census data for the area;

- In terms of cycle parking standards, there seems to be no specific parking standard except former DCC guidance (1994) outlining '2 spaces plus 1 No. space per 4 No. bedrooms' for 'visitors and staff only' of the C2 use and '2 space per unit' for C3 residents. Based on up to 35 No. staff (as number of visitors is unknown) at any one time for C2 use, this would equate to 11 No. spaces for 'staff and visitors' and 2 No. bungalows, results in the provision of 4 No. spaces. However as above, the provision of 34 No. cycle spaces would accord to standard above. Therefore, as no resident cycle provision for the C2 use is stated, the proposals intend to provide total provision of 34 No. cycle spaces (17 No. cycle stands), which is seen to serve C2 residents given flexibility and uptake of use between 'visitors, staff and residents';
- A review of highway safety issues and road accident records for highways in the vicinity of the site does not suggest a significant road safety problem in the area.
- Two proposed 'highway improvement schemes' for the area owned by the council between the site and Ivy Close have been outlined for SKDC/DCC review. The premise of the preferred design will ensure any resident garages affected by the proposals will be allocated a new parking space/garage within the identified area or within the proposed site. Either scheme promotes pedestrian connectivity to nearby public rights of way and Ivy Close footway with a proposed 2.0 metre northern footway and worst case 'vehicle tracking' via a large refuse vehicle;
- NOMIS Census 2011 'Travel to Work by mode' data for the 'South Derbyshire (003) mid-level super output area (MSOA) outlines that the assumed proportion of resident trips as 73% by private car, 11% each by 'walking', 10% 'all other methods of travel to work' and 3% each by 'train, bus, minibus or coach' and 'cycle'. This data suggests that at least 17% of those who travel to work within the ward current utilise non-car modes of travel and may well be higher including those defined within 'all other methods of travel to work' It must be borne in mind that this reflects trips to work whereby there are numerous land uses (commercial/residential/leisure) within close proximity which will not require vehicular access;
- From the latest TRICS database, the assumed 'total people' trip rate for C2 use is seen to generate 14 No. arrival trips and 9 No. departure trips during the AM peak hour, totalling 23 No. 'total people' trips. Whilst during the PM highway peak hour, the assumed 'total people' trip rate is seen to generate 7 No. arrival trips and 1 No. departure trips, totalling 8 No. 'total people' trips. The site is expected to generate a few additional trips during these periods for

the 2 No. bungalows, however C2 use itself is seen to around 148 'arrival', 140 'departure', totalling 248 No.' two-way' trips.

- In interrogating latest TRICS database to account for the total 'vehicular' trips for both uses during 'highway peak hours, it can be seen that these proposals generate a lower level of total trips as: -
 - o 10 No. arrival and 5 No. departure trips, totalling 15 No. trips in AM weekday 'peak hour' of '07:30 and 08:30'; and
 - o 6 No. arrival and 9 No. departure trips, totalling 15 No. trips in PM weekday 'peak hour' of '16:45 and 17:45'
- In applying the above highway peak hour trips, the 'highway' peak hour junction modelling assessment outlines that 'Ivy Close' and 'A5132' priority junction is expected to operate within operational capacity for all assessed scenarios inclusive of the development traffic;
- Whilst 'highway' peak hour junction modelling assessment outlines that the A5132 and B5008 dual mini roundabout is currently operating under congestion conditions. However, up to the '2024 base' scenario, the proposals will create an increase of 1 No. additional queuing vehicle on the B5008 Canal Bridge arm in only the '2024 PM with development' scenario than against the '2024 PM base' scenario. Therefore, the proposals are seen to create only a minor vehicular trip impact during the worst-case PM 'highway' peak hour on and above existing congested conditions expected for this junction in 2024;
- The site is accessible by modes of transport other than the private car being located adjacent to the existing Willington built up area and within a short walking and cycle distance of existing B5008 bus services, rail services at Willington Railway Station including local facilities within and around Willington, including shops and schools. The proposed development will therefore comply with both national and local transport policies in promoting use of sustainable modes, which also focus on reducing the need to travel further afield, especially in use of the private car

7.3 Conclusion

- 7.3.1 This TS has appraisal the impacts of the anticipated vehicular traffic flows associated with the proposals and the resulting analysis has outlined that a minimal traffic impact is expected from the proposals on the local road network.
- 7.3.2 Paragraph 109 of the NPPF states that 'Development should only be prevented or refused on highway grounds, if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. Based on the scale of the impact of the proposals, there are no overriding reasons in transportation terms why the development proposals should not be approved.

APPENDICES

2019-005 Proposed 60 No. Unit 'Supported Living' Facility and 2 No. Bungalows on land off Ivy Close, Willington, Derby,
Derbyshire, DE65 6BS

June 2019

Appendix 1 – Site Location Plan

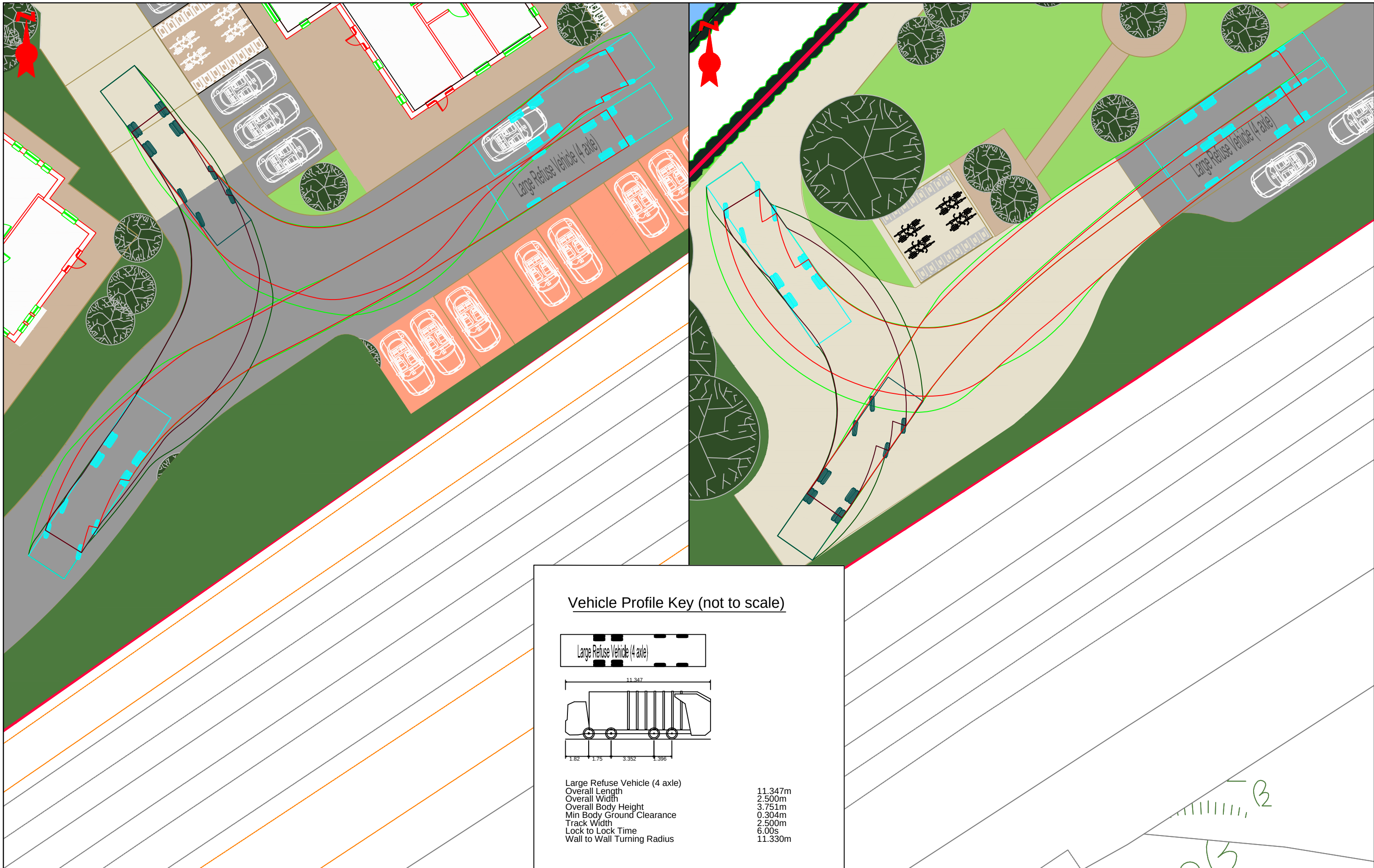


Proposed Care Home on Land off Ivy Close, Willington, DE65 6BS

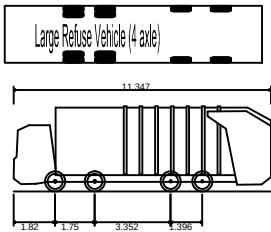
Appendix 2 – Site Proposals including Refuse Tracking & Highway Improvement Scheme Options



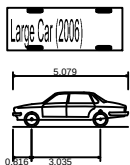
Wall Reference GENERAL NOTES: 1: Do not scale drawings. Dimensions govern. 2: All dimensions are in millimetres unless noted otherwise. 3: All dimensions shall be verified on site before proceeding with the work. 4: Bailey-English Studio, shall be notified in writing of any discrepancies. 5: All information remains the property of Bailey-English Studio, and may not be used for any purpose whatsoever, or reproduced through any medium without the written permission of Bailey-English Studio. 6: All copyrights retained by Bailey-English Studio. 7: Subject to survey and all necessary statutory and legal consents.	Orientation	<table><tr><th>REV</th><th>BY</th><th>DATE</th><th>DESCRIPTION OF AMENDMENTS</th></tr><tr><td></td><td></td><td></td><td></td></tr></table>	REV	BY	DATE	DESCRIPTION OF AMENDMENTS					<table><tr><th>KEY PLAN</th></tr><tr><td></td></tr></table>	KEY PLAN		<table><tr><th>REFERENCE NOTES:</th></tr><tr><td></td></tr></table>	REFERENCE NOTES:		<table><tr><td>CLIENT</td><td>M4 Ltd</td></tr><tr><td colspan="2"> BAILEY-ENGLISH STUDIO Unit 02 - 74 Rugby Road - Hinckley - Leicestershire - LE10 0QD admin@baileyenglishstudio.com </td></tr></table>	CLIENT	M4 Ltd	BAILEY-ENGLISH STUDIO Unit 02 - 74 Rugby Road - Hinckley - Leicestershire - LE10 0QD admin@baileyenglishstudio.com		<table><tr><td>PROJECT</td><td>Ivy Close Willington Derby_DE65</td></tr><tr><td colspan="2"> ISSUED FOR Outline Planning </td></tr></table>	PROJECT	Ivy Close Willington Derby_DE65	ISSUED FOR Outline Planning		<table><tr><td>DRAWING TITLE</td><td colspan="2">Proposed_Block Plan Plans_Layout Supported Living Units</td></tr><tr><td>DATE</td><td>SCALE</td><td>DRAWN BY</td></tr><tr><td>23.04.2019</td><td>1:500 @ A1</td><td>RBE</td></tr><tr><td colspan="2">DRAWING NUMBER</td><td>REVISION</td></tr><tr><td colspan="2">B E S 19_053_PR_001</td><td>A</td></tr></table>	DRAWING TITLE	Proposed_Block Plan Plans_Layout Supported Living Units		DATE	SCALE	DRAWN BY	23.04.2019	1:500 @ A1	RBE	DRAWING NUMBER		REVISION	B E S 19_053_PR_001		A
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Vehicle Profile Key (not to scale)



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m



'Kerbed'(above s'private drive' level height) 2.0m wide footway with potential for vehicle crossovers for retained access to garages or garages to be removed (Options to be discussed/agreed with SDDC/DCC)

2.5m widened footway at this location given road curvature to tie into 2.0m proposed footway extension

Council Owned Land between Ivy Close junction and Site Entrance

Widened Footway/Verge/tree screening area for utilities (options to be discussed/agreed with SDDC/DCC)

2.0 metre wide proposed footway connects into 'at kerb height' existing footway

Proposed 6.0m corner radii

Proposed 10.0m corner radii

Proposed 5.5m 'private road' carriageway width

Drain

Kerb edging

Proposals for southern side of private access road to be discussed/agreed with SDDC/DCC

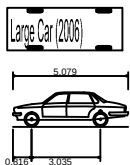
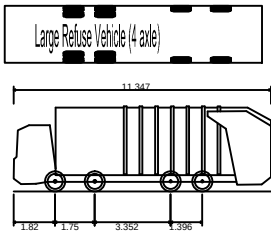
Proposed 5.5m 'private road' carriageway width

0.5m offset for separation distance for vehicle tracking (loss of resident garages/spaces on inside bend)

Widened 6.25m 'private road' width (two-way passing for large 'car and refuse' vehicle simultaneously)

Notes:- This drawing is for indicative purposes for outline planning only and based on Ordnance Survey Mapping provided by client. Until technical approval has been obtained from the relevant authority, it should be understood that all drawings issued are preliminary and not for construction. Should the contractor commence site work prior to approval being given, it is entirely at their own risk. This drawing is copyright and should not be reproduced in whole or part without the written of the engineer.

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'Kerbed'(above s'private drive' level height) 2.0m wide footway with potential for vehicle crossovers for retained access to garages or garages to be removed (Options to be discussed/agreed with SDDC/DCC)

2.5m widened footway at this location given road curvature to tie into 2.0m proposed footway extension

Council Owned Land between Ivy Close junction and Site Entrance

Widened Footway/Verge/tree screening area for utilities (options to be discussed/agreed with SDDC/DCC)

2.0 metre wide proposed footway connects into 'at kerb height' existing footway

Proposed 6.0m corner radii

Proposed 10.0m corner radii

Proposed 4.5m 'private road' carriageway width

Drain

Kerb edging

Proposals for southern side of private access road to be discussed/agreed with SDDC/DCC

Proposed 4.5m 'private road' carriageway width

0.5m offset for separation distance for vehicle tracking (loss of resident garages/spaces on inside bend)

Widened 6.25m 'private road' width (two-way passing for large 'car and refuse' vehicle simultaneously)

Notes:- This drawing is for indicative purposes for outline planning only and based on Ordnance Survey Mapping provided by client. Until technical approval has been obtained from the relevant authority, it should be understood that all drawings issued are preliminary and not for construction. Should the contractor commence site work prior to approval being given, it is entirely at their own risk. This drawing is copyright and should not be reproduced in whole or part without the written of the engineer.

Appendix 3 – ‘Elderly Residential’ Care Home & Bungalow – TRICS Data & NOMIS Census Area Data ‘Travel to Work’

WP7101EW - Method of travel to work by age (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 20 May 2019]

population	All usual residents aged 16 to 74 in employment in the area the week before the census
units	Persons
area type	2011 super output areas - middle layer
area name	E02004120 : South Derbyshire 003
age	All categories: Age 16 to 74

Method of travel to work (2001 specification)	2011
Work mainly at or from home	340
Train, underground, metro, light rail, tram, bus, minibus or coach	38
Driving a car or van	823
Bicycle	31
On foot	119
All other methods of travel to work	121

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Calculation Reference: AUDIT-462201-190530-0511

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL VEHICLES

Selected regions and areas:

07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days

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

Secondary Filtering selection:

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

Parameter:	Number of residents
Actual Range:	58 to 180 (units:)
Range Selected by User:	56 to 222 (units:)

Parking Spaces Range:	All Surveys Included
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Public Transport Provision:

Selection by:	Include all surveys
---------------	---------------------

Date Range:	22/06/04 to 16/10/11
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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:

Tuesday	2 days
---------	--------

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

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
------------------------------------	---

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	1
Built-Up Zone	1

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

Secondary Filtering selection:

Use Class:

C2	2 days
----	--------

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
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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:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	GM-05-F-02	NURSING HOME	GREATER MANCHESTER
	BRIDGEMAN STREET		
	BOLTON		
	ROSE HILL		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total Number of residents:	180	
	Survey date: TUESDAY	22/06/04	Survey Type: MANUAL
2	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HYDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	119	0.118	2	119	0.080	2	119	0.198
08:00 - 09:00	2	119	0.076	2	119	0.029	2	119	0.105
09:00 - 10:00	2	119	0.055	2	119	0.025	2	119	0.080
10:00 - 11:00	2	119	0.050	2	119	0.042	2	119	0.092
11:00 - 12:00	2	119	0.050	2	119	0.038	2	119	0.088
12:00 - 13:00	2	119	0.050	2	119	0.034	2	119	0.084
13:00 - 14:00	2	119	0.097	2	119	0.080	2	119	0.177
14:00 - 15:00	2	119	0.046	2	119	0.084	2	119	0.130
15:00 - 16:00	2	119	0.046	2	119	0.080	2	119	0.126
16:00 - 17:00	2	119	0.046	2	119	0.063	2	119	0.109
17:00 - 18:00	2	119	0.038	2	119	0.071	2	119	0.109
18:00 - 19:00	2	119	0.076	2	119	0.071	2	119	0.147
19:00 - 20:00	1	58	0.052	1	58	0.034	1	58	0.086
20:00 - 21:00	1	58	0.017	1	58	0.069	1	58	0.086
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.817			0.800			1.617

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:	58 - 180 (units:)
Survey date range:	22/06/04 - 16/10/11
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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CYCLISTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	119	0.000	2	119	0.004	2	119	0.004
08:00 - 09:00	2	119	0.000	2	119	0.000	2	119	0.000
09:00 - 10:00	2	119	0.000	2	119	0.000	2	119	0.000
10:00 - 11:00	2	119	0.000	2	119	0.000	2	119	0.000
11:00 - 12:00	2	119	0.000	2	119	0.000	2	119	0.000
12:00 - 13:00	2	119	0.000	2	119	0.000	2	119	0.000
13:00 - 14:00	2	119	0.000	2	119	0.000	2	119	0.000
14:00 - 15:00	2	119	0.000	2	119	0.000	2	119	0.000
15:00 - 16:00	2	119	0.000	2	119	0.000	2	119	0.000
16:00 - 17:00	2	119	0.000	2	119	0.000	2	119	0.000
17:00 - 18:00	2	119	0.000	2	119	0.000	2	119	0.000
18:00 - 19:00	2	119	0.000	2	119	0.000	2	119	0.000
19:00 - 20:00	1	58	0.000	1	58	0.000	1	58	0.000
20:00 - 21:00	1	58	0.000	1	58	0.000	1	58	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.000			0.004			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.

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	119	0.042	2	119	0.000	2	119	0.042
08:00 - 09:00	2	119	0.021	2	119	0.025	2	119	0.046
09:00 - 10:00	2	119	0.013	2	119	0.004	2	119	0.017
10:00 - 11:00	2	119	0.013	2	119	0.008	2	119	0.021
11:00 - 12:00	2	119	0.021	2	119	0.013	2	119	0.034
12:00 - 13:00	2	119	0.004	2	119	0.008	2	119	0.012
13:00 - 14:00	2	119	0.042	2	119	0.017	2	119	0.059
14:00 - 15:00	2	119	0.000	2	119	0.017	2	119	0.017
15:00 - 16:00	2	119	0.013	2	119	0.021	2	119	0.034
16:00 - 17:00	2	119	0.008	2	119	0.029	2	119	0.037
17:00 - 18:00	2	119	0.000	2	119	0.004	2	119	0.004
18:00 - 19:00	2	119	0.000	2	119	0.017	2	119	0.017
19:00 - 20:00	1	58	0.000	1	58	0.017	1	58	0.017
20:00 - 21:00	1	58	0.000	1	58	0.034	1	58	0.034
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.214			0.391

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	119	0.042	2	119	0.013	2	119	0.055
08:00 - 09:00	2	119	0.013	2	119	0.021	2	119	0.034
09:00 - 10:00	2	119	0.008	2	119	0.000	2	119	0.008
10:00 - 11:00	2	119	0.008	2	119	0.004	2	119	0.012
11:00 - 12:00	2	119	0.008	2	119	0.000	2	119	0.008
12:00 - 13:00	2	119	0.000	2	119	0.004	2	119	0.004
13:00 - 14:00	2	119	0.021	2	119	0.008	2	119	0.029
14:00 - 15:00	2	119	0.025	2	119	0.050	2	119	0.075
15:00 - 16:00	2	119	0.008	2	119	0.025	2	119	0.033
16:00 - 17:00	2	119	0.000	2	119	0.013	2	119	0.013
17:00 - 18:00	2	119	0.004	2	119	0.000	2	119	0.004
18:00 - 19:00	2	119	0.000	2	119	0.004	2	119	0.004
19:00 - 20:00	1	58	0.069	1	58	0.000	1	58	0.069
20:00 - 21:00	1	58	0.017	1	58	0.034	1	58	0.051
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		0.223			0.176				0.399

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

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

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	119	0.223	2	119	0.071	2	119	0.294
08:00 - 09:00	2	119	0.122	2	119	0.076	2	119	0.198
09:00 - 10:00	2	119	0.076	2	119	0.025	2	119	0.101
10:00 - 11:00	2	119	0.080	2	119	0.059	2	119	0.139
11:00 - 12:00	2	119	0.080	2	119	0.046	2	119	0.126
12:00 - 13:00	2	119	0.050	2	119	0.046	2	119	0.096
13:00 - 14:00	2	119	0.193	2	119	0.118	2	119	0.311
14:00 - 15:00	2	119	0.080	2	119	0.160	2	119	0.240
15:00 - 16:00	2	119	0.067	2	119	0.139	2	119	0.206
16:00 - 17:00	2	119	0.046	2	119	0.113	2	119	0.159
17:00 - 18:00	2	119	0.059	2	119	0.097	2	119	0.156
18:00 - 19:00	2	119	0.080	2	119	0.105	2	119	0.185
19:00 - 20:00	1	58	0.121	1	58	0.052	1	58	0.173
20:00 - 21:00	1	58	0.052	1	58	0.155	1	58	0.207
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.329			1.262				2.591

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.

Calculation Reference: AUDIT-462201-190530-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days
11	SCOTLAND	
	AG ANGUS	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	DN DONEGAL	1 days

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

Secondary Filtering selection:

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

Parameter: Number of dwellings
 Actual Range: 6 to 12 (units:)
 Range Selected by User: 6 to 12 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 10/10/18

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	2 days
Tuesday	4 days
Wednesday	3 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	2

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:

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

Secondary Filtering selection:

Use Class:

C3 12 days

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

Population within 1 mile:

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

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

Population within 5 miles:

5,000 or Less	1 days
5,001 to 25,000	1 days
25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	5 days
1.1 to 1.5	6 days
1.6 to 2.0	1 days

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

Travel Plan:

No 12 days

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

PTAL Rating:

No PTAL Present 12 days

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

LIST OF SITES relevant to selection parameters

1	AG-03-A-01 KEPTIE ROAD ARBROATH	BUNGALOWS / DET.		ANGUS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		7	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
2	CA-03-A-04 DETACHED			CAMBRIDGESHIRE
	PETERBOROUGH THORPE PARK ROAD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		9	
	Survey date: TUESDAY		18/10/11	Survey Type: MANUAL
3	CH-03-A-08 WHITCHURCH ROAD CHESTER BOUGHTON HEATH	DETACHED		CHESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		11	
	Survey date: TUESDAY		22/05/12	Survey Type: MANUAL
4	DL-03-A-09 RATHFARNHAM ROAD DUBLIN RATHFARNHAM	TERRACED		DUBLIN
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of dwellings:		8	
	Survey date: FRIDAY		07/09/12	Survey Type: MANUAL
5	DN-03-A-06 GLENFIN ROAD BALLYBOFEY	DETACHED HOUSING		DONEGAL
	Edge of Town Residential Zone Total Number of dwellings:		6	
	Survey date: WEDNESDAY		10/10/18	Survey Type: MANUAL
6	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM	DETACHED & SEMI-DETACHED		KENT
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of dwellings:		8	
	Survey date: FRIDAY		22/09/17	Survey Type: MANUAL
7	LT-03-A-02 ARD ÁLAINN CARRICK-ON-SHANNON GALLOW'S HILL	BUNGALOWS		LEITRIM
	Edge of Town Centre Residential Zone Total Number of dwellings:		10	
	Survey date: MONDAY		22/05/17	Survey Type: MANUAL
8	NF-03-A-03 HALING WAY THETFORD	DETACHED HOUSES		NORFOLK
	Edge of Town Residential Zone Total Number of dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	Survey Type: MANUAL
10	SF-03-A-04	DETACHED & BUNGALOWS	SUFFOLK
	NORMANSTON DRIVE		
	LOWESTOFT		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: TUESDAY	23/10/12	Survey Type: MANUAL
11	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	12	
	Survey date: MONDAY	08/05/17	Survey Type: MANUAL
12	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
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	12	9	0.096	12	9	0.375	12	9	0.471
08:00 - 09:00	12	9	0.183	12	9	0.365	12	9	0.548
09:00 - 10:00	12	9	0.125	12	9	0.279	12	9	0.404
10:00 - 11:00	12	9	0.221	12	9	0.212	12	9	0.433
11:00 - 12:00	12	9	0.260	12	9	0.298	12	9	0.558
12:00 - 13:00	12	9	0.240	12	9	0.260	12	9	0.500
13:00 - 14:00	12	9	0.231	12	9	0.308	12	9	0.539
14:00 - 15:00	12	9	0.260	12	9	0.269	12	9	0.529
15:00 - 16:00	12	9	0.279	12	9	0.192	12	9	0.471
16:00 - 17:00	12	9	0.308	12	9	0.231	12	9	0.539
17:00 - 18:00	12	9	0.337	12	9	0.183	12	9	0.520
18:00 - 19:00	12	9	0.202	12	9	0.173	12	9	0.375
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.742			3.145			5.887

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:	6 - 12 (units:)
Survey date date range:	01/01/11 - 10/10/18
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

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

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	9	0.000	12	9	0.048	12	9	0.048
08:00 - 09:00	12	9	0.000	12	9	0.010	12	9	0.010
09:00 - 10:00	12	9	0.000	12	9	0.010	12	9	0.010
10:00 - 11:00	12	9	0.010	12	9	0.010	12	9	0.020
11:00 - 12:00	12	9	0.010	12	9	0.010	12	9	0.020
12:00 - 13:00	12	9	0.000	12	9	0.000	12	9	0.000
13:00 - 14:00	12	9	0.010	12	9	0.000	12	9	0.010
14:00 - 15:00	12	9	0.010	12	9	0.000	12	9	0.010
15:00 - 16:00	12	9	0.038	12	9	0.000	12	9	0.038
16:00 - 17:00	12	9	0.038	12	9	0.010	12	9	0.048
17:00 - 18:00	12	9	0.000	12	9	0.000	12	9	0.000
18:00 - 19:00	12	9	0.000	12	9	0.000	12	9	0.000
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.116			0.098			0.214

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

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

Appendix 4 – 2019 ‘Classified Junction Traffic/Queue & Pedestrian Flow Count Data’ for ‘A5132 & Ivy Close’ and ‘A5132/B5008/The Green’ Dual Mini-roundabout junctions

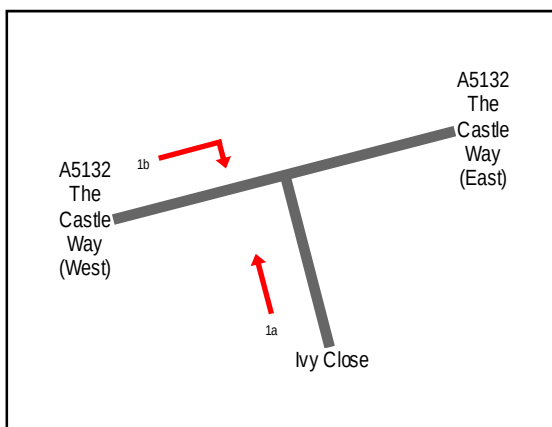
Willington, Derbyshire
Queue Length Survey

Site 1 of 2
A5132 The Castle Way (East)
Ivy Close
A5132 The Castle Way (West)

Lat/Long
lat 52.853060° lon -1.566719°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C



Queue caused by oncoming traffic - parked cars (narrow road)

0700 - 1000 (Weekday AM Peak)

TIME	1a	1b
0700 - 0710	1	0
0710 - 0720	0	0
0720 - 0730	1	0
0730 - 0740	1	0
0740 - 0750	1	0
0750 - 0800	1	0
Hourly Average	0.83	0.00
0800 - 0810	0	0
0810 - 0820	0	0
0820 - 0830	0	0
0830 - 0840	0	0
0840 - 0850	1	0
0850 - 0900	1	0
Hourly Average	0.33	0.00
0900 - 0910	1	0
0910 - 0920	0	2
0920 - 0930	1	0
0930 - 0940	0	0
0940 - 0950	1	1
0950 - 1000	1	2
Hourly Average	0.67	0.83
Session Total	0.61	0.28

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	1a	1b
1600 - 1610	1	0
1610 - 1620	0	0
1620 - 1630	1	0
1630 - 1640	1	0
1640 - 1650	1	1
1650 - 1700	1	8
Hourly Average	0.83	1.50
1700 - 1710	1	1
1710 - 1720	0	0
1720 - 1730	0	6
1730 - 1740	0	0
1740 - 1750	1	3
1750 - 1800	0	0
Hourly Average	0.33	1.67
1800 - 1810	0	0
1810 - 1820	1	0
1820 - 1830	0	0
1830 - 1840	1	0
1840 - 1850	1	0
1850 - 1900	1	0
Hourly Average	0.67	0.00
Session Total	0.61	1.06

Willington, Derbyshire
Pedestrian Survey

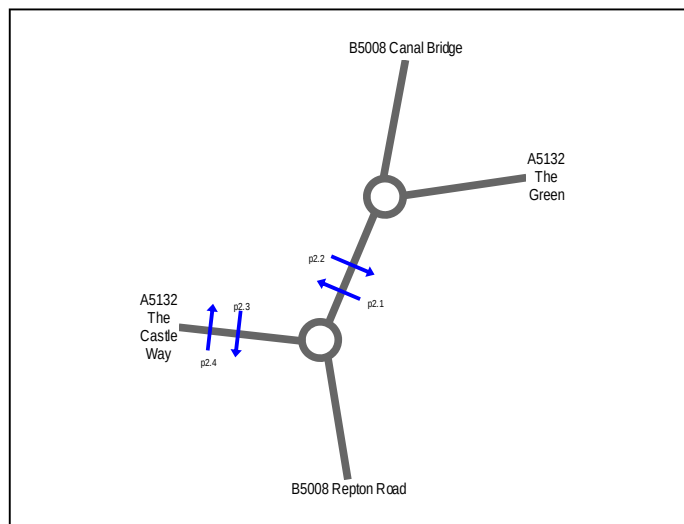
Site 2 of 2
B5008 Canal Bridge
A5132 The Green
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)



TIME	p2.1	p2.2	p2.3	p2.4
0700 - 0710	2	1	0	0
0710 - 0720	3	4	4	2
0720 - 0730	2	0	1	0
0730 - 0740	0	1	0	2
0740 - 0750	1	1	2	2
0750 - 0800	0	0	1	0
Hourly Total	8	7	8	6
Hourly Average	1.33	1.17	1.33	1.00
0800 - 0810	1	1	1	2
0810 - 0820	2	0	4	1
0820 - 0830	3	4	6	6
0830 - 0840	2	1	2	1
0840 - 0850	3	3	3	4
0850 - 0900	1	1	2	3
Hourly Total	12	10	18	17
Hourly Average	2.00	1.67	3.00	2.83
0900 - 0910	1	2	1	2
0910 - 0920	2	1	2	3
0920 - 0930	6	0	5	1
0930 - 0940	0	3	6	3
0940 - 0950	4	1	8	2
0950 - 1000	3	4	2	5
Hourly Total	16	11	24	16
Hourly Average	2.67	1.83	4.00	2.67
Session Total	36	28	50	39
Session Average	2.00	1.56	2.78	2.17

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	p2.1	p2.2	p2.3	p2.4
1600 - 1610	1	6	1	3
1610 - 1620	4	2	3	2
1620 - 1630	0	0	0	0
1630 - 1640	1	2	1	1
1640 - 1650	0	2	1	2
1650 - 1700	1	3	0	1
Hourly Total	7	15	6	9
Hourly Average	1.17	2.50	1.00	1.50
1700 - 1710	2	4	3	2
1710 - 1720	4	3	1	0
1720 - 1730	2	0	3	3
1730 - 1740	1	1	0	0
1740 - 1750	1	0	1	0
1750 - 1800	3	1	0	0
Hourly Total	13	9	8	5
Hourly Average	2.17	1.50	1.33	0.83
1800 - 1810	3	2	1	2
1810 - 1820	4	3	1	1
1820 - 1830	1	4	1	2
1830 - 1840	3	0	2	0
1840 - 1850	1	0	1	2
1850 - 1900	8	0	0	0
Hourly Total	20	9	6	7
Hourly Average	3.33	1.50	1.00	1.17
Session Total	40	33	20	21
Session Average	2.22	1.83	1.11	1.17

Willington, Derbyshire
Classified Junction Count

Site 1 of 3
A5132 The Castle Way (East)
Lvy Close
A5132 The Castle Way (West)

Lat/Long
lat 52.853060° lon -1.566719°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.1: Left from A5132 The Castle Way (East) to Lvy Close								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	1	0	0	0	0	0	1	1.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	0	0	0	1	1.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	5	0	0	0	0	0	5	5.00
Session Average	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.00	0.42	0.42

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.1: Left from A5132 The Castle Way (East) to Lvy Close								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	1	0	1	0	0	0	2	2.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	1	0	0	0	0	0.00
1745 - 1800	0	0	0	0	1	0	0	0	1	1.00
Hourly Total	0	0	2	0	2	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	1.00	1.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	4	0	0	0	0	0	4	4.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	6	0	0	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.50	0.00	0.00	0.00	0.00	0.00	1.50	1.50
Session Total	0	0	10	0	2	0	0	0	12	12.00
Session Average	0.00	0.00	0.83	0.00	0.17	0.00	0.00	0.00	1.00	1.00

Willington, Derbyshire
Classified Junction Count

Site 1 of 3
A5132 The Castle Way (East)
Lvy Close
A5132 The Castle Way (West)

Lat/Long
lat 52.853060° lon -1.566719°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.2: Westbound from A5132 The Castle Way (East) to A5132 The Castle Way (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	67	0	11	3	0	0	82	82.90
0715 - 0730	0	0	77	0	16	2	0	0	95	96.00
0730 - 0745	0	1	63	0	19	1	0	0	84	83.90
0745 - 0800	0	0	62	1	8	1	0	0	72	72.50
Hourly Total	0	2	269	1	54	7	0	0	333	335.30
Hourly Average	0.00	0.50	67.25	0.25	13.50	1.75	0.00	0.00	83.25	83.83
0800 - 0815	0	0	59	0	15	1	0	0	75	75.50
0815 - 0830	0	1	63	0	10	3	1	0	78	80.20
0830 - 0845	0	3	67	0	6	1	0	0	77	75.70
0845 - 0900	0	0	71	0	12	2	0	0	85	86.00
Hourly Total	0	4	260	0	43	7	1	0	315	317.40
Hourly Average	0.00	1.00	65.00	0.00	10.75	1.75	0.25	0.00	78.75	79.35
0900 - 0915	0	1	37	0	10	3	1	0	52	54.20
0915 - 0930	1	0	62	0	10	5	0	0	78	79.70
0930 - 0945	1	0	52	0	8	2	0	0	63	63.20
0945 - 1000	0	0	57	0	13	0	1	0	71	72.30
Hourly Total	2	1	208	0	41	10	2	0	264	269.40
Hourly Average	0.50	0.25	52.00	0.00	10.25	2.50	0.50	0.00	66.00	67.35
Session Total	2	7	737	1	138	24	3	0	912	922.10
Session Average	0.17	0.58	61.42	0.08	11.50	2.00	0.25	0.00	76.00	76.84

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.2: Westbound from A5132 The Castle Way (East) to A5132 The Castle Way (West)								Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	71	0	6	0	0	0	77	77.00
1615 - 1630	0	0	80	0	14	1	0	0	95	95.50
1630 - 1645	0	2	74	0	12	2	0	0	90	89.80
1645 - 1700	0	1	95	0	7	0	0	0	103	102.40
Hourly Total	0	3	320	0	39	3	0	0	365	364.70
Hourly Average	0.00	0.75	80.00	0.00	9.75	0.75	0.00	0.00	91.25	91.18
1700 - 1715	1	0	56	0	16	1	0	0	74	73.70
1715 - 1730	2	0	79	0	8	0	1	0	90	89.70
1730 - 1745	1	0	74	0	10	0	0	0	85	84.20
1745 - 1800	2	0	61	0	7	0	0	0	70	68.40
Hourly Total	6	0	270	0	41	1	1	0	319	316.00
Hourly Average	1.50	0.00	67.50	0.00	10.25	0.25	0.25	0.00	79.75	79.00
1800 - 1815	0	0	59	0	3	2	0	0	64	65.00
1815 - 1830	2	1	74	0	7	0	0	0	84	81.80
1830 - 1845	0	0	82	0	5	0	0	0	87	87.00
1845 - 1900	0	0	86	0	3	0	0	0	89	89.00
Hourly Total	2	1	301	0	18	2	0	0	324	322.80
Hourly Average	0.50	0.25	75.25	0.00	4.50	0.50	0.00	0.00	81.00	80.70
Session Total	8	4	891	0	98	6	1	0	1008	1003.50
Session Average	0.67	0.33	74.25	0.00	8.17	0.50	0.08	0.00	84.00	83.63

Willington, Derbyshire
Classified Junction Count

Site 1 of 3
A5132 The Castle Way (East)
Lvy Close
A5132 The Castle Way (West)

Lat/Long
lat 52.853060° lon -1.566719°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.3: Left from Lvy Close to A5132 The Castle Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	2	0	0	0	4	4.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	4	0	2	0	0	0	6	6.00
Hourly Average	0.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00	1.50	1.50
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	1	0	0	1	0	0	2	2.50
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	1	0	0	2	2.50
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.50	0.63
Session Total	0	0	7	0	2	1	0	0	10	10.50
Session Average	0.00	0.00	0.58	0.00	0.17	0.08	0.00	0.00	0.83	0.88

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.3: Left from Lvy Close to A5132 The Castle Way (West)								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	1	0	0	0	0	0	1	1.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	1	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	1	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	0	0	0	0	1	1.00
1830 - 1845	0	0	1	0	0	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
Session Total	0	0	5	0	1	0	0	0	6	6.00
Session Average	0.00	0.00	0.42	0.00	0.08	0.00	0.00	0.00	0.50	0.50

Willington, Derbyshire
Classified Junction Count

Site 1 of 3
A5132 The Castle Way (East)
Lvy Close
A5132 The Castle Way (West)

Lat/Long
lat 52.853060° lon -1.566719°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

	Movement 1.5: Eastbound from A5132 The Castle Way (West) to A5132 The Castle Way (East)							Original Data		
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	40	0	11	3	0	0	54	55.50
0715 - 0730	0	0	36	0	10	3	0	0	49	50.50
0730 - 0745	0	0	39	0	7	1	0	0	47	47.50
0745 - 0800	0	0	48	0	10	2	0	0	60	61.00
Hourly Total	0	0	163	0	38	9	0	0	210	214.50
Hourly Average	0.00	0.00	40.75	0.00	9.50	2.25	0.00	0.00	52.50	53.63
0800 - 0815	0	0	43	1	5	4	0	1	54	57.00
0815 - 0830	0	0	65	0	8	1	0	0	74	74.50
0830 - 0845	0	0	37	0	8	1	0	0	46	46.50
0845 - 0900	0	0	54	0	10	4	0	0	68	70.00
Hourly Total	0	0	199	1	31	10	0	1	242	248.00
Hourly Average	0.00	0.00	49.75	0.25	7.75	2.50	0.00	0.25	60.50	62.00
0900 - 0915	0	1	53	0	6	4	1	0	65	67.70
0915 - 0930	1	0	53	0	9	0	0	0	63	62.20
0930 - 0945	0	0	42	0	7	3	1	0	53	55.80
0945 - 1000	0	0	51	0	15	2	0	0	68	69.00
Hourly Total	1	1	199	0	37	9	2	0	249	254.70
Hourly Average	0.25	0.25	49.75	0.00	9.25	2.25	0.50	0.00	62.25	63.68
Session Total	1	1	561	1	106	28	2	1	701	717.20
Session Average	0.08	0.08	46.75	0.08	8.83	2.33	0.17	0.08	58.42	59.77

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

	Movement 1.5: Eastbound from A5132 The Castle Way (West) to A5132 The Castle Way (East)							Original Data		
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	99	0	15	2	0	0	117	117.40
1615 - 1630	0	0	91	0	9	0	0	1	101	102.00
1630 - 1645	0	0	83	0	12	3	0	0	98	99.50
1645 - 1700	0	1	95	0	13	2	0	0	111	111.40
Hourly Total	0	2	368	0	49	7	0	1	427	430.30
Hourly Average	0.00	0.50	92.00	0.00	12.25	1.75	0.00	0.25	106.75	107.58
1700 - 1715	1	1	99	0	18	1	0	0	120	119.10
1715 - 1730	0	1	145	0	6	0	0	0	152	151.40
1730 - 1745	0	1	118	0	7	0	0	0	126	125.40
1745 - 1800	0	0	113	0	8	0	0	0	121	121.00
Hourly Total	1	3	475	0	39	1	0	0	519	518.90
Hourly Average	0.25	0.75	118.75	0.00	9.75	0.25	0.00	0.00	129.75	129.23
1800 - 1815	0	1	110	0	5	2	0	0	118	118.40
1815 - 1830	0	0	92	0	6	0	0	0	98	98.00
1830 - 1845	0	0	55	0	6	0	0	0	61	61.00
1845 - 1900	0	0	66	0	3	2	0	0	71	72.00
Hourly Total	0	1	323	0	20	4	0	0	348	349.40
Hourly Average	0.00	0.25	80.75	0.00	5.00	1.00	0.00	0.00	87.00	87.35
Session Total	1	6	1166	0	108	12	0	1	1294	1296.60
Session Average	0.08	0.50	97.17	0.00	9.00	1.00	0.00	0.08	107.83	108.05

Willington, Derbyshire
Classified Junction Count

Site 1 of 3
A5132 The Castle Way (East)
Lvy Close
A5132 The Castle Way (West)

Lat/Long
lat 52.853060° lon -1.566719°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 1.6: Right from A5132 The Castle Way (West) to Lvy Close								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	1	0	0	0	0	0	1	1.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	1	0	0	0	0	0	1	1.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	1	0	0	0	0	0	1	1.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	3	0	0	0	0	0	3	3.00
Session Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 1.6: Right from A5132 The Castle Way (West) to Lvy Close								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	2	0	1	0	0	0	3	3.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	3	0	1	0	0	0	4	4.00
Hourly Average	0.00	0.00	0.75	0.00	0.25	0.00	0.00	0.00	1.00	1.00
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	2	0	0	0	0	0	2	2.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	3	0	0	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.75
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	1	0	0	0	1	1.00
1845 - 1900	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	7	0	2	0	0	0	9	9.00
Session Average	0.00	0.00	0.58	0.00	0.17	0.00	0.00	0.00	0.75	0.75

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.1: Left from A5132 to B5008 Repton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	49	0	12	1	0	1	63	64.50
0715 - 0730	0	2	40	0	18	0	0	1	61	60.80
0730 - 0745	0	0	62	0	24	0	0	0	86	86.00
0745 - 0800	0	0	79	0	16	1	0	0	96	96.50
Hourly Total	0	2	230	0	70	2	0	2	306	307.80
Hourly Average	0.00	0.50	57.50	0.00	17.50	0.50	0.00	0.50	76.50	76.95
0800 - 0815	0	0	61	0	12	2	0	1	76	78.00
0815 - 0830	0	0	60	0	12	0	0	0	72	72.00
0830 - 0845	0	0	70	0	15	1	0	0	86	86.50
0845 - 0900	0	1	78	0	14	1	0	0	94	93.90
Hourly Total	0	1	269	0	53	4	0	1	328	330.40
Hourly Average	0.00	0.25	67.25	0.00	13.25	1.00	0.00	0.25	82.00	82.60
0900 - 0915	0	0	47	0	16	2	0	0	65	66.00
0915 - 0930	0	0	62	0	11	2	1	0	76	78.30
0930 - 0945	0	0	58	0	11	0	1	1	71	73.30
0945 - 1000	0	1	55	0	10	0	0	0	66	65.40
Hourly Total	0	1	222	0	48	4	2	1	278	283.00
Hourly Average	0.00	0.25	55.50	0.00	12.00	1.00	0.50	0.25	69.50	70.75
Session Total	0	4	721	0	171	10	2	4	912	921.20
Session Average	0.00	0.33	60.08	0.00	14.25	0.83	0.17	0.33	76.00	76.77

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.1: Left from A5132 to B5008 Repton Road								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	90	0	13	0	2	0	106	108.00
1615 - 1630	0	1	98	0	15	0	0	0	114	113.40
1630 - 1645	0	0	107	0	18	0	0	0	125	125.00
1645 - 1700	0	1	109	0	14	0	0	1	125	125.40
Hourly Total	0	3	404	0	60	0	2	1	470	471.80
Hourly Average	0.00	0.75	101.00	0.00	15.00	0.00	0.50	0.25	117.50	117.95
1700 - 1715	0	2	123	0	12	0	0	0	137	135.80
1715 - 1730	1	1	99	0	12	0	0	0	113	111.60
1730 - 1745	1	0	88	0	11	1	0	0	101	100.70
1745 - 1800	1	0	132	0	7	0	0	1	141	141.20
Hourly Total	3	3	442	0	42	1	0	1	492	489.30
Hourly Average	0.75	0.75	110.50	0.00	10.50	0.25	0.00	0.25	123.00	122.33
1800 - 1815	0	0	98	0	5	0	0	0	103	103.00
1815 - 1830	2	0	101	0	7	0	0	0	110	108.40
1830 - 1845	2	0	76	0	9	0	0	1	88	87.40
1845 - 1900	3	0	116	0	8	0	0	0	127	124.60
Hourly Total	7	0	391	0	29	0	0	1	428	423.40
Hourly Average	1.75	0.00	97.75	0.00	7.25	0.00	0.00	0.25	107.00	105.85
Session Total	10	6	1237	0	131	1	2	3	1390	1384.50
Session Average	0.83	0.50	103.08	0.00	10.92	0.08	0.17	0.25	115.83	115.38

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.2: Right from A5132 to A5132 The Castle Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	28	0	3	2	0	0	33	34.00
0715 - 0730	0	0	30	0	10	1	0	0	41	41.50
0730 - 0745	0	1	28	0	11	0	0	0	40	39.40
0745 - 0800	0	0	38	1	4	1	0	0	44	44.50
Hourly Total	0	1	124	1	28	4	0	0	158	159.40
Hourly Average	0.00	0.25	31.00	0.25	7.00	1.00	0.00	0.00	39.50	39.85
0800 - 0815	0	0	29	0	8	1	0	0	38	38.50
0815 - 0830	0	1	29	0	6	1	0	0	37	36.90
0830 - 0845	0	3	40	0	6	1	0	0	50	48.70
0845 - 0900	0	0	48	0	7	1	0	0	56	56.50
Hourly Total	0	4	146	0	27	4	0	0	181	180.60
Hourly Average	0.00	1.00	36.50	0.00	6.75	1.00	0.00	0.00	45.25	45.15
0900 - 0915	1	1	23	0	4	2	1	0	32	32.90
0915 - 0930	0	0	36	0	6	3	0	0	45	46.50
0930 - 0945	1	0	30	0	4	1	0	0	36	35.70
0945 - 1000	0	0	32	0	6	0	0	0	38	38.00
Hourly Total	2	1	121	0	20	6	1	0	151	153.10
Hourly Average	0.50	0.25	30.25	0.00	5.00	1.50	0.25	0.00	37.75	38.28
Session Total	2	6	391	1	75	14	1	0	490	493.10
Session Average	0.17	0.50	32.58	0.08	6.25	1.17	0.08	0.00	40.83	41.09

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.2: Right from A5132 to A5132 The Castle Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	52	0	4	0	0	0	56	56.00
1615 - 1630	0	0	48	0	7	0	0	0	55	55.00
1630 - 1645	0	2	43	0	5	1	0	0	51	50.30
1645 - 1700	0	0	46	0	5	0	0	0	51	51.00
Hourly Total	0	2	189	0	21	1	0	0	213	212.30
Hourly Average	0.00	0.50	47.25	0.00	5.25	0.25	0.00	0.00	53.25	53.08
1700 - 1715	1	0	26	0	10	0	0	0	37	36.20
1715 - 1730	0	0	42	0	5	0	0	0	47	47.00
1730 - 1745	1	0	45	0	8	0	0	0	54	53.20
1745 - 1800	1	0	35	0	2	0	0	0	38	37.20
Hourly Total	3	0	148	0	25	0	0	0	176	173.60
Hourly Average	0.75	0.00	37.00	0.00	6.25	0.00	0.00	0.00	44.00	43.40
1800 - 1815	0	0	32	0	2	2	0	0	36	37.00
1815 - 1830	2	0	54	0	5	0	0	0	61	59.40
1830 - 1845	0	0	64	0	2	0	0	0	66	66.00
1845 - 1900	0	0	63	0	3	0	0	0	66	66.00
Hourly Total	2	0	213	0	12	2	0	0	229	228.40
Hourly Average	0.50	0.00	53.25	0.00	3.00	0.50	0.00	0.00	57.25	57.10
Session Total	5	2	550	0	58	3	0	0	618	614.30
Session Average	0.42	0.17	45.83	0.00	4.83	0.25	0.00	0.00	51.50	51.19

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Date
Tuesday 28 May 2019

0700 - 1000 (Weekday AM Peak)

Date
Tuesday 28 May 2019

1600 - 1900 (Weekday PM Peak)

[illegible]

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.4: Left from B5008 Repton Road to A5132 The Castle Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	1	40	0	6	1	0	0	48	47.90
0715 - 0730	0	0	47	0	6	1	0	0	54	54.50
0730 - 0745	0	0	31	0	9	1	0	0	41	41.50
0745 - 0800	0	0	26	0	5	0	0	0	31	31.00
Hourly Total	0	1	144	0	26	3	0	0	174	174.90
Hourly Average	0.00	0.25	36.00	0.00	6.50	0.75	0.00	0.00	43.50	43.73
0800 - 0815	0	0	27	0	7	0	0	0	34	34.00
0815 - 0830	0	0	33	0	4	2	1	0	40	42.30
0830 - 0845	0	0	31	0	0	0	0	0	31	31.00
0845 - 0900	0	0	26	0	5	1	0	0	32	32.50
Hourly Total	0	0	117	0	16	3	1	0	137	139.80
Hourly Average	0.00	0.00	29.25	0.00	4.00	0.75	0.25	0.00	34.25	34.95
0900 - 0915	0	0	17	0	6	1	0	0	24	24.50
0915 - 0930	0	0	25	0	4	2	0	0	31	32.00
0930 - 0945	0	0	29	0	4	1	0	0	34	34.50
0945 - 1000	0	0	24	0	7	0	1	0	32	33.30
Hourly Total	0	0	95	0	21	4	1	0	121	124.30
Hourly Average	0.00	0.00	23.75	0.00	5.25	1.00	0.25	0.00	30.25	31.08
Session Total	0	1	356	0	63	10	2	0	432	439.00
Session Average	0.00	0.08	29.67	0.00	5.25	0.83	0.17	0.00	36.00	36.58

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.4: Left from B5008 Repton Road to A5132 The Castle Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	19	0	2	0	0	0	21	21.00
1615 - 1630	0	0	31	0	7	1	0	0	39	39.50
1630 - 1645	0	0	35	0	7	0	0	0	42	42.00
1645 - 1700	0	1	48	0	2	0	0	0	51	50.40
Hourly Total	0	1	133	0	18	1	0	0	153	152.90
Hourly Average	0.00	0.25	33.25	0.00	4.50	0.25	0.00	0.00	38.25	38.23
1700 - 1715	0	0	29	0	7	1	0	0	37	37.50
1715 - 1730	0	0	41	0	3	0	1	0	45	46.30
1730 - 1745	2	0	28	0	2	0	0	0	32	30.40
1745 - 1800	1	0	24	0	6	0	0	0	31	30.20
Hourly Total	3	0	122	0	18	1	1	0	145	144.40
Hourly Average	0.75	0.00	30.50	0.00	4.50	0.25	0.25	0.00	36.25	36.10
1800 - 1815	0	0	27	0	1	0	0	0	28	28.00
1815 - 1830	0	1	26	0	2	0	0	0	29	28.40
1830 - 1845	0	0	23	0	3	0	0	0	26	26.00
1845 - 1900	0	0	19	0	0	0	0	0	19	19.00
Hourly Total	0	1	95	0	6	0	0	0	102	101.40
Hourly Average	0.00	0.25	23.75	0.00	1.50	0.00	0.00	0.00	25.50	25.35
Session Total	3	2	350	0	42	2	1	0	400	398.70
Session Average	0.25	0.17	29.17	0.00	3.50	0.17	0.08	0.00	33.33	33.23

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.5: Right from B5008 Repton Road to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	66	0	9	0	0	1	76	77.00
0715 - 0730	0	0	89	0	16	1	0	0	106	106.50
0730 - 0745	0	1	118	0	14	0	0	0	133	132.40
0745 - 0800	0	0	79	0	10	0	0	1	90	91.00
Hourly Total	0	1	352	0	49	1	0	2	405	406.90
Hourly Average	0.00	0.25	88.00	0.00	12.25	0.25	0.00	0.50	101.25	101.73
0800 - 0815	1	2	77	0	9	3	0	0	92	91.50
0815 - 0830	0	0	79	0	11	0	0	0	90	90.00
0830 - 0845	0	0	75	1	10	2	1	0	89	91.30
0845 - 0900	0	0	66	0	8	0	0	0	74	74.00
Hourly Total	1	2	297	1	38	5	1	0	345	346.80
Hourly Average	0.25	0.50	74.25	0.25	9.50	1.25	0.25	0.00	86.25	86.70
0900 - 0915	1	0	69	0	16	0	0	0	86	85.20
0915 - 0930	1	1	72	0	18	3	0	1	96	97.10
0930 - 0945	0	0	64	0	13	0	0	0	77	77.00
0945 - 1000	0	0	80	2	9	1	0	0	92	92.50
Hourly Total	2	1	285	2	56	4	0	1	351	351.80
Hourly Average	0.50	0.25	71.25	0.50	14.00	1.00	0.00	0.25	87.75	87.95
Session Total	3	4	934	3	143	10	1	3	1101	1105.50
Session Average	0.25	0.33	77.83	0.25	11.92	0.83	0.08	0.25	91.75	92.13

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.5: Right from B5008 Repton Road to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	73	2	21	4	0	0	101	102.20
1615 - 1630	1	0	101	0	22	1	0	0	125	124.70
1630 - 1645	0	1	78	0	17	2	0	0	98	98.40
1645 - 1700	0	1	83	0	9	0	0	0	93	92.40
Hourly Total	2	2	335	2	69	7	0	0	417	417.70
Hourly Average	0.50	0.50	83.75	0.50	17.25	1.75	0.00	0.00	104.25	104.43
1700 - 1715	0	3	90	0	16	0	0	0	109	107.20
1715 - 1730	0	1	96	0	10	0	0	0	107	106.40
1730 - 1745	1	1	89	0	8	0	0	1	100	99.60
1745 - 1800	0	0	87	0	7	2	0	0	96	97.00
Hourly Total	1	5	362	0	41	2	0	1	412	410.20
Hourly Average	0.25	1.25	90.50	0.00	10.25	0.50	0.00	0.25	103.00	102.55
1800 - 1815	0	0	68	0	5	0	0	0	73	73.00
1815 - 1830	1	1	63	0	6	1	0	0	72	71.10
1830 - 1845	0	1	66	0	8	0	0	0	75	74.40
1845 - 1900	1	2	61	0	4	0	0	1	69	68.00
Hourly Total	2	4	258	0	23	1	0	1	289	286.50
Hourly Average	0.50	1.00	64.50	0.00	5.75	0.25	0.00	0.25	72.25	71.63
Session Total	5	11	955	2	133	10	0	2	1118	1114.40
Session Average	0.42	0.92	79.58	0.17	11.08	0.83	0.00	0.17	93.17	92.87

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.7: Left from A5132 The Castle Way to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	25	0	4	2	0	0	31	32.00
0715 - 0730	0	0	23	0	4	2	0	0	29	30.00
0730 - 0745	0	0	18	0	5	0	0	0	23	23.00
0745 - 0800	0	0	21	0	6	2	0	0	29	30.00
Hourly Total	0	0	87	0	19	6	0	0	112	115.00
Hourly Average	0.00	0.00	21.75	0.00	4.75	1.50	0.00	0.00	28.00	28.75
0800 - 0815	0	0	34	1	5	1	0	0	41	41.50
0815 - 0830	0	0	34	0	4	1	0	0	39	39.50
0830 - 0845	0	0	16	0	0	0	0	0	16	16.00
0845 - 0900	0	0	23	0	1	1	0	0	25	25.50
Hourly Total	0	0	107	1	10	3	0	0	121	122.50
Hourly Average	0.00	0.00	26.75	0.25	2.50	0.75	0.00	0.00	30.25	30.63
0900 - 0915	0	0	24	0	3	2	0	0	29	30.00
0915 - 0930	1	0	23	0	6	0	0	0	30	29.20
0930 - 0945	0	0	25	0	3	1	0	0	29	29.50
0945 - 1000	0	0	29	0	9	2	1	0	41	43.30
Hourly Total	1	0	101	0	21	5	1	0	129	132.00
Hourly Average	0.25	0.00	25.25	0.00	5.25	1.25	0.25	0.00	32.25	33.00
Session Total	1	0	295	1	50	14	1	0	362	369.50
Session Average	0.08	0.00	24.58	0.08	4.17	1.17	0.08	0.00	30.17	30.79

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.7: Left from A5132 The Castle Way to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	43	0	7	1	0	0	52	51.90
1615 - 1630	0	0	46	0	3	0	0	0	49	49.00
1630 - 1645	0	0	35	0	4	0	0	0	39	39.00
1645 - 1700	0	0	43	0	6	1	0	0	50	50.50
Hourly Total	0	1	167	0	20	2	0	0	190	190.40
Hourly Average	0.00	0.25	41.75	0.00	5.00	0.50	0.00	0.00	47.50	47.60
1700 - 1715	1	0	47	0	8	1	0	0	57	56.70
1715 - 1730	0	0	61	0	3	0	0	0	64	64.00
1730 - 1745	0	2	49	0	5	0	0	0	56	54.80
1745 - 1800	0	0	62	0	4	0	0	0	66	66.00
Hourly Total	1	2	219	0	20	1	0	0	243	241.50
Hourly Average	0.25	0.50	54.75	0.00	5.00	0.25	0.00	0.00	60.75	60.38
1800 - 1815	0	0	57	0	5	0	0	0	62	62.00
1815 - 1830	0	0	51	0	1	0	0	0	52	52.00
1830 - 1845	0	0	35	0	8	0	0	0	43	43.00
1845 - 1900	0	0	41	0	2	2	0	0	45	46.00
Hourly Total	0	0	184	0	16	2	0	0	202	203.00
Hourly Average	0.00	0.00	46.00	0.00	4.00	0.50	0.00	0.00	50.50	50.75
Session Total	1	3	570	0	56	5	0	0	635	634.90
Session Average	0.08	0.25	47.50	0.00	4.67	0.42	0.00	0.00	52.92	52.91

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.8: Right from A5132 The Castle Way to B5008 Repton Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	12	0	5	1	0	0	18	18.50
0715 - 0730	0	0	19	0	6	1	0	0	26	26.50
0730 - 0745	0	0	23	0	2	1	0	0	26	26.50
0745 - 0800	0	0	27	0	6	0	0	0	33	33.00
Hourly Total	0	0	81	0	19	3	0	0	103	104.50
Hourly Average	0.00	0.00	20.25	0.00	4.75	0.75	0.00	0.00	25.75	26.13
0800 - 0815	0	0	15	0	2	2	0	1	20	22.00
0815 - 0830	0	0	31	0	5	0	0	0	36	36.00
0830 - 0845	0	0	22	0	5	1	0	0	28	28.50
0845 - 0900	0	0	33	0	9	4	0	0	46	48.00
Hourly Total	0	0	101	0	21	7	0	1	130	134.50
Hourly Average	0.00	0.00	25.25	0.00	5.25	1.75	0.00	0.25	32.50	33.63
0900 - 0915	0	1	29	0	3	2	0	0	35	35.40
0915 - 0930	0	0	29	0	3	0	0	0	32	32.00
0930 - 0945	0	0	22	0	4	2	1	0	29	31.30
0945 - 1000	0	0	25	0	6	0	0	0	31	31.00
Hourly Total	0	1	105	0	16	4	1	0	127	129.70
Hourly Average	0.00	0.25	26.25	0.00	4.00	1.00	0.25	0.00	31.75	32.43
Session Total	0	1	287	0	56	14	1	1	360	368.70
Session Average	0.00	0.08	23.92	0.00	4.67	1.17	0.08	0.08	30.00	30.73

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.8: Right from A5132 The Castle Way to B5008 Repton Roac								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	53	0	8	1	0	0	62	62.50
1615 - 1630	0	0	50	0	6	0	0	1	57	58.00
1630 - 1645	0	0	51	0	8	2	0	0	61	62.00
1645 - 1700	0	1	53	0	7	1	0	0	62	61.90
Hourly Total	0	1	207	0	29	4	0	1	242	244.40
Hourly Average	0.00	0.25	51.75	0.00	7.25	1.00	0.00	0.25	60.50	61.10
1700 - 1715	0	0	54	0	10	0	0	0	64	64.00
1715 - 1730	0	0	76	0	3	0	0	0	79	79.00
1730 - 1745	0	1	70	0	2	0	0	0	73	72.40
1745 - 1800	0	0	55	0	4	0	0	0	59	59.00
Hourly Total	0	1	255	0	19	0	0	0	275	274.40
Hourly Average	0.00	0.25	63.75	0.00	4.75	0.00	0.00	0.00	68.75	68.60
1800 - 1815	0	1	52	0	0	1	0	0	54	53.90
1815 - 1830	0	0	37	0	3	0	0	0	40	40.00
1830 - 1845	0	0	28	0	1	1	0	0	30	30.50
1845 - 1900	0	0	27	0	0	0	0	0	27	27.00
Hourly Total	0	1	144	0	4	2	0	0	151	151.40
Hourly Average	0.00	0.25	36.00	0.00	1.00	0.50	0.00	0.00	37.75	37.85
Session Total	0	3	606	0	52	6	0	1	668	670.20
Session Average	0.00	0.25	50.50	0.00	4.33	0.50	0.00	0.08	55.67	55.85

Willington, Derbyshire
Classified Junction Count

Site 2 of 3
A5132
B5008 Repton Road
A5132 The Castle Way

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 2.9: U-Turn from A5132 The Castle Way to A5132 The Castle Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	1	0	0	0	0	0	1	1.00
Session Average	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.08	0.08

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 2.9: U-Turn from A5132 The Castle Way to A5132 The Castle Way								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	1	0	0	1	1.50
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	1	0	0	1	1.50
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.38
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	0	0	0	1	0	0	1	1.50
Session Average	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.13

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.1: Left from B5008 Canal Bridge to A5132 The Greer								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	2	0	3	0	0	0	5	5.00
0715 - 0730	0	0	10	0	1	0	0	0	11	11.00
0730 - 0745	0	0	9	0	1	0	0	0	10	10.00
0745 - 0800	0	0	6	0	1	1	0	0	8	8.50
Hourly Total	0	0	27	0	6	1	0	0	34	34.50
Hourly Average	0.00	0.00	6.75	0.00	1.50	0.25	0.00	0.00	8.50	8.63
0800 - 0815	0	0	6	0	1	1	0	0	8	8.50
0815 - 0830	0	0	11	0	3	0	0	0	14	14.00
0830 - 0845	1	0	5	0	2	0	0	0	8	7.20
0845 - 0900	0	0	7	0	1	0	0	0	8	8.00
Hourly Total	1	0	29	0	7	1	0	0	38	37.70
Hourly Average	0.25	0.00	7.25	0.00	1.75	0.25	0.00	0.00	9.50	9.43
0900 - 0915	1	0	9	0	3	0	0	0	13	12.20
0915 - 0930	0	0	6	1	2	0	0	0	9	9.00
0930 - 0945	0	0	10	1	0	0	0	0	11	11.00
0945 - 1000	0	0	11	0	1	0	0	0	12	12.00
Hourly Total	1	0	36	2	6	0	0	0	45	44.20
Hourly Average	0.25	0.00	9.00	0.50	1.50	0.00	0.00	0.00	11.25	11.05
Session Total	2	0	92	2	19	2	0	0	117	116.40
Session Average	0.17	0.00	7.67	0.17	1.58	0.17	0.00	0.00	9.75	9.70

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.1: Left from B5008 Canal Bridge to A5132 The Greer								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	26	0	3	0	0	1	31	31.20
1615 - 1630	0	0	17	0	3	0	0	0	20	20.00
1630 - 1645	0	0	18	0	0	0	0	0	18	18.00
1645 - 1700	1	0	27	0	2	0	0	0	30	29.20
Hourly Total	2	0	88	0	8	0	0	1	99	98.40
Hourly Average	0.50	0.00	22.00	0.00	2.00	0.00	0.00	0.25	24.75	24.60
1700 - 1715	0	1	27	0	0	0	0	0	28	27.40
1715 - 1730	0	2	34	0	5	0	0	0	41	39.80
1730 - 1745	0	0	16	0	1	0	0	0	17	17.00
1745 - 1800	0	0	29	0	4	0	0	0	33	33.00
Hourly Total	0	3	106	0	10	0	0	0	119	117.20
Hourly Average	0.00	0.75	26.50	0.00	2.50	0.00	0.00	0.00	29.75	29.30
1800 - 1815	2	0	98	0	6	1	0	1	108	107.90
1815 - 1830	0	0	48	0	0	0	0	0	48	48.00
1830 - 1845	0	0	17	0	1	0	0	0	18	18.00
1845 - 1900	0	0	14	0	2	0	0	0	16	16.00
Hourly Total	2	0	177	0	9	1	0	1	190	189.90
Hourly Average	0.50	0.00	44.25	0.00	2.25	0.25	0.00	0.25	47.50	47.48
Session Total	4	3	371	0	27	1	0	2	408	405.50
Session Average	0.33	0.25	30.92	0.00	2.25	0.08	0.00	0.17	34.00	33.79

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.2: Right from B5008 Canal Bridge to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	48	0	13	1	0	1	63	64.50
0715 - 0730	0	1	40	0	20	0	0	0	61	60.40
0730 - 0745	0	0	56	0	21	0	0	0	77	77.00
0745 - 0800	0	0	67	0	16	1	0	0	84	84.50
Hourly Total	0	1	211	0	70	2	0	1	285	286.40
Hourly Average	0.00	0.25	52.75	0.00	17.50	0.50	0.00	0.25	71.25	71.60
0800 - 0815	0	0	57	0	13	2	0	1	73	75.00
0815 - 0830	0	0	53	0	9	0	0	0	62	62.00
0830 - 0845	0	0	57	0	11	1	0	0	69	69.50
0845 - 0900	0	1	71	0	15	1	0	0	88	87.90
Hourly Total	0	1	238	0	48	4	0	1	292	294.40
Hourly Average	0.00	0.25	59.50	0.00	12.00	1.00	0.00	0.25	73.00	73.60
0900 - 0915	0	1	49	0	15	3	0	0	68	68.90
0915 - 0930	0	0	53	0	9	2	1	0	65	67.30
0930 - 0945	0	0	53	0	9	1	1	1	65	67.80
0945 - 1000	0	1	54	0	12	0	0	0	67	66.40
Hourly Total	0	2	209	0	45	6	2	1	265	270.40
Hourly Average	0.00	0.50	52.25	0.00	11.25	1.50	0.50	0.25	66.25	67.60
Session Total	0	4	658	0	163	12	2	3	842	851.20
Session Average	0.00	0.33	54.83	0.00	13.58	1.00	0.17	0.25	70.17	70.93

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.2: Right from B5008 Canal Bridge to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	91	0	9	0	2	0	103	105.00
1615 - 1630	0	1	95	0	13	0	0	0	109	108.40
1630 - 1645	0	0	97	0	20	1	0	0	118	118.50
1645 - 1700	0	1	103	0	11	0	0	1	116	116.40
Hourly Total	0	3	386	0	53	1	2	1	446	448.30
Hourly Average	0.00	0.75	96.50	0.00	13.25	0.25	0.50	0.25	111.50	112.08
1700 - 1715	0	2	116	0	15	0	0	0	133	131.80
1715 - 1730	0	1	90	0	11	0	0	0	102	101.40
1730 - 1745	1	0	89	0	13	1	0	0	104	103.70
1745 - 1800	1	0	112	0	6	0	0	1	120	120.20
Hourly Total	2	3	407	0	45	1	0	1	459	457.10
Hourly Average	0.50	0.75	101.75	0.00	11.25	0.25	0.00	0.25	114.75	114.28
1800 - 1815	0	0	91	0	5	1	0	0	97	97.50
1815 - 1830	3	0	92	0	5	0	0	0	100	97.60
1830 - 1845	2	0	73	0	9	0	0	1	85	84.40
1845 - 1900	3	0	61	0	6	0	0	0	70	67.60
Hourly Total	8	0	317	0	25	1	0	1	352	347.10
Hourly Average	2.00	0.00	79.25	0.00	6.25	0.25	0.00	0.25	88.00	86.78
Session Total	10	6	1110	0	123	3	2	3	1257	1252.50
Session Average	0.83	0.50	92.50	0.00	10.25	0.25	0.17	0.25	104.75	104.38

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.3: U-Turn from B5008 Canal Bridge to B5008 Canal Bridge								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	1	0	0	0	0	0	1	1.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	0	0	0	0	0	0	0	0.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	0	0	0	0	0	0	0	0.00
0845 - 0900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0900 - 0915	0	0	1	0	0	0	0	0	1	1.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	2	0	0	0	0	0	2	2.00
Session Average	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.17	0.17

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.3: U-Turn from B5008 Canal Bridge to B5008 Canal Bridge								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	0	0	0	0	0	0	0.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	0	0	0	0	0	0	0	0.00
1715 - 1730	0	0	1	0	0	0	0	0	1	1.00
1730 - 1745	0	0	0	0	0	0	0	0	0	0.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1800 - 1815	0	0	0	0	0	0	0	0	0	0.00
1815 - 1830	0	0	1	0	1	0	0	0	2	2.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	1	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.00	0.50	0.50
Session Total	0	0	3	0	1	0	0	0	4	4.00
Session Average	0.00	0.00	0.25	0.00	0.08	0.00	0.00	0.00	0.33	0.33

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.4: Left from A5132 The Green to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	29	0	2	2	0	0	33	34.00
0715 - 0730	0	1	30	0	8	1	0	1	41	41.90
0730 - 0745	0	1	34	0	14	0	0	0	49	48.40
0745 - 0800	0	0	50	1	4	1	0	0	56	56.50
Hourly Total	0	2	143	1	28	4	0	1	179	180.80
Hourly Average	0.00	0.50	35.75	0.25	7.00	1.00	0.00	0.25	44.75	45.20
0800 - 0815	0	0	33	0	7	1	0	0	41	41.50
0815 - 0830	0	1	36	0	9	1	0	0	47	46.90
0830 - 0845	0	3	53	0	10	1	0	0	67	65.70
0845 - 0900	0	0	55	0	6	1	0	0	62	62.50
Hourly Total	0	4	177	0	32	4	0	0	217	216.60
Hourly Average	0.00	1.00	44.25	0.00	8.00	1.00	0.00	0.00	54.25	54.15
0900 - 0915	1	0	21	0	5	1	1	0	29	30.00
0915 - 0930	0	0	45	0	8	3	0	0	56	57.50
0930 - 0945	1	0	35	0	6	0	0	0	42	41.20
0945 - 1000	0	0	33	0	4	0	0	0	37	37.00
Hourly Total	2	0	134	0	23	4	1	0	164	165.70
Hourly Average	0.50	0.00	33.50	0.00	5.75	1.00	0.25	0.00	41.00	41.43
Session Total	2	6	454	1	83	12	1	1	560	563.10
Session Average	0.17	0.50	37.83	0.08	6.92	1.00	0.08	0.08	46.67	46.93

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.4: Left from A5132 The Green to A5132								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	51	0	8	0	0	0	59	59.00
1615 - 1630	0	0	51	0	9	0	0	0	60	60.00
1630 - 1645	0	2	53	0	3	0	0	0	58	56.80
1645 - 1700	0	0	52	0	8	0	0	0	60	60.00
Hourly Total	0	2	207	0	28	0	0	0	237	235.80
Hourly Average	0.00	0.50	51.75	0.00	7.00	0.00	0.00	0.00	59.25	58.95
1700 - 1715	1	0	33	0	7	0	0	0	41	40.20
1715 - 1730	1	0	51	0	6	0	0	0	58	57.20
1730 - 1745	1	0	44	0	6	0	0	0	51	50.20
1745 - 1800	1	0	55	0	3	0	0	0	59	58.20
Hourly Total	4	0	183	0	22	0	0	0	209	205.80
Hourly Average	1.00	0.00	45.75	0.00	5.50	0.00	0.00	0.00	52.25	51.45
1800 - 1815	0	0	39	0	2	1	0	0	42	42.50
1815 - 1830	1	0	63	0	7	0	0	0	71	70.20
1830 - 1845	0	0	67	0	2	0	0	0	69	69.00
1845 - 1900	0	0	118	0	5	0	0	0	123	123.00
Hourly Total	1	0	287	0	16	1	0	0	305	304.70
Hourly Average	0.25	0.00	71.75	0.00	4.00	0.25	0.00	0.00	76.25	76.18
Session Total	5	2	677	0	66	1	0	0	751	746.30
Session Average	0.42	0.17	56.42	0.00	5.50	0.08	0.00	0.00	62.58	62.19

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.5: Right from A5132 The Green to B5008 Canal Bridge								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	19	0	3	0	0	0	22	22.00
0715 - 0730	0	0	16	0	0	1	0	0	17	17.50
0730 - 0745	0	0	22	0	0	0	0	1	23	24.00
0745 - 0800	0	0	20	0	0	0	0	0	20	20.00
Hourly Total	0	0	77	0	3	1	0	1	82	83.50
Hourly Average	0.00	0.00	19.25	0.00	0.75	0.25	0.00	0.25	20.50	20.88
0800 - 0815	0	0	15	0	2	0	0	0	17	17.00
0815 - 0830	0	0	13	0	3	2	0	0	18	19.00
0830 - 0845	0	1	7	0	2	1	0	0	11	10.90
0845 - 0900	0	0	18	0	1	0	0	0	19	19.00
Hourly Total	0	1	53	0	8	3	0	0	65	65.90
Hourly Average	0.00	0.25	13.25	0.00	2.00	0.75	0.00	0.00	16.25	16.48
0900 - 0915	1	0	10	0	3	0	0	0	14	13.20
0915 - 0930	0	0	8	0	3	1	0	0	12	12.50
0930 - 0945	0	0	17	0	1	0	0	0	18	18.00
0945 - 1000	0	0	14	0	0	0	0	0	14	14.00
Hourly Total	1	0	49	0	7	1	0	0	58	57.70
Hourly Average	0.25	0.00	12.25	0.00	1.75	0.25	0.00	0.00	14.50	14.43
Session Total	1	1	179	0	18	5	0	1	205	207.10
Session Average	0.08	0.08	14.92	0.00	1.50	0.42	0.00	0.08	17.08	17.26

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.5: Right from A5132 The Green to B5008 Canal Bridge								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	0	12	0	1	0	0	0	13	13.00
1615 - 1630	0	1	9	0	3	0	0	0	13	12.40
1630 - 1645	1	0	11	0	1	0	0	0	13	12.20
1645 - 1700	0	1	21	0	1	1	0	0	24	23.90
Hourly Total	1	2	53	0	6	1	0	0	63	61.50
Hourly Average	0.25	0.50	13.25	0.00	1.50	0.25	0.00	0.00	15.75	15.38
1700 - 1715	0	0	14	0	1	0	0	0	15	15.00
1715 - 1730	0	0	15	0	2	0	0	0	17	17.00
1730 - 1745	0	0	11	0	2	0	0	0	13	13.00
1745 - 1800	0	0	10	0	2	0	0	0	12	12.00
Hourly Total	0	0	50	0	7	0	0	0	57	57.00
Hourly Average	0.00	0.00	12.50	0.00	1.75	0.00	0.00	0.00	14.25	14.25
1800 - 1815	0	0	22	0	4	1	0	0	27	27.50
1815 - 1830	0	2	17	0	1	1	0	0	21	20.30
1830 - 1845	1	0	49	0	5	1	0	0	56	55.70
1845 - 1900	1	0	60	0	1	2	0	0	64	64.20
Hourly Total	2	2	148	0	11	5	0	0	168	167.70
Hourly Average	0.50	0.50	37.00	0.00	2.75	1.25	0.00	0.00	42.00	41.93
Session Total	3	4	251	0	24	6	0	0	288	286.20
Session Average	0.25	0.33	20.92	0.00	2.00	0.50	0.00	0.00	24.00	23.85

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Date
Tuesday 28 May 2019

0700 - 1000 (Weekday AM Peak)

Date
Tuesday 28 May 2019

1600 - 1900 (Weekday PM Peak)

[illegible]

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.7: Left from A5132 to B5008 Canal Bridge								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	62	0	7	1	0	1	71	72.50
0715 - 0730	0	0	89	0	14	2	0	0	105	106.00
0730 - 0745	0	1	109	0	16	0	0	0	126	125.40
0745 - 0800	0	0	78	0	10	2	0	1	91	93.00
Hourly Total	0	1	338	0	47	5	0	2	393	396.90
Hourly Average	0.00	0.25	84.50	0.00	11.75	1.25	0.00	0.50	98.25	99.23
0800 - 0815	1	2	73	0	10	3	0	0	89	88.50
0815 - 0830	0	0	80	0	12	0	0	0	92	92.00
0830 - 0845	0	0	71	1	7	2	1	0	82	84.30
0845 - 0900	0	0	58	0	6	0	0	0	64	64.00
Hourly Total	1	2	282	1	35	5	1	0	327	328.80
Hourly Average	0.25	0.50	70.50	0.25	8.75	1.25	0.25	0.00	81.75	82.20
0900 - 0915	1	0	63	0	16	0	0	0	80	79.20
0915 - 0930	2	1	67	0	17	3	0	1	91	91.30
0930 - 0945	0	0	60	0	12	1	0	0	73	73.50
0945 - 1000	0	0	65	1	10	1	0	0	77	77.50
Hourly Total	3	1	255	1	55	5	0	1	321	321.50
Hourly Average	0.75	0.25	63.75	0.25	13.75	1.25	0.00	0.25	80.25	80.38
Session Total	4	4	875	2	137	15	1	3	1041	1047.20
Session Average	0.33	0.33	72.92	0.17	11.42	1.25	0.08	0.25	86.75	87.27

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.7: Left from A5132 to B5008 Canal Bridge								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	1	0	75	1	19	3	0	0	99	99.70
1615 - 1630	1	0	91	0	22	1	0	0	115	114.70
1630 - 1645	0	1	61	0	18	1	0	0	81	80.90
1645 - 1700	0	1	69	0	9	0	0	0	79	78.40
Hourly Total	2	2	296	1	68	5	0	0	374	373.70
Hourly Average	0.50	0.50	74.00	0.25	17.00	1.25	0.00	0.00	93.50	93.43
1700 - 1715	1	2	78	0	16	0	0	0	97	95.00
1715 - 1730	0	1	89	0	9	0	0	0	99	98.40
1730 - 1745	1	0	86	0	7	0	0	1	95	95.20
1745 - 1800	0	0	85	0	7	2	0	0	94	95.00
Hourly Total	2	3	338	0	39	2	0	1	385	383.60
Hourly Average	0.50	0.75	84.50	0.00	9.75	0.50	0.00	0.25	96.25	95.90
1800 - 1815	0	0	66	0	5	0	0	0	71	71.00
1815 - 1830	1	0	61	0	3	1	0	0	66	65.70
1830 - 1845	0	1	56	0	9	0	0	0	66	65.40
1845 - 1900	1	2	60	0	3	1	0	1	68	67.50
Hourly Total	2	3	243	0	20	2	0	1	271	269.60
Hourly Average	0.50	0.75	60.75	0.00	5.00	0.50	0.00	0.25	67.75	67.40
Session Total	6	8	877	1	127	9	0	2	1030	1026.90
Session Average	0.50	0.67	73.08	0.08	10.58	0.75	0.00	0.17	85.83	85.58

Willington, Derbyshire
Classified Junction Count

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Lat/Long
lat 52.853466° lon -1.564920°

Date
Tuesday 28 May 2019

Weather
Sunny Intervals
Temp: 8°C

0700 - 1000 (Weekday AM Peak)

TIME	Movement 3.8: Right from A5132 to A5132 The Green								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	29	0	6	1	0	0	36	36.50
0715 - 0730	0	0	23	0	6	1	0	0	30	30.50
0730 - 0745	0	0	27	0	3	0	0	0	30	30.00
0745 - 0800	0	0	22	0	6	0	0	0	28	28.00
Hourly Total	0	0	101	0	21	2	0	0	124	125.00
Hourly Average	0.00	0.00	25.25	0.00	5.25	0.50	0.00	0.00	31.00	31.25
0800 - 0815	0	0	38	1	4	1	0	0	44	44.50
0815 - 0830	0	0	33	0	3	1	0	0	37	37.50
0830 - 0845	0	0	20	0	3	0	0	0	23	23.00
0845 - 0900	0	0	31	0	3	1	0	0	35	35.50
Hourly Total	0	0	122	1	13	3	0	0	139	140.50
Hourly Average	0.00	0.00	30.50	0.25	3.25	0.75	0.00	0.00	34.75	35.13
0900 - 0915	0	0	30	0	3	2	0	0	35	36.00
0915 - 0930	0	0	28	0	7	0	0	0	35	35.00
0930 - 0945	0	0	29	0	4	0	0	0	33	33.00
0945 - 1000	0	0	44	1	8	2	1	0	56	58.30
Hourly Total	0	0	131	1	22	4	1	0	159	162.30
Hourly Average	0.00	0.00	32.75	0.25	5.50	1.00	0.25	0.00	39.75	40.58
Session Total	0	0	354	2	56	9	1	0	422	427.80
Session Average	0.00	0.00	29.50	0.17	4.67	0.75	0.08	0.00	35.17	35.65

Date
Tuesday 28 May 2019

Weather
Cloudy
Temp: 12°C

1600 - 1900 (Weekday PM Peak)

TIME	Movement 3.8: Right from A5132 to A5132 The Green								Original Data	
	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1600 - 1615	0	1	41	1	9	2	0	0	54	54.40
1615 - 1630	0	0	56	0	3	0	0	0	59	59.00
1630 - 1645	0	0	52	0	3	1	0	0	56	56.50
1645 - 1700	0	0	57	0	6	1	0	0	64	64.50
Hourly Total	0	1	206	1	21	4	0	0	233	234.40
Hourly Average	0.00	0.25	51.50	0.25	5.25	1.00	0.00	0.00	58.25	58.60
1700 - 1715	0	1	59	0	8	1	0	0	69	68.90
1715 - 1730	0	0	68	0	4	0	0	0	72	72.00
1730 - 1745	0	3	52	0	6	0	0	0	61	59.20
1745 - 1800	0	0	64	0	4	0	0	0	68	68.00
Hourly Total	0	4	243	0	22	1	0	0	270	268.10
Hourly Average	0.00	1.00	60.75	0.00	5.50	0.25	0.00	0.00	67.50	67.03
1800 - 1815	0	0	59	0	5	0	0	0	64	64.00
1815 - 1830	0	1	53	0	4	0	0	0	58	57.40
1830 - 1845	0	0	45	0	7	0	0	0	52	52.00
1845 - 1900	0	0	42	0	3	1	0	0	46	46.50
Hourly Total	0	1	199	0	19	1	0	0	220	219.90
Hourly Average	0.00	0.25	49.75	0.00	4.75	0.25	0.00	0.00	55.00	54.98
Session Total	0	6	648	1	62	6	0	0	723	722.40
Session Average	0.00	0.50	54.00	0.08	5.17	0.50	0.00	0.00	60.25	60.20

Site 3 of 3
B5008 Canal Bridge
A5132 The Green
A5132

Date
Tuesday 28 May 2019

0700 - 1000 (Weekday AM Peak)

Date
Tuesday 28 May 2019

1600 - 1900 (Weekday PM Peak)

[illegible]

Appendix 5 – ‘2019 – 2024’ Baseline & Design Year Traffic Flow Diagrams with use of NTEM TEMPro Growth Factors

AM

PM

TCS@to main form

Data selections

Trip end selections

Trip end by time period selections

Select time period:

Weekday PM peak period (1600 - 1800)

Trip end type

☒ Production/Attraction
 ☐ Origin/Destination

Cancel/Quit/Reset

Select data type

Growth factors

Future year minus base year

Base year data

Future year data

*Balanced results indicate that there is a lower level of confidence in data presented at the zonal level than when aggregated to higher geographical levels

Car Driver

Combined Modes

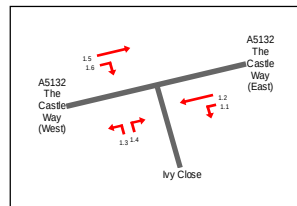
Area Description		All Purposes	
Level	Name	Production	Attraction
E02004120	South Derbyshire 003	1.0358	1.0306

	Movement Number
	PCU Value

Network Peak Hour

07:30 - 08:30

1.5	240
1.6	1

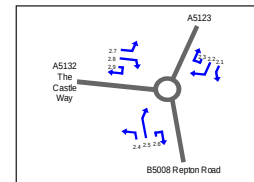


1.2	312
1.1	2

07:30 - 08:30

1.3	1.4
2	1

2.7	134
2.8	118
2.9	0

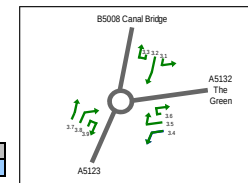


2.3	2.2	2.1
0	159	333

D

3.3	3.2	3.1
0	299	41

C



3.6	0
3.5	80
3.4	193

Peak Hour

07:30 - 08:30

3.7	3.8	3.9
299	140	0

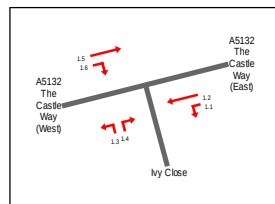
B

	Movement Number
	PCU Value

Network Peak Hour

16:45 - 17:45

1.5	507
1.6	4

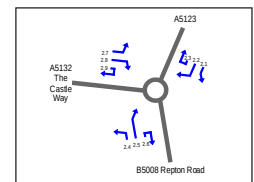


1.2	350
1.1	4

16:45 - 17:45

1.3	1.4
2	1

2.7	226
2.8	277
2.9	0

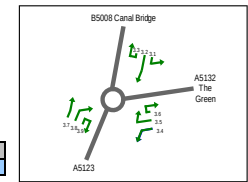


2.3	2.2	2.1
0	187	474

D

3.3	3.2	3.1
2	453	113

C



3.6	0
3.5	69
3.4	208

Peak Hour

16:45 - 17:45

3.7	3.8	3.9
367	265	0

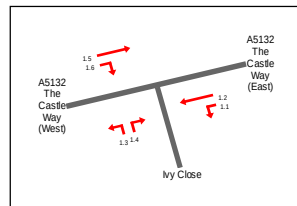
B

	Movement Number
	Tidality of split

Network Peak Hour

07:30 - 08:30

1.5	43%
1.6	

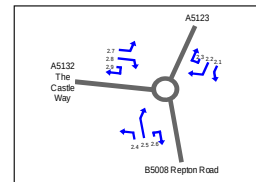


1.3	1.4
-	-

1.2	57%
1.1	

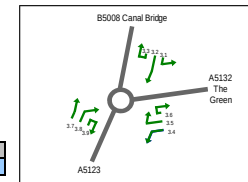
07:30 - 08:30

2.7	30%
2.8	26%
2.9	0%



2.4	2.5	2.6
27%	0%	0%

3.3	3.2	3.1
0%	18%	0%



3.6	0%
3.5	0%
3.4	11%

Peak Hour

07:30 - 08:30

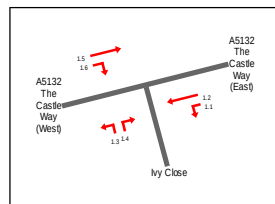
3.7	3.8	3.9
22%	9%	0%

	Movement Number
	Tidality of split

Network Peak Hour

16:45 - 17:45

1.5	59%
1.6	

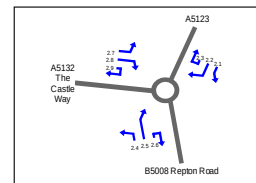


1.3	1.4
-	-

1.2	41%
1.1	

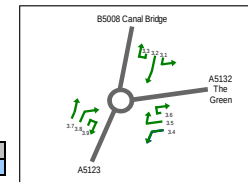
16:45 - 17:45

2.7	22%
2.8	19%
2.9	0%



2.4	2.5	2.6
19%	0%	0

3.3	3.2	3.1
0%	15%	0%



3.6	0%
3.5	0%
3.4	7%

Peak Hour

16:45 - 17:45

3.7	3.8	3.9
13%	9%	0%

	Movement Number
	Development Flows

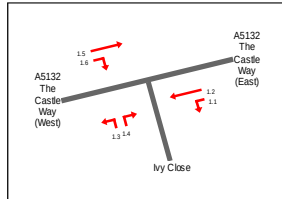
TRICS Peak Hour

08:00 - 09:00 applied

Use	Period	Arrival	Departure	Total
60 care home units	0800 - 0900	9	4	13
2 No. bungalows	0800 - 0900	1	1	2
Total	0800 - 0900	10	5	15

Note: - Hourly end periods only available for use in TRICS, therefore 0800 - 0900 period used)

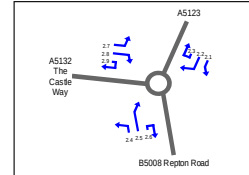
1.5	
1.6	4



1.2	
1.1	6

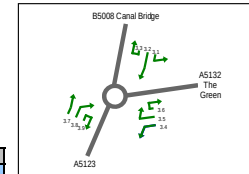
08:00 - 09:00 applied

2.7	2
2.8	1
2.9	0



2.4	2.5	2.6
3	0	0

3.3	3.2	3.1
0	2	0



3.6	0
3.5	1
3.4	0

Peak Hour

08:00 - 09:00 applied

3.7	3.8	3.9
1	1	0

	Movement Number
	Development Flows

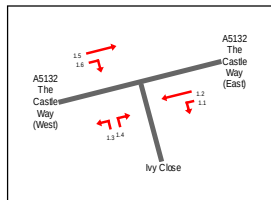
Network Peak Hour

17:00 - 18:00 applied

Use	Period	Arrival	Departure	Total
60 care home units	1700 - 1800	5	8	13
2 No. bungalows	1700 - 1800	1	1	2
Total	1700 - 1800	6	9	15

Note: - Hourly end periods only available for use in TRICS, therefore 1700 - 1800 period used)

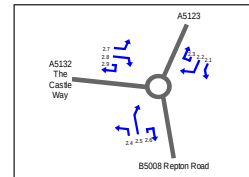
1.5	
1.6	3



1.2	
1.1	3

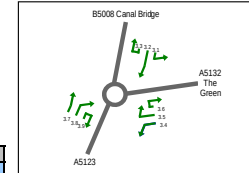
17:00 - 18:00 applied

2.7	2
2.8	3
2.9	0



2.4	2.5	2.6
1	0	0

3.3	3.2	3.1
0	1	0



3.6	0
3.5	1
3.4	0

Peak Hour

17:00 - 18:00 applied

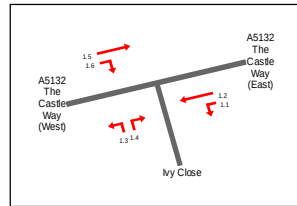
3.7	3.8	3.9
1	1	0

	Movement Number
	PCU Value

Network Peak Hour

07:30 - 08:30

1.5	240
1.6	5

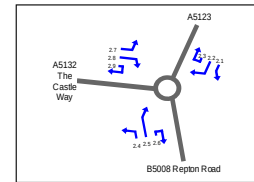


1.3	1.4
4	4

1.2	312
1.1	8

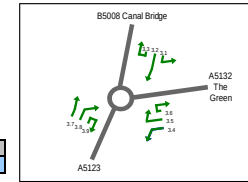
07:30 - 08:30

2.7	136
2.8	119
2.9	0



2.4	2.5	2.6
152	405	0

3.3	3.2	3.1
0	301	41



3.6	0
3.5	81
3.4	193

Peak Hour

07:30 - 08:30

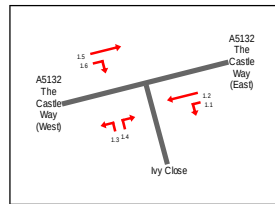
3.7	3.8	3.9
400	141	0

	Movement Number
	PCU Value

Network Peak Hour

16:45 - 17:45

1.5	507
1.6	7

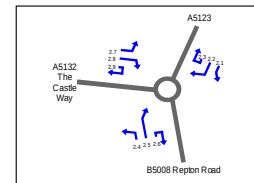


1.3	1.4
6	6

1.2	350
1.1	7

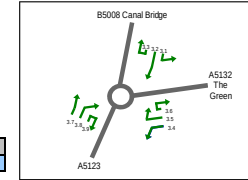
16:45 - 17:45

2.7	228
2.8	280
2.9	0



2.4	2.5	2.6
166	406	0

3.3	3.2	3.1
2	454	113



3.6	0
3.5	70
3.4	208

Peak Hour

16:45 - 17:45

3.7	3.8	3.9
368	266	0

	Movement Number
	PCU Value

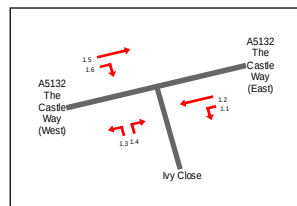
NTEM Growth Factor - 'South Derbyshire' (003) -AM Highway
Peak Hour – '2019 to 2024' is: -

1.0493

Network Peak Hour

07:30 - 08:30

1.5	252
1.6	1



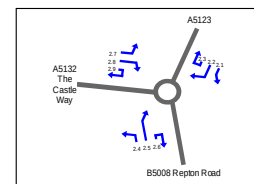
1.2	327
1.1	2

2.7	141
2.8	124
2.9	0

07:30 - 08:30

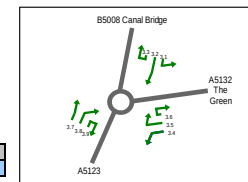
1.3	1.4
2	1

2.3	2.2	2.1
0	167	349



2.4	2.5	2.6
156	425	0

3.3	3.2	3.1
0	314	43



3.6	0
3.5	84
3.4	203

Peak Hour

07:30 - 08:30

3.7	3.8	3.9
419	147	0

	Movement Number
	PCU Value

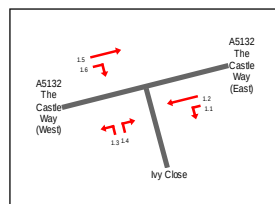
NTEM Growth Factor - 'South Derbyshire' (003) - PM Highway
Peak Hour – '2019 to 2024' is: -

1.0532

Network Peak Hour

16:45 - 17:45

1.5	534
1.6	4



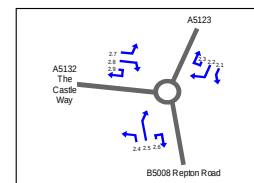
1.2	369
1.1	4

2.7	238
2.8	292
2.9	0

16:45 - 17:45

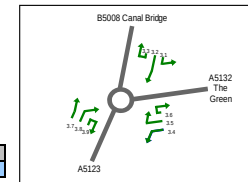
1.3	1.4
2	1

2.3	2.2	2.1
0	197	499



2.4	2.5	2.6
174	429	0

3.3	3.2	3.1
2	477	119



3.6	0
3.5	73
3.4	219

Peak Hour

16:45 - 17:45

3.7	3.8	3.9
387	279	0

	Movement Number
	PCU Value

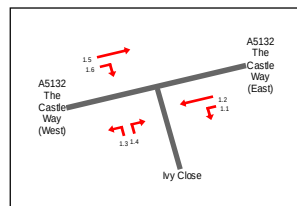
NTEM Growth Factor - 'South Derbyshire' (003) -AM Highway
Peak Hour – '2019 to 2024' is: -

1.0493

Network Peak Hour

07:30 - 08:30

1.5	252
1.6	5



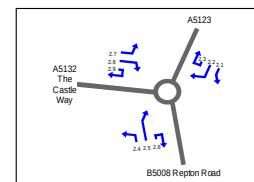
1.2	327
1.1	8

2.7	142
2.8	125
2.9	0

07:30 - 08:30

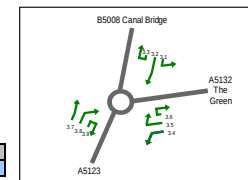
1.3	1.4
4	4

2.3	2.2	2.1
0	170	349



2.4	2.5	2.6
159	425	0

3.3	3.2	3.1
0	316	43



3.6	0
3.5	85
3.4	203

Peak Hour

07:30 - 08:30

3.7	3.8	3.9
420	148	0

	Movement Number
	PCU Value

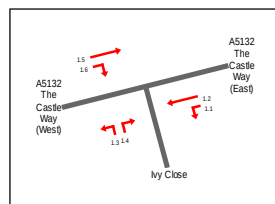
NTEM Growth Factor - 'South Derbyshire' (003) - PM Highway
Peak Hour – '2019 to 2024' is: -

1.0532

Network Peak Hour

16:45 - 17:45

1.5	534
1.6	9



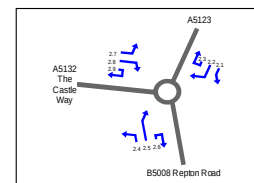
1.2	369
1.1	8

2.7	240
2.8	295
2.9	0

16:45 - 17:45

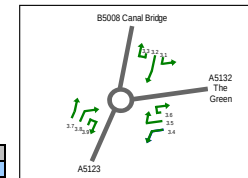
1.3	1.4
6	6

2.3	2.2	2.1
0	199	499



2.4	2.5	2.6
175	428	0

3.3	3.2	3.1
2	478	119



3.6	0
3.5	73
3.4	219

Peak Hour

16:45 - 17:45

3.7	3.8	3.9
388	280	0

Appendix 6 – ‘2019 & 2024’ Junctions 9 Model Outputs for ‘A5132 & Ivy Close’ and ‘A5132/B5008/The Green’ Dual Mini-Roundabout Junctions

Junctions 9						
PICADY 9 - Priority Intersection Module						
Version: 9.5.0.6896						
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Filename: Ivy Close Priority.j9

Path: D:\Willington

Report generation date: 07/06/2019 16:09:29

- »Existing Layout - 2019 Base, AM
- »Existing Layout - 2019 Base, PM
- »Existing Layout - 2019 Base+Dev, AM
- »Existing Layout - 2019 Base+Dev, PM
- »Existing Layout - 2024 Base, AM
- »Existing Layout - 2024 Base, PM
- »Existing Layout - 2024 Base+Dev, AM
- »Existing Layout - 2024 Base+Dev, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
Existing Layout - 2019 Base						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	5.09	0.00	0.0	4.31	0.01
Existing Layout - 2019 Base+Dev						
Stream B-AC	0.0	8.55	0.02	0.0	9.50	0.03
Stream C-AB	0.0	5.12	0.01	0.0	4.34	0.02
Existing Layout - 2024 Base						
Stream B-AC	0.0	0.00	0.00	0.0	0.00	0.00
Stream C-AB	0.0	5.06	0.00	0.0	4.26	0.01
Existing Layout - 2024 Base+Dev						
Stream B-AC	0.0	8.65	0.02	0.0	10.67	0.03
Stream C-AB	0.0	5.10	0.01	0.0	4.72	0.02

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 Av. delay per arriving vehicle.

File summary

File Description

Title	Ivy Close
Location	Willington
Site number	
Date	06/06/2019
Version	
Status	
Identifier	
Client	
Jobnumber	3702319
Enumerator	DTP
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2019 Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2019 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓
D4	2019 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓
D5	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓
D6	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓
D7	2024 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓
D8	2024 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing Layout - 2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	The Castle Way E		Major
B	Ivy Close		Minor
C	The Castle Way W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	7.10			120.0	✓	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	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	27	19

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	471	0.082	0.206	0.130	0.295
1	B-C	604	0.088	0.223	-	-
1	C-B	643	0.237	0.237	-	-

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

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

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	314	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	241	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	312
	B	1	0	2
	C	240	1	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	5.09	0.0	A	1	2
C-A					220	330
A-B					2	3
A-C					286	429

Existing Layout - 2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	354	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	4	350
	B	1	0	2
	C	507	3	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.31	0.0	A	6	9
C-A					462	693
A-B					4	6
A-C					321	482

Existing Layout - 2019 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	320	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	245	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	8	312
	B	4	0	4
	C	240	5	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.55	0.0	A	7	11
C-AB	0.01	5.12	0.0	A	7	10
C-A					218	327
A-B					7	11
A-C					286	429

Existing Layout - 2019 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.20	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	357	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	514	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	7	350
	B	6	0	6
	C	507	7	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	9.50	0.0	A	11	17
C-AB	0.02	4.34	0.0	A	14	21
C-A					458	687
A-B					6	10
A-C					321	482

Existing Layout - 2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.01	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	329	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	253	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	2	327
	B	1	0	2
	C	252	1	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	5.06	0.0	A	1	2
C-A					231	346
A-B					2	3
A-C					300	450

Existing Layout - 2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.03	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	373	100.000
B		ONE HOUR	✓	3	100.000
C		ONE HOUR	✓	537	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	4	369
	B	1	0	2
	C	534	3	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.01	4.26	0.0	A	6	9
C-A					487	730
A-B					4	6
A-C					339	508

Existing Layout - 2024 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.18	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	335	100.000
B		ONE HOUR	✓	8	100.000
C		ONE HOUR	✓	257	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A	B	C
	A	0	8	327
	B	4	0	4
	C	252	5	0

Vehicle Mix

HV %s

	To			
		A	B	C
	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.02	8.65	0.0	A	7	11
C-AB	0.01	5.10	0.0	A	7	10
C-A					229	344
A-B					7	11
A-C					300	450

Existing Layout - 2024 Base+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.23	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	377	100.000
B		ONE HOUR	✓	12	100.000
C		ONE HOUR	✓	542	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
	A	B	C	
From	A	0	8	369
	B	6	0	6
	C	534	8	0

Vehicle Mix

HV %s

	To			
	A	B	C	
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.03	10.67	0.0	B	11	17
C-AB	0.02	4.72	0.0	A	17	25
C-A					481	721
A-B					7	11
A-C					339	508

Junctions 9	
ARCADY 9 - Roundabout Module	
Version: 9.5.0.6896 © Copyright TRL Limited, 2018	
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Filename: Willington Double-Mini.j9

Path: Z:\Job Library\2019\3702319 - Willington\5 - Traffic Data

Report generation date: 12/06/2019 10:52:17

-
- »Existing Layout - 2019 Base, AM
 - »Existing Layout - 2019 Base, PM
 - »Existing Layout - 2019 Base+Dev, AM
 - »Existing Layout - 2019 Base+Dev, PM
 - »Existing Layout - 2024 Base, AM
 - »Existing Layout - 2024 Base, PM
 - »Existing Layout - 2024 Base+Dev, AM
 - »Existing Layout - 2024 Base+Dev, PM

Summary of junction performance

	AM			PM		
	Q (PCU)	Delay (min)	RFC	Q (PCU)	Delay (min)	RFC
Existing Layout - 2019 Base						
Junction 1 - Arm 1	0.7	0.14	0.39	5.6	1.12	0.89
Junction 1 - Arm 2	0.4	0.08	0.28	0.5	0.08	0.31
Junction 1 - Arm 3	0.7	0.11	0.39	12.5	1.15	0.98
Junction 2 - Arm 2	1.9	0.21	0.63	17.2	1.46	0.99
Junction 2 - Arm 3	2.1	0.21	0.66	2.3	0.23	0.69
Junction 2 - Arm 1	1.4	0.16	0.57	3.0	0.26	0.74
Existing Layout - 2019 Base+Dev						
Junction 1 - Arm 1	0.7	0.14	0.39	5.9	1.16	0.90
Junction 1 - Arm 2	0.4	0.08	0.29	0.5	0.08	0.32
Junction 1 - Arm 3	0.7	0.11	0.39	13.0	1.19	0.99
Junction 2 - Arm 2	1.9	0.21	0.64	17.7	1.50	0.99
Junction 2 - Arm 3	2.1	0.21	0.66	2.4	0.23	0.69
Junction 2 - Arm 1	1.4	0.16	0.57	3.0	0.26	0.74
Existing Layout - 2024 Base						
Junction 1 - Arm 1	0.8	0.15	0.41	14.2	2.61	1.05
Junction 1 - Arm 2	0.5	0.08	0.29	0.5	0.08	0.33
Junction 1 - Arm 3	0.8	0.12	0.41	35.8	2.97	1.12
Junction 2 - Arm 2	2.2	0.24	0.67	28.3	2.17	1.04
Junction 2 - Arm 3	2.4	0.23	0.69	2.8	0.26	0.73
Junction 2 - Arm 1	1.7	0.18	0.61	3.0	0.26	0.74
Existing Layout - 2024 Base+Dev						
Junction 1 - Arm 1	0.8	0.15	0.42	14.3	2.63	1.05
Junction 1 - Arm 2	0.5	0.08	0.30	0.5	0.08	0.33
Junction 1 - Arm 3	0.8	0.12	0.42	36.3	3.01	1.12
Junction 2 - Arm 2	2.2	0.24	0.68	29.0	2.21	1.04
Junction 2 - Arm 3	2.5	0.23	0.70	2.8	0.26	0.73
Junction 2 - Arm 1	1.7	0.18	0.61	3.0	0.26	0.74

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 Av. delay per arriving vehicle.

File summary

File Description

Title	Linked Double Mini
Location	Willington
Site number	
Date	06/06/2019
Version	001
Status	-
Identifier	
Client	
Jobnumber	3702319
Enumerator	DTP
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Av. delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	min	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Q Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Av. Delay threshold (min)	Q threshold (PCU)
JUNCTIONS 9	5.75				0.85	0.60	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓
D2	2019 Base	PM	ONE HOUR	16:30	18:00	15	✓
D3	2019 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓
D4	2019 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓
D5	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓
D6	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓
D7	2024 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓
D8	2024 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Existing Layout - 2019 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	0.11	A
2	Southern Mini	Mini-roundabout		2, 3, 1	0.19	B

Junction Network Options

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

Arms

Arms

Junction	Arm	Name	Description
1	1	A5132 The Green	
	2	NB Link	
	3	B5008 Canal Bridge	
2	2	B5008 Repton Road	
	3	A5132 The Castle Way	
	1	SB Link	

Mini Roundabout Geometry

Junction	Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	1	3.70	3.70	5.20	10.3	10.50	7.20	0.0	✓
	2	5.80	5.80	5.80	0.0	12.80	11.70	0.0	✓
	3	3.20	3.20	6.00	2.4	9.20	4.00	0.0	✓
2	2	3.20	3.20	5.20	9.8	13.80	10.30	0.0	✓
	3	3.25	3.25	6.45	10.7	15.00	10.40	0.0	✓
	1	5.80	5.80	5.80	0.0	18.60	16.30	0.0	✓

Zebra Crossings

Junction	Arm	VGAP (PCU)	Vehs queueing on exit (PCU)	Central Refuge	Crossing data type	Crossing length (m)	Crossing time (s)	Crossing length (entry) (m)	Crossing time (entry) (s)	Crossing length (exit) (m)	Crossing time (exit) (s)
1	2	1.00	1.00	✓	Distance			6.00	4.29	6.00	4.29
2	3	3.00	2.00		Distance	8.10	5.79				

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Junction	Arm	Final slope	Final intercept (PCU/hr)
1	1	0.545	1097
	2	0.590	1265
	3	0.509	1000
2	2	0.535	1020
	3	0.553	1027
	1	0.633	1234

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2019 Base	AM	ONE HOUR	07:15	08:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	273	100.000
	2	✓				
	3		ONE HOUR	✓	340	100.000
2	2		ONE HOUR	✓	492	100.000
	3		ONE HOUR	✓	554	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	14.00
	3		
2	2		
	3	[ONEHOUR]	27.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	0	193	80
	2	140	0	399
	3	41	299	0

Demand (PCU/hr)

Junction 2

	To			
		2	3	1
From	2	0	333	159
	3	405	0	149
	1	134	118	0

Vehicle Mix

HV %s

Junction 1

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

	To			
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.39	0.14	0.7	A	251	376
	2	0.28	0.08	0.4	A	282	423
	3	0.39	0.11	0.7	A	312	468
2	2	0.63	0.21	1.9	B	451	677
	3	0.66	0.21	2.1	B	508	763
	1	0.57	0.16	1.4	A	451	677

Existing Layout - 2019 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 6 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	0.83	E
2	Southern Mini	Mini-roundabout		2, 3, 1	0.67	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2019 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	277	100.000
	2	✓				
	3		ONE HOUR	✓	566	100.000
2	2		ONE HOUR	✓	661	100.000
	3		ONE HOUR	✓	571	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	23.00
	3		
2	2		
	3	[ONEHOUR]	16.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	0	208	69
	2	265	0	367
	3	113	453	0

Demand (PCU/hr)

Junction 2

		To		
		2	3	1
From	2	0	474	187
	3	406	0	165
	1	226	277	0

Vehicle Mix

HV %s

Junction 1

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

		To		
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.89	1.12	5.6	F	254	381
	2	0.31	0.08	0.5	A	323	484
	3	0.98	1.15	12.5	F	519	779
2	2	0.99	1.46	17.2	F	607	910
	3	0.69	0.23	2.3	B	524	786
	1	0.74	0.26	3.0	C	606	909

Existing Layout - 2019 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 4 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	0.11	A
2	Southern Mini	Mini-roundabout		2, 3, 1	0.19	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2019 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	274	100.000
	2	✓				
	3		ONE HOUR	✓	342	100.000
2	2		ONE HOUR	✓	495	100.000
	3		ONE HOUR	✓	557	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	14.00
	3		
2	2		
	3	[ONEHOUR]	27.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	0	193	81
	2	141	0	400
	3	41	301	0

Demand (PCU/hr)

Junction 2

	To			
		2	3	1
From	2	0	333	162
	3	405	0	152
	1	136	119	0

Vehicle Mix

HV %s

Junction 1

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

	To			
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.39	0.14	0.7	A	251	377
	2	0.29	0.08	0.4	A	288	432
	3	0.39	0.11	0.7	A	314	471
2	2	0.64	0.21	1.9	B	454	681
	3	0.66	0.21	2.1	B	511	767
	1	0.57	0.16	1.4	A	453	679

Existing Layout - 2019 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 6 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	0.86	F
2	Southern Mini	Mini-roundabout		2, 3, 1	0.68	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2019 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	278	100.000
	2	✓				
	3		ONE HOUR	✓	567	100.000
2	2		ONE HOUR	✓	663	100.000
	3		ONE HOUR	✓	572	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	23.00
	3		
2	2		
	3	[ONEHOUR]	16.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

		To		
		1	2	3
From	1	0	208	70
	2	266	0	368
	3	113	454	0

Demand (PCU/hr)

Junction 2

		To		
		2	3	1
From	2	0	474	189
	3	406	0	166
	1	228	280	0

Vehicle Mix

HV %s

Junction 1

		To		
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

		To		
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.90	1.16	5.9	F	255	383
	2	0.32	0.08	0.5	A	325	488
	3	0.99	1.19	13.0	F	520	780
2	2	0.99	1.50	17.7	F	608	913
	3	0.69	0.23	2.4	B	525	787
	1	0.74	0.26	3.0	C	607	910

Existing Layout - 2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 6 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	0.11	A
2	Southern Mini	Mini-roundabout		2, 3, 1	0.22	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2024 Base	AM	ONE HOUR	07:15	08:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	287	100.000
	2	✓				
	3		ONE HOUR	✓	357	100.000
2	2		ONE HOUR	✓	516	100.000
	3		ONE HOUR	✓	581	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	14.00
	3		
2	2		
	3	[ONEHOUR]	27.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	0	203	84
	2	147	0	419
	3	43	314	0

Demand (PCU/hr)

Junction 2

	To			
		2	3	1
From	2	0	349	167
	3	425	0	156
	1	141	124	0

Vehicle Mix

HV %s

Junction 1

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

	To			
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.41	0.15	0.8	A	263	395
	2	0.29	0.08	0.5	A	296	444
	3	0.41	0.12	0.8	A	328	491
2	2	0.67	0.24	2.2	B	473	710
	3	0.69	0.23	2.4	B	533	800
	1	0.61	0.18	1.7	B	474	711

Existing Layout - 2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 6 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	2.03	F
2	Southern Mini	Mini-roundabout		2, 3, 1	0.93	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2024 Base	PM	ONE HOUR	16:30	18:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	292	100.000
	2	✓				
	3		ONE HOUR	✓	596	100.000
2	2		ONE HOUR	✓	696	100.000
	3		ONE HOUR	✓	602	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	23.00
	3		
2	2		
	3	[ONEHOUR]	16.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	0	219	73
	2	279	0	387
	3	119	477	0

Demand (PCU/hr)

Junction 2

	To			
		2	3	1
From	2	0	499	197
	3	428	0	174
	1	238	292	0

Vehicle Mix

HV %s

Junction 1

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

	To			
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.05	2.61	14.2	F	268	402
	2	0.33	0.08	0.5	A	340	510
	3	1.12	2.97	35.8	F	547	820
2	2	1.04	2.17	28.3	F	639	958
	3	0.73	0.26	2.8	C	552	829
	1	0.74	0.26	3.0	C	638	957

Existing Layout - 2024 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 6 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	0.11	A
2	Southern Mini	Mini-roundabout		2, 3, 1	0.22	B

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D7	2024 Base+Dev	AM	ONE HOUR	07:15	08:45	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	288	100.000
	2	✓				
	3		ONE HOUR	✓	359	100.000
2	2		ONE HOUR	✓	519	100.000
	3		ONE HOUR	✓	584	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	14.00
	3		
2	2		
	3	[ONEHOUR]	27.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	0	203	85
	2	148	0	420
	3	43	316	0

Demand (PCU/hr)

Junction 2

	To			
		2	3	1
From	2	0	349	170
	3	425	0	159
	1	142	125	0

Vehicle Mix

HV %s

Junction 1

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

	To			
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	0.42	0.15	0.8	A	264	396
	2	0.30	0.08	0.5	A	302	452
	3	0.42	0.12	0.8	A	329	494
2	2	0.68	0.24	2.2	B	476	714
	3	0.70	0.23	2.5	B	536	804
	1	0.61	0.18	1.7	B	476	714

Existing Layout - 2024 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Last Run	Last Run	Junction 1 - Arm 1 - Capacity	Ped Crossing causes blocking on previous arm due to traffic queuing to leave the junction in 6 timesegment(s).
Warning	Linked Roundabout	Junction 1 - Arm 2	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.
Warning	Linked Roundabout	Junction 2 - Arm 1	Internal storage space between linked junctions is small (3 PCU PCU). Linked junction results should be treated with caution. The linked junctions will be modelled as separate junctions, but the real behaviour may be that of a complex system with interactions that cannot be modelled.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (min)	Junction LOS
1	Northern Mini	Mini-roundabout		1, 2, 3	2.06	F
2	Southern Mini	Mini-roundabout		2, 3, 1	0.95	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D8	2024 Base+Dev	PM	ONE HOUR	16:30	18:00	15	✓

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

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (PCU/hr)	Flow multiplier (%)	Internal storage space (PCU)
1	2	2	1	Q limited	Normal	0	100.00	3.00
2	1	1	2	Q limited	Normal	0	100.00	3.00

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Av. Demand (PCU/hr)	Scaling Factor (%)
1	1		ONE HOUR	✓	292	100.000
	2	✓				
	3		ONE HOUR	✓	597	100.000
2	2		ONE HOUR	✓	698	100.000
	3		ONE HOUR	✓	603	100.000
	1	✓				

Demand overview (Pedestrians)

Junction	Arm	Profile type	Av. Ped flow (Ped/hr)
1	1		
	2	[ONEHOUR]	23.00
	3		
2	2		
	3	[ONEHOUR]	16.00
	1		

Origin-Destination Data

Demand (PCU/hr)

Junction 1

	To			
		1	2	3
From	1	0	219	73
	2	280	0	388
	3	119	478	0

Demand (PCU/hr)

Junction 2

	To			
		2	3	1
From	2	0	499	199
	3	428	0	175
	1	240	295	0

Vehicle Mix

HV %s

Junction 1

	To			
		1	2	3
From	1	10	10	10
	2	10	10	10
	3	10	10	10

HV %s

Junction 2

	To			
		2	3	1
From	2	10	10	10
	3	10	10	10
	1	10	10	10

Results

Results Summary for whole modelled period

Junction	Arm	Max RFC	Max Delay (min)	Max Q (PCU)	Max LOS	Av. Demand (PCU/hr)	Total Junction Arrivals (PCU)
1	1	1.05	2.63	14.3	F	268	402
	2	0.33	0.08	0.5	A	343	514
	3	1.12	3.01	36.3	F	548	822
2	2	1.04	2.21	29.0	F	640	961
	3	0.73	0.26	2.8	C	553	830
	1	0.74	0.26	3.0	C	639	958

Appendix 7 – Sustainability



really good buses from Derby



where to catch your bus in Derby city centre

route	towards	bus stop
allestree	Allestree	B13 B14 B16 B1 C7
amberline	Little Eaton, Heanor & Hucknall	C2
black cat	Ilkeston, Heanor, Kirkby & Mansfield	bus station bay 3
the comet	Alfreton, Clay Cross & Chesterfield	bus station bay 4
flyer	Ilkeston & Cotmanhay	bus station bay 9
H1	Heanor & Alfreton	C3
harlequin	Littleover & Heatherton	A9
i4	Sandiacre, Stapleford & Nottingham	bus station bay 6
indigo	Long Eaton & Nottingham	bus station bay 7
mickleover	Mickleover	bus station bays 20 & 21 B3 B4 B9
the nines	Ripley, Alfreton, Sutton & Mansfield	C2
red arrow	Nottingham non-stop	bus station bay 5
royal derby	Royal Derby Hospital London Road Hospital	A4 A6 A2
the sevens	Little Eaton & Belper	C7
the sixes	6.1 Belper, Matlock & Bakewell 6.2, 6.3, 6.4 Belper & Belper Estates 6.X Belper Estates non-stop	bus station bay 22 bus station bay 22 bus station bay 24 C7
skylink	EM Airport, Loughborough & Leicester	bus station bay 7
flyer	Spondon non-stop	bus station bay 10
swift	Ashbourne & Uttoxeter	bus station bay 24 B3 B5 B9 B11
the villager	Hilton & Burton-upon-Trent	bus station bay 23 B3 B4 B9
V3	Willington & Burton-upon-Trent	bus station bay 24 B3 B4 B9
X38	Burton-upon-Trent non-stop	B4



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V3

v3 derby to burton sundays & bank holiday mondays

	am	am			pm	pm	
Derby Bus Station	8.40	9.15		15	6.15	8.15	
Littleover Chain Lane	8.54	9.29	then	29	6.29	8.27	
Heatherton Maize Close	9.00	9.35	at	35	6.35	8.32	
Heatherton Hollybrook Medical Centre	9.02	9.37	these	37	6.37	8.34	
Findern Green	9.08	9.43	mins	43	until	6.43	8.40
Willington Beech Avenue	9.14	9.49	past	49	6.49	8.45	
Repton Cross	9.16	9.51	each	51	6.51	8.47	
Newton Solney Unicorn Inn	-	9.55	hour	55	6.55	8.51	
Burton High Street	-	10.04		04	7.04	9.00	

	pm
Derby Bus Station	10.15
Littleover Chain Lane	10.27
Heatherton Maize Close	10.32
Heatherton Hollybrook Medical Centre	10.34
Findern Green	10.40
Willington Beech Avenue	10.45
Repton Cross	10.47
Newton Solney Unicorn Inn	10.51
Burton High Street	11.00

V3

v3 derby to burton saturdays

	am	am	am	am		
Derby Bus Station	5.55	6.55	7.50	9.05		05
Littleover, Chain Lane	6.08	7.08	8.04	9.19	then	19
Nuffield Hospital	6.10	7.10	8.08	9.23	at	23
Heatherton, Maize Close					these	
Heatherton, Hollybrook Medical Centre					mins	until
Findern, Green	6.16	7.16	8.14	9.29	past	29
Willington, Beech Avenue	6.21	7.21	8.20	9.35	each	35
Repton, Cross	6.24	7.24	8.24	9.39	hour	39
Newton Solney, Unicorn Inn	6.28	7.28	8.28	9.43		43
Burton High Street	6.38	7.38	8.40	9.55		55

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station	3.05	4.15	5.15	6.15	7.15	8.15	9.15
Littleover, Chain Lane	3.19	4.29	5.29	6.29	7.27	8.27	9.27
Nuffield Hospital	3.23	4.33	5.33	6.33			
Heatherton, Maize Close					7.32	8.32	9.32
Heatherton, Hollybrook Medical Centre					7.34	8.34	9.34
Findern, Green	3.29	4.39	5.39	6.39	7.40	8.40	9.40
Willington, Beech Avenue	3.35	4.45	5.45	6.45	7.45	8.45	9.45
Repton, Cross	3.39	4.49	5.49	6.49	7.47	8.47	9.47
Newton Solney, Unicorn Inn	3.43	4.53	5.53	6.53	7.51	8.51	9.51
Burton High Street	3.55	5.05	6.05	7.05	8.00	9.00	10.00

	pm	pm
Derby Bus Station	10.15	11.15
Littleover, Chain Lane	10.27	11.27
Nuffield Hospital		
Heatherton, Maize Close	10.32	11.32
Heatherton, Hollybrook Medical Centre	10.34	11.34
Findern, Green	10.40	11.40
Willington, Beech Avenue	10.45	11.45
Repton, Cross	10.47	11.47
Newton Solney, Unicorn Inn	10.51	-
Burton High Street	11.00	-

V3

v3 derby to burton mondays to fridays

	am	am	am	am		
Derby Bus Station	5.55	6.40	7.40	9.05		05
Littleover, Chain Lane	6.08	6.53	7.54	9.19	then	19
Nuffield Hospital	6.10	6.55	7.58	9.23	at	23
Heatherton, Maize Close					these	
Heatherton, Hollybrook Medical Centre					mins	until
Findern, Green	6.16	7.01	8.04	9.29	past	29
Willington, Beech Avenue	6.21	7.06	8.10	9.35	each	35
Repton, Cross	6.24	7.09	8.15	9.39	hour	39
Newton Solney, Unicorn Inn	6.28	7.13	8.19	9.43		43
Burton High Street	6.38	7.23	8.36	9.55		55

	pm	pm	pm	pm	pm	pm	pm
Derby Bus Station	3.05	4.15	5.15	6.15	7.15	8.15	9.15
Littleover, Chain Lane	3.24	4.32	5.38	6.29	7.27	8.27	9.27
Nuffield Hospital	3.30	4.35	5.41	6.33			
Heatherton, Maize Close					7.32	8.32	9.32
Heatherton, Hollybrook Medical Centre					7.34	8.34	9.34
Findern, Green	3.36	4.41	5.47	6.39	7.40	8.40	9.40
Willington, Beech Avenue	3.42	4.47	5.53	6.45	7.45	8.45	9.45
Repton, Cross	3.46	4.51	5.58	6.49	7.47	8.47	9.47
Newton Solney, Unicorn Inn	3.50	4.55	6.02	6.53	7.51	8.51	9.51
Burton High Street	4.07	5.12	6.14	7.05	8.00	9.00	10.00

	pm	pm
Derby Bus Station	10.15	11.15
Littleover, Chain Lane	10.27	11.27
Nuffield Hospital		
Heatherton, Maize Close	10.32	11.32
Heatherton, Hollybrook Medical Centre	10.34	11.34
Findern, Green	10.40	11.40
Willington, Beech Avenue	10.45	11.45
Repton, Cross	10.47	11.47
Newton Solney, Unicorn Inn	10.51	-
Burton High Street	11.00	-

V3

v3 burton to derby sundays & bank holiday mondays

	am	am			pm	pm
Burton High Street	-	10.15	15		7.15	9.10
Newton Solney Brickmakers Arms	-	10.24	24		7.24	9.19
Repton Cross	9.18	10.28	then	28	7.28	9.23
Willington Beech Avenue	9.21	10.31	at	31	until	7.31
Findern Green	9.27	10.37	these	37	7.37	9.30
Heatherton Maize Close	9.35	10.45	mins	45	7.45	9.38
Heatherton Hollybrook Medical Centre	9.37	10.47	past	47	7.47	9.40
opp Nuffield Hospital	9.40	10.50	each	50	7.50	9.43
Littleover Chain Lane	9.43	10.53	hour	53	7.53	9.46
Derby Bus Station	9.54	11.04	04		8.04	9.57

	pm
Burton High Street	11.10
Newton Solney Brickmakers Arms	11.19
Repton Cross	11.23
Willington Beech Avenue	11.25
Findern Green	11.30
Heatherton Maize Close	11.38
Heatherton Hollybrook Medical Centre	11.40
opp Nuffield Hospital	11.43
Littleover Chain Lane	11.46
Derby Bus Station	11.57

V3

v3 burton to derby saturdays

	am	am	am			pm
Burton High Street	6.50	7.50	9.05		05	3.05
Newton Solney, Brickmakers Arms	7.00	8.00	9.15	then	15	3.15
Repton, Cross	7.05	8.05	9.20	at	20	3.20
Willington, Beech Avenue	7.07	8.08	9.23	these	23	3.23
Findern, Green	7.12	8.14	9.29	mins	29	until 3.29
Heatherton, Maize Close				past		
Heatherton, Hollybrook Medical Centre				each		
opp Nuffield Hospital	7.18	8.20	9.35	hour	35	3.35
Littleover, Chain Lane	7.22	8.24	9.39		39	3.39
Derby Bus Station	7.36	8.40	9.55		55	3.55

	pm	pm	pm	pm	pm	pm	pm
Burton High Street	4.10	5.20	6.25	7.15	8.10	9.10	10.10
Newton Solney, Brickmakers Arms	4.20	5.30	6.35	7.24	8.19	9.19	10.19
Repton, Cross	4.25	5.35	6.40	7.28	8.23	9.23	10.23
Willington, Beech Avenue	4.28	5.38	6.43	7.30	8.25	9.25	10.25
Findern, Green	4.34	5.44	6.49	7.35	8.30	9.30	10.30
Heatherton, Maize Close				7.43	8.38	9.38	10.38
Heatherton, Hollybrook Medical Centre				7.45	8.40	9.40	10.40
opp Nuffield Hospital	4.40	5.50	6.55	7.48	8.43	9.43	10.43
Littleover, Chain Lane	4.44	5.54	6.59	7.51	8.46	9.46	10.46
Derby Bus Station	5.00	6.10	7.12	8.02	8.57	9.57	10.57

	pm
Burton High Street	11.10
Newton Solney, Brickmakers Arms	11.19
Repton, Cross	11.23
Willington, Beech Avenue	11.25
Findern, Green	11.30
Heatherton, Maize Close	11.38
Heatherton, Hollybrook Medical Centre	11.40
opp Nuffield Hospital	11.43
Littleover, Chain Lane	11.46
Derby Bus Station	11.57

V3

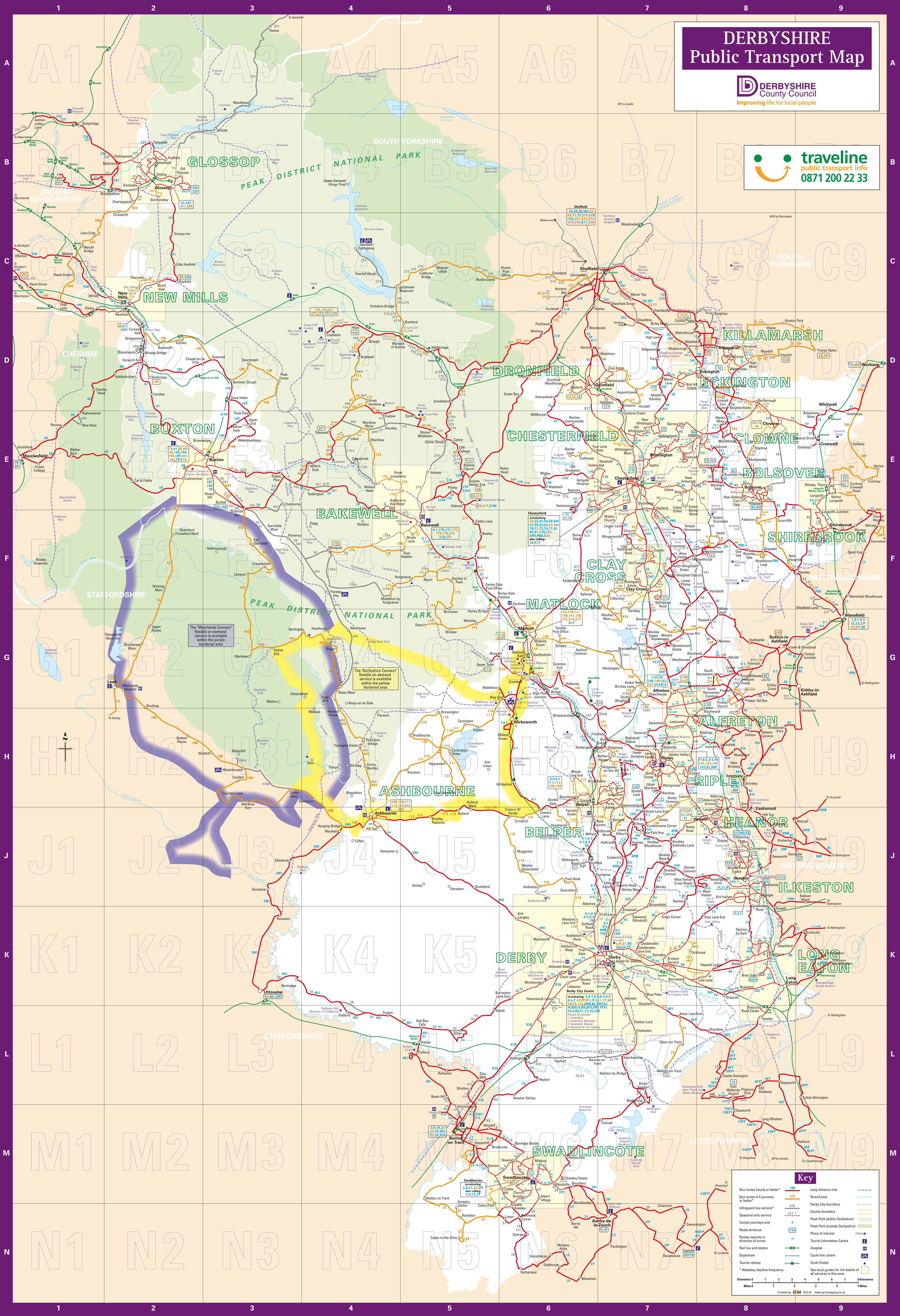
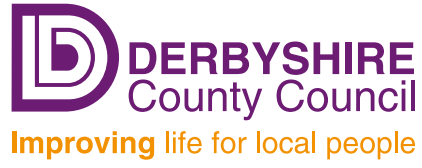
v3 burton to derby mondays to fridays

	am	am	am			pm
Burton High Street	6.50	7.35	9.05		05	3.05
Newton Solney, Brickmakers Arms	7.00	7.45	9.15	then	15	3.15
Repton, Cross	7.05	7.50	9.20	at	20	3.20
Willington, Beech Avenue	7.07	7.54	9.23	these	23	3.23
Findern, Green	7.12	8.00	9.29	mins	29	until 3.29
Heatherton, Maize Close				past		
Heatherton, Hollybrook Medical Centre				each		
opp Nuffield Hospital	7.18	8.06	9.35	hour	35	3.35
Littleover, Chain Lane	7.22	8.21	9.39		39	3.45
Derby Bus Station	7.36	8.40	9.55		55	4.05

	pm	pm	pm	pm	pm	pm	pm
Burton High Street	4.10	5.20	6.25	7.15	8.10	9.10	10.10
Newton Solney, Brickmakers Arms	4.22	5.34	6.35	7.24	8.19	9.19	10.19
Repton, Cross	4.27	5.39	6.40	7.28	8.23	9.23	10.23
Willington, Beech Avenue	4.32	5.43	6.43	7.30	8.25	9.25	10.25
Findern, Green	4.38	5.49	6.49	7.35	8.30	9.30	10.30
Heatherton, Maize Close				7.43	8.38	9.38	10.38
Heatherton, Hollybrook Medical Centre				7.45	8.40	9.40	10.40
opp Nuffield Hospital	4.44	5.55	6.55	7.48	8.43	9.43	10.43
Littleover, Chain Lane	4.49	5.59	6.59	7.51	8.46	9.46	10.46
Derby Bus Station	5.05	6.12	7.12	8.02	8.57	9.57	10.57

	pm
Burton High Street	11.10
Newton Solney, Brickmakers Arms	11.19
Repton, Cross	11.23
Willington, Beech Avenue	11.25
Findern, Green	11.30
Heatherton, Maize Close	11.38
Heatherton, Hollybrook Medical Centre	11.40
opp Nuffield Hospital	11.43
Littleover, Chain Lane	11.46
Derby Bus Station	11.57

DERBYSHIRE Public Transport Map



Key

- Bus routes hourly or better* 180
- Bus routes 4-5 journeys or better* 173
- Infrequent bus service* 276
- Seasonal only service 221
- Certain journeys only 156
- Route terminus
- Routes operate in direction of arrow
- Rail line and station
- Supertram
- Tourist railway
- * Weekday daytime frequency
- Long distance trail
- River/Canal
- Derby City boundary
- County boundary
- Peak Park (within Derbyshire)
- Peak Park (outside Derbyshire)
- Place of interest
- Tourist Information Centre
- Hospital
- Cycle hire centre
- Youth Hostel

Kilometres 0 1 2 3 4 5 6 7 8 Kilometres
Miles 0 1 2 3 4 5 Miles

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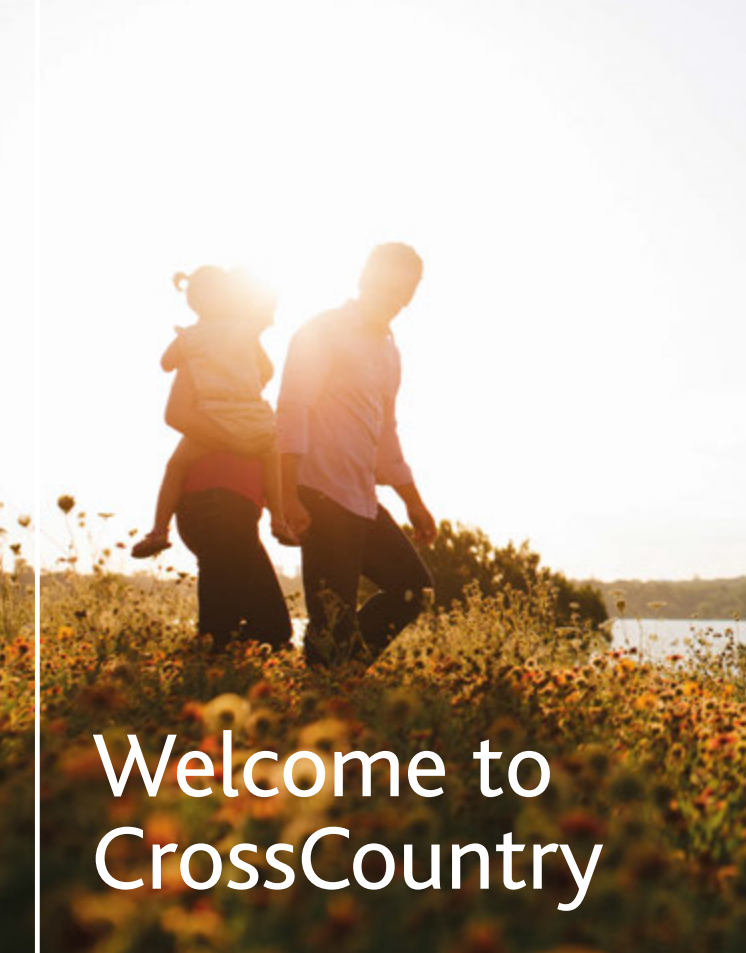
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A photograph of a family walking through a field of wildflowers at sunset. The sun is low on the horizon, creating a warm, golden glow. A man and a woman are walking, with a child on the woman's back. They are walking away from the camera towards the right. The field is filled with various wildflowers, and a body of water is visible in the background.

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For the journey ahead



WiFi

Enjoy free WiFi on all CrossCountry trains. You can enjoy surfing through the countryside with free WiFi on-board all our trains. Please note that on-board WiFi is subject to availability.



First Class

In First Class you can enjoy larger reclining seats and more table space.

You can indulge in a range of complimentary drinks and snacks brought to your seat, available on most services, 7 days a week. For those on longer journeys, an additional range of hot and cold sandwiches, wraps and paninis are available. On selected services, hot meals are available.

Please note catering is provided on selected routes and is subject to availability. Please see our website for further details.



Food and drink

Want something sweet? Or are you a savoury sort of person? Whatever you've got a taste for, we can serve it to you at your seat on many of our journeys. Choose from a refreshingly wide range of hot drinks, soft drinks, chilled beer and wine, sandwiches, a tasty selection of sweet and savoury snacks and hot food. Whatever your appetite, we've got something to satisfy it. Our services with at-seat catering are shaded darker on your timetable, so take a quick look. Please note catering is provided on selected routes and is subject to availability.



Image used for illustrative purposes only.



Bikes

You're welcome to bring your bike! Most CrossCountry trains have two reservable bike spaces and one further space for unreserved bikes. Bikes without a reservation will be accepted on a first come first serve basis. Look out for the bike symbol and store your bike in the designated area to avoid blocking the aisle and vestibule.

Bike reservations are free and can be made via our website crosscountrytrains.co.uk/bike-reservations, Twitter @CrossCountryUK or by calling **0844 811 0124** (calls to this number are charged at 7p per minute, phone networks may charge an additional fee).



Luggage

Don't bring more than you can handle! We recommend that you bring one item of luggage, which measures a maximum of 90cm x 70cm x 30cm. Smaller bags can be stored under your seat, on your lap or in overhead racks. Larger bags have designated luggage areas near the entrance to each coach and in coach D of our Voyager trains.

Please do not store your luggage on the seat next to you or in doorways. If you have not been able to locate a suitable area for your luggage, please ask a member of staff for help. Any luggage in excess of this recommendation may be subject to an additional charge on-board our services, in line with the National Rail Conditions of travel.



Telesales

If you can't get your ticket in advance from **crosscountrytrains.co.uk**, pick up the phone and call our Telesales Team on **0844 811 0124** (calls to this number are charged at 7p per minute, some phone networks may be charged an additional fee).

Group Travel

Friends stick together. So why should they be apart when travelling by train? Use our group booking service at **crosscountrytrains.co.uk** for 10 or more passengers travelling together and we'll help you plan your journey and get you the best deal. Or you can call our dedicated group booking line on **0371 244 2388**.

JourneyCare

Sometimes, we all need a little help. That's why we offer a JourneyCare service for those who need it when travelling with us.

You can request journey assistance online when buying your tickets at **crosscountrytrains.co.uk**. Just give us 48 hours' notice before you want to travel and we'll also help plan your journey and get the best deal. Or give us a call for extra assistance, journey options and buying tickets 24 hours before you intend to travel. Our lines are open 08:00-20:00 Monday to Saturday (except Christmas Day and Boxing Day).

Telephone **0344 811 0125**

Textphone **0344 811 0126**



Connections



Other transport connections

Details of connecting public transport services can be found through:

National Rail **nationalrail.co.uk** or **03457 48 49 50**
(24 hours, calls may be recorded)

Traveline **traveline.info** or **0871 200 22 33**
(calls charged 10p per minute from
BT landlines, calls from other operators
may vary)

TrainTaxiTM **traintaxi.co.uk**

PlusBus tickets – available to buy online with your train tickets at **crosscountrytrains.co.uk** – give you one day's unlimited travel on most bus or tram services connecting with major stations. Visit **plusbus.info** for further information.



International connections

We run direct services to Birmingham International, Southampton and Stansted airports, so take the train and start your holiday or business trip without the worry of parking. Connections to other airports – and ports – are also available from many stations on our network – see **crosscountrytrains.co.uk** for details.

Whether you're making a flight, ferry or cruise connection, we recommend that you aim to get to the relevant terminal two hours before the latest check-in time.



Changes to train times

If you're travelling with CrossCountry, we may need to make changes to our timetables to allow track improvement work to take place. You're advised to check your train times before travelling by visiting **crosscountrytrains.co.uk**

Using your timetable

A Mondays to Fridays

B Features		⌚	⌚			
C Period of operation and Notes		MO A	MX D		B	R D
D	Aberdeen	d				
	Stonehaven	d				
	Montrose	d				
	Arbroath	d				
	Dundee	d		E 0420		
	Leuchars	d		0456		
	Cupar	G d		-		
	Ladybank	d		-		
	Markinch 10 H	d		0540	F	0640g

Note: Stations and times shown are examples only

- A This timetable is divided by direction of travel and days of the week.
- B The 'Features' line will contain any specific details relating to each service, for example if seat reservations are recommended. See Notes pages for an explanation of the symbols used in this timetable.
- C Notes in the 'Period of operation and Notes' line indicate, if applicable, the dates/days on which the service operates and any additional stations the trains stop at.
- D Stations along the route are listed on the left side of the timetable.
- E The train stops here at the time shown. An at-seat service of drinks and light refreshments is provided on those services shown with dark shading (subject to availability).
- F Times shown in italics are connections. You will need to change trains to arrive or depart here at the time shown. A note alongside the time will indicate where you need to change.
- G The letters 'a' and 'd' show whether the time shown is an arrival time ('a') or a departure time ('d').
- H Indicates the minimum connection time (in minutes) that should be allowed when changing trains. When no figure is shown, allow a minimum of five minutes.

Did you know you can get live departure and arrival times on the go with our Train Tickets app?

***Download our
Train Tickets
app and join
a movement
not a queue.***

Appy days.

The quick and easy way to buy tickets, check train times and get information. Download our Train Tickets app today.



Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81				
Features		⌚				
Period of operation and Notes		SX	SO	G	SO	K
Stansted Airport➔	d					
Audley End	d					
Cambridge	d					
Ely ⁶	d					
Manea	d					
March	d					
Whittlesea	d					
London Kings Cross⊖	d					
Peterborough ⁸	a					
Peterborough	d					
Stamford	d					
Oakham	d					
Melton Mowbray	d					
Nottingham ⁸	d					
Beeston	d					
Attenborough	d					
Long Eaton	d					
Spondon	d					
Derby ⁶	a					
Derby	d					0610
Willington	d					-
Burton-on-Trent	d					0620
Tamworth	d					0631
Wilnecote	d					-
London St. Pancras⊖	d					-
Leicester	a					-
Leicester	d				0548	-
South Wigston	d				0554	-
Narborough	d				0559	-
Hinckley	d				0607	-
Nuneaton	d				0615	-
Coleshill Parkway	d				0630	-
Water Orton	d				-	-
Birmingham New Street ¹²	a				0643	0652
Birmingham New Street	d	0500	0537	0542	0642	0712
University	a	-	-	-	0705n	0721n
Ashchurch for Tewkesbury	d	-	0628	0633	0705q	-
Cheltenham Spa	d	0603	0644	0642	0723	0752
Gloucester ⁷	d	0615	0700	0700	0740qa	-
Bristol Parkway ⁷	a	-	-	-	0754	0826
Bristol Temple Meads ¹⁰	a	-	-	-	0805	0839
Lydney	a	0633	0718	0718	0817q	
Chepstow	a	0643	0728	0728	0826q	
Caldicot	a	0651	0736	0736	0835q	
Severn Tunnel Junction	a	0654	0741	0739	0838q	
Newport (South Wales)	a	0706	0753	0751	0850q	0904c
Cardiff Central ⁷	a	0721	0808	0806	0910q	0921c

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SX	SO	SX	S		U	SX
Stansted Apt→							
Audley End							
Cambridge							0515
Ely ⁶							0530
Manea							-
March							0546
Whittlesea							0558
London KgX⇄							-
Peterboro⁸							0608
Peterboro							0610
Stamford							0623
Oakham							0637
Melton Mowbray							0648
Nottingham⁶		0559	0600			0643	-
Beeston		0604	0606			0649	-
Attenborough		0608	0609			0627e	-
Long Eaton		0617	0620			0636e	-
Spondon		0623	0627			0643e	-
Derby⁶		0629	0633			0707	-
Derby		0636	0636	0649		0713	-
Willington		-	-	-		-	-
Burton		0648	0648	0659		0723	-
Tamworth		0701	0701	0709		0734	-
Wilnecote		0705	0705	-		-	-
London StP⇄		-	-	-		-	-
Leicester		-	-	-		-	0710
Leicester	0618	-	-	-		0648	- 0710
South Wigston	0624	-	-	-		0654	-
Narborough	0629	-	-	-		0659	-
Hinckley	0637	-	-	-		0707	-
Nuneaton	0645	-	-	-		0715	- 0730
Colehill	0700	-	-	-		0730	- 0745
Water Orton	-	-	-	-		0734	-
Bham New St¹²	0714	0725	0725	0728		0747	0753 0758
Bham New St		0730	0730		0742		
University		0736	0736	<i>0750n</i>	-	<i>0805n</i>	<i>0822n</i> <i>0830n</i>
Ashchurch		-	-		-		
Cheltenham		0815	0815		0826		
Gloucester ⁷		0825	0825		<i>0841q</i>		
Bristol Pkwy ⁷		-	-		0854		
Bristol TM¹⁰		-	-		0905		
Lydney		-	-		<i>0917q</i>		
Chepstow		0850	0850		<i>0927q</i>		
Caldicot		-	-		<i>0935q</i>		
Severn Tnl Jn		-	-		<i>0938q</i>		
Newport		0909	0909		<i>0930c</i>		
Cardiff Ctl⁷		0924	0928		<i>0949c</i>		

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features	⌚	SO	A	SX	SO	SX	L
Period of operation and Notes							
Stansted Airport ➔	d						
Audley End	d						
Cambridge	d	0515					
Ely ⁶	d	0530					
Manea	d	-					
March	d	0546					
Whittlesea	d	0558					
London Kings Cross ⊖	d	-					
Peterborough ⁸	a	0608					
Peterborough	d	0610					
Stamford	d	0623					
Oakham	d	0637					
Melton Mowbray	d	0648					
Nottingham ⁸	d	-			0700	0704	
Beeston	d	-			0705	0709	
Attenborough	d	-			0709	0713	
Long Eaton	d	-			0717	0722	
Spondon	d	-			-	-	
Derby ⁶	a	-			0727	0732	
Derby	d	-	0727		0736	0736	0749
Willington	d	-	-		0743	0744	-
Burton-on-Trent	d	-	0738		0750	0750	0759
Tamworth	d	-	0749		0802	0803	0810
Wilnecote	d	-	-		0805	0807	-
London St. Pancras ⊖	d	-	-	0552g	-	-	-
Leicester	a	0705	-		-	-	-
Leicester	d	0708	-	0722	-	-	-
South Wigston	d	-	-	0728	-	-	-
Narborough	d	-	-	0733	-	-	-
Hinckley	d	-	-	0741	-	-	-
Nuneaton	d	0730	-	0748	-	-	-
Colleshill Parkway	d	0747	-	0803	-	-	-
Water Orton	d	-	-	0807	-	-	-
Birmingham New Street ¹²	a	0803	0808	0818	0825	0825	0828
Birmingham New Street	d		0812		0830	0830	
University	a	0830n	-		0836	0836	0850n
Ashchurch for Tewkesbury	d		-		-	-	
Cheltenham Spa	d		0852		0915	0915	
Gloucester ⁷	d		-		0925	0925	
Bristol Parkway ⁷	a		0925		-	-	
Bristol Temple Meads ¹⁰	a		0939		-	-	
Lydney	a				-	-	
Chepstow	a				0950	0950	
Caldicot	a				-	-	
Severn Tunnel Junction	a				-	-	
Newport (South Wales)	a		1006c		1009	1011	
Cardiff Central ⁷	a		1021c		1024	1027	

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

For help: see 'Using Your Timetable' on page 8

13

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays

Notes: see pages 80 and 81

Features				R		Z		
Period of operation and Notes		SX	SO	S	G	SX	SO	
Stansted Airport➔	d					0612	0627	
Audley End	d					0624	0641	
Cambridge	d					0656	0658	
Ely ⁶	d					0712	0713	
Manea	d					0708j	0709j	
March	d					0729	0729	
Whittlesea	d					0740	0740	
London Kings Cross⊖	d					0633b	0630b	
Peterborough ⁸	a					0750	0751	
Peterborough	d					0752	0752	
Stamford	d					0805	0805	
Oakham	d					0819	0819	
Melton Mowbray	d					0830	0830	
Nottingham ⁸	d	0809	0806			-	-	
Beeston	d	0814	0812			-	-	
Attenborough	d	-	-			-	-	
Long Eaton	d	0824	0821			-	-	
Spondon	d	-	-			-	-	
Derby ⁶	a	0834	0831			-	-	
Derby	d	0838	0837	0853		-	-	
Willington	d	-	-	-		-	-	
Burton-on-Trent	d	0850	0849	-		-	-	
Tamworth	d	0902	0903	-		-	-	
Wilnecote	d	-	-	-		-	-	
London St. Pancras⊖	d	-	-	-		0732g	0705g	
Leicester	a	-	-	-		0847	0847	
Leicester	d	-	-	-		0848	0848	
South Wigston	d	-	-	-		-	-	
Narborough	d	-	-	-		-	-	
Hinckley	d	-	-	-		-	-	
Nuneaton	d	-	-	-		0910	0910	
Colleshill Parkway	d	-	-	-		0924	0925	
Water Orton	d	-	-	-		-	-	
Birmingham New Street ¹²	a	0924	0925	0927		0938	0938	
Birmingham New Street	d	0930	0930		0942			
University	a	0936	0936	0950n	-	1000n	0955n	
Ashchurch for Tewkesbury	d	-	-		-			
Cheltenham Spa	d	1015	1015		1026			
Gloucester ⁷	d	1025	1025		1045qa			
Bristol Parkway ⁷	a	-	-		1054			
Bristol Temple Meads ¹⁰	a	-	-		1104			
Lydney	a	1043	1043		1117q			
Chepstow	a	-	-		1126q			
Caldicot	a	-	-		1135q			
Severn Tunnel Junction	a	-	-		1138q			
Newport (South Wales)	a	1110	1109		1130c			
Cardiff Central ⁷	a	1129	1124		1146c			

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	②							
	SX	SO	SX K	SO K1	SX	SO	SX	SO
Stansted Apt→								
Audley End								
Cambridge								
Ely ⑥								
Manea								
March								
Whittlesea								
London KgX⊖								
Peterboro ⑧								
Peterboro								
Stamford								
Oakham								
Melton Mowbray								
Nottingham ⑧	0839	0841					0907	0906
Beeston	0844	0825e					0912	0912
Attenborough	0829e	0829e					-	-
Long Eaton	0854	0837e	0902e	0857e			0924	0923
Spondon	0900	0857					-	-
Derby ⑥	0906	0903					0934	0933
Derby	0910	0910	0929	0930			0938	0936
Willington	-	-	-	-			0946	0944
Burton	0922	0922	0939	0941			0952	0950
Tamworth	0934	0934	-	-			1003	1002
Wilnecote	0938	0938	-	-			-	-
London StP⊖	-	-	-	-	0802g	0802g	-	-
Leicester	-	-	-	-			-	-
Leicester	-	-	-	-	0913	0918	-	-
South Wigston	-	-	-	-	-	-	-	-
Narborough	-	-	-	-	0922	0927	-	-
Hinckley	-	-	-	-	0936	0936	-	-
Nuneaton	-	-	-	-	0943	0943	-	-
Colehill	-	-	-	-	0958	0958	-	-
Water Orton	-	-	-	-	1001	1001	-	-
Bham New St ⑫	0955	0955	1006	1007	1014	1014	1024	1025
Bham New St			1017	1012			1030	1030
University	1021n	1022n	1030n	1030n			1036	1036
Ashchurch			-	-			-	-
Cheltenham			1102	1052			1115	1115
Gloucester ⑦			-	-			1125	1125
Bristol Pkwy ⑦			1130	1123			-	-
Bristol TM ⑩			1142	1138			-	-
Lydney							-	-
Chepstow							1150	1150
Caldicot							-	-
Severn Tnl Jn							-	-
Newport			1203c				1209	1209
Cardiff Ctl ⑦			1221c				1226	1224

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays

Notes: see pages 80 and 81

Features		②					
Period of operation and Notes		L	SX		SO		SX K
Stansted Airport ➔	d			0721	0727		
Audley End	d			0738	0741		
Cambridge	d			0801	0801		
Ely 6	d			0816	0816		
Manea	d			0909ha	0909ha		
March	d			0832	0832		
Whittlesea	d			0800b	0804b		
London Kings Cross ⊖	d			0730b	0730b		
Peterborough 8	a			0850	0850		
Peterborough	d			0852	0852		
Stamford	d			0905	0905		
Oakham	d			0919	0919		
Melton Mowbray	d			0930	0930		
Nottingham 8	d			-	-	0941	
Beeston	d			-	-	0925e	
Attenborough	d			-	-	0929e	
Long Eaton	d			-	-	0937e	1000e
Spondon	d			-	-	-	
Derby 6	a			-	-	1003	
Derby	d	0953		-	-	1010	1030
Willington	d	-		-	-	-	-
Burton-on-Trent	d	-		-	-	1021	-
Tamworth	d	-		-	-	1033	1050
Wilnecote	d	-		-	-	1037	-
London St. Pancras ⊖	d	-		0831g	0834g	-	-
Leicester	a	-		0947	0947	-	-
Leicester	d	-		0948	0948	-	-
South Wigston	d	-		-	-	-	-
Narborough	d	-		-	-	-	-
Hinckley	d	-		-	-	-	-
Nuneaton	d	-		1010	1010	-	-
Colleshill Parkway	d	-		1025	1025	-	-
Water Orton	d	-		-	-	-	-
Birmingham New Street 12	a	1027		1038	1038	1055	1108
Birmingham New Street	d		1042				1117
University	a	1050n	-	1100n	1055n	1122n	1130n
Ashchurch for Tewkesbury	d		-				1125q
Cheltenham Spa	d		1126				1203
Gloucester 7	d		1144q				-
Bristol Parkway 7	a		1154				1231
Bristol Temple Meads 10	a		1205				1241
Lydney	a		1218q				
Chepstow	a		1226q				
Caldicot	a		1236q				
Severn Tunnel Junction	a		1239q				
Newport (South Wales)	a		1231c				1303c
Cardiff Central 7	a		1247c				1322c

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO	K	Ⓢ	SX	SO	S	SX	E1	E	SX
Stansted Apt ➔										0821
Audley End										0841
Cambridge										0901
ElyⒺ										0916
Manea										<i>0910j</i>
March										0932
Whittlesea										<i>0918b</i>
London KgX ⊖										<i>0830b</i>
Peterboro Ⓔ										0950
Peterboro										0952
Stamford										1005
Oakham							0948			1019
Melton Mowbray							1001			1030
Nottingham Ⓔ				1007	1006		-			-
Beeston				1012	1012		-			-
Attenborough				-	-		-			-
Long Eaton	<i>0957e</i>			1025	1023		-			-
Spondon				-	-		-			-
Derby Ⓔ				1035	1033		1054			-
Derby	1030			1038	1038	1053				-
Willington	-			-	-	-				-
Burton	-			1050	1049	-				-
Tamworth	1050			1102	1102	-				-
Wilnecote	-			-	-	-				-
London StP ⊖	-	<i>0902g</i>		-	-	-				<i>0931g</i>
Leicester	-			-	-	-				1047
Leicester	-	1018		-	-	-				1048
South Wigston	-	1024		-	-	-				-
Narborough	-	1029		-	-	-				-
Hinckley	-	1037		-	-	-				-
Nuneaton	-	1045		-	-	-				1110
Coleshill	-	1100		-	-	-				1125
Water Orton	-	-		-	-	-				-
Bham New St Ⓔ	1108	1114		1124	1125	1128				1138
Bham New St	1112			1130	1130			1142		
University	<i>1130n</i>			1136	1136	<i>1150n</i>		-		<i>1155n</i>
Ashchurch	<i>1129q</i>			-	-			-		
Cheltenham	1152			1215	1215			1226		
GloucesterⒺ	<i>1212qa</i>			1225	1225			<i>1310qa</i>		
Bristol PkwyⒺ	1229			-	-			1254		
Bristol TM Ⓔ	1242			-	-			1304		
Lydney				-	-					
Chepstow				1250	1250					
Caldicot				-	-					
Severn Tnl Jn				-	-					
Newport				1309	1309			<i>1330c</i>		
Cardiff Ctl Ⓔ				1330	1324			<i>1346c</i>		

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features	⌚						
Period of operation and Notes	SO	SX K	SO A	SX			
Stansted Airport ➔	d	0827					
Audley End	d	0841					
Cambridge	d	0901					
Ely 6	d	0916					
Manea	d	<i>0909j</i>					
March	d	0932					
Whittlesea	d	<i>0917b</i>					
London Kings Cross ⊖	d	<i>0830b</i>					
Peterborough 8	a	0950					
Peterborough	d	0952					
Stamford	d	1005					
Oakham	d	1019					
Melton Mowbray	d	1030					
Nottingham 8	d	-	1041				1107
Beeston	d	-	<i>1025e</i>				1112
Attenborough	d	-	<i>1029e</i>				-
Long Eaton	d	-	<i>1037e</i>	<i>1057e</i>	<i>1057e</i>		1123
Spondon	d	-	-				-
Derby 6	a	-	1103				1133
Derby	d	-	1110	1132	1131		1137
Willington	d	-	-	-	-		-
Burton-on-Trent	d	-	1121	-	1142		1149
Tamworth	d	-	1133	-	-		1202
Wilnecote	d	-	1137	-	-		-
London St. Pancras ⊖	d	<i>0931g</i>	-	-	-	<i>1002g</i>	-
Leicester	a	1047	-	-	-		-
Leicester	d	1048	-	-	-	1118	-
South Wigston	d	-	-	-	-	-	-
Narborough	d	-	-	-	-	1127	-
Hinckley	d	-	-	-	-	1136	-
Nuneaton	d	1110	-	-	-	1143	-
Coleshill Parkway	d	1125	-	-	-	1158	-
Water Orton	d	-	-	-	-	1201	-
Birmingham New Street 12	a	1138	1155	1206	1207	1214	1224
Birmingham New Street	d			1217	1212		1230
University	a	<i>1155n</i>	<i>1222n</i>	<i>1230n</i>	<i>1230n</i>		1236
Ashchurch for Tewkesbury	d			-	-		-
Cheltenham Spa	d			1303	1252		1315
Gloucester 7	d			-	<i>1309qa</i>		1325
Bristol Parkway 7	a			1331	1321		-
Bristol Temple Meads 10	a			1341	1333		-
Lydney	a						1343
Chepstow	a						-
Caldicot	a						-
Severn Tunnel Junction	a						-
Newport (South Wales)	a			<i>1405c</i>			1410
Cardiff Central 7	a			<i>1421c</i>			1426

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO	L	② SX	SO		SX K	SO N
Stansted Apt→			0921	0927			
Audley End			0941	0941			
Cambridge			1000	1001			
Ely 6			1015	1016			
Manea			<i>1109ha</i>	<i>1109ha</i>			
March			1033	1032			
Whittlesea			<i>1128j</i>	<i>1128ja</i>			
London KgX⊖			<i>0930b</i>	<i>0930b</i>			
Peterboro 8			1051	1050			
Peterboro			1052	1052			
Stamford			1105	1105			
Oakham			1119	1119			
Melton Mowbray			1130	1130			
Nottingham 8	1106		-	-	1141		
Beeston	1112		-	-	<i>1125e</i>		
Attenborough	-		-	-	<i>1129e</i>		
Long Eaton	1123		-	-	<i>1137e</i>	<i>1158e</i>	<i>1157e</i>
Spondon	-		-	-	-		
Derby 6	1133		-	-	1203		
Derby	1137	1153	-	-	1210	1230	1229
Willington	-	-	-	-	-	-	-
Burton	1149	-	-	-	1221	-	-
Tamworth	1202	-	-	-	1233	1250	1249
Wilnecote	-	-	-	-	1237	-	-
London StP⊖	-	-	<i>1034g</i>	<i>1034g</i>	-	-	-
Leicester	-	-	1147	1147	-	-	-
Leicester	-	-	1148	1148	-	-	-
South Wigston	-	-	-	-	-	-	-
Narborough	-	-	-	-	-	-	-
Hinckley	-	-	-	-	-	-	-
Nuneaton	-	-	1210	1210	-	-	-
Colleshill	-	-	1225	1225	-	-	-
Water Orton	-	-	-	-	-	-	-
Bham New St 12	1225	1227	1238	1238	1255	1309	1308
Bham New St	1230		1242			1317	1312
University	1236	<i>1250n</i>	-	<i>1255n</i>	<i>1255n</i>	<i>1322n</i>	<i>1330n</i>
Ashchurch	-		-			<i>1325q</i>	<i>1314q</i>
Cheltenham	1315		1326			1403	1352
Gloucester 7	1325		<i>1357qa</i>			-	-
Bristol Pkwy 7	-		1354			1431	1423
Bristol TM 10	-		1404			1442	1434
Lydney	1343		<i>1417q</i>				
Chepstow	-		<i>1426q</i>				
Caldicot	-		<i>1435q</i>				
Severn Tnl Jn	-		<i>1438q</i>				
Newport	1409		<i>1431c</i>			<i>1507c</i>	
Cardiff Ctl 7	1424		<i>1447c</i>			<i>1523c</i>	

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81				
Features		⌚	SO	SX	S	V
Period of operation and Notes						
Stansted Airport➔	d					1027
Audley End	d					1041
Cambridge	d					1101
Ely ⁶	d					1116
Manea	d					1109j
March	d					1132
Whittlesea	d					1117b
London Kings Cross⊖	d					1030b
Peterborough ⁸	a					1150
Peterborough	d					1152
Stamford	d					1205
Oakham	d					1219
Melton Mowbray	d					1230
Nottingham ⁸	d		1206	1207		-
Beeston	d		1212	1212		-
Attenborough	d		-	-		-
Long Eaton	d		1223	1222		-
Spondon	d		-	-		-
Derby ⁶	a		1233	1232		-
Derby	d		1237	1237	1253	-
Willington	d		-	-	-	-
Burton-on-Trent	d		1249	1249	-	-
Tamworth	d		1302	1302	-	-
Wilnecote	d		-	-	-	-
London St. Pancras⊖	d	1102g	-	-	-	1134g
Leicester	a		-	-	-	1247
Leicester	d	1218	-	-	-	1248
South Wigston	d	1224	-	-	-	-
Narborough	d	1229	-	-	-	-
Hinckley	d	1237	-	-	-	-
Nuneaton	d	1245	-	-	-	1310
Coleshill Parkway	d	1300	-	-	-	1325
Water Orton	d	-	-	-	-	-
Birmingham New Street ¹²	a	1314	1324	1324	1327	1338
Birmingham New Street	d		1330	1330		1342
University	a		1336	1336	1350n	- 1400n
Ashchurch for Tewkesbury	d		-	-		-
Cheltenham Spa	d		1415	1415		1426
Gloucester ⁷	d		1425	1425		1445qa
Bristol Parkway ⁷	a		-	-		1457
Bristol Temple Meads ¹⁰	a		-	-		1508
Lydney	a		1501v	1501v		
Chepstow	a		1450	1450		
Caldicot	a		1519v	1519v		
Severn Tunnel Junction	a		1522v	1522v		
Newport (South Wales)	a		1510	1512		1530c
Cardiff Central ⁷	a		1526	1530		1545c

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

②

		SX K	SO K		SO	SX	L	E
Stansted Apt→								
Audley End								
Cambridge								
Ely 6								
Manea								
March								
Whittlesea								
London KgX⊖								
Peterboro 8								
Peterboro								
Stamford								
Oakham								
Melton Mowbray								
Nottingham 8	1241				1306	1307		
Beeston	1225e				1312	1312		
Attenborough	1229e				-	-		
Long Eaton	1237e	1258e	1257e		1323	1323		
Spondon	-				-	-		
Derby 6	1301				1333	1333		
Derby	1310	1330	1328		1337	1337	1352	
Willington	1317	-	-		-	-	-	
Burton	1324	1341	1338		1349	1349	-	
Tamworth	1335	-	-		1402	1403	-	
Wilnecote	-	-	-		-	-	-	
London StP⊖	-	-	-	1202g	-	-	-	
Leicester	-	-	-		-	-	-	
Leicester	-	-	-	1318	-	-	-	
South Wigston	-	-	-	-	-	-	-	
Narborough	-	-	-	1327	-	-	-	
Hinckley	-	-	-	1336	-	-	-	
Nuneaton	-	-	-	1343	-	-	-	
Coleshill	-	-	-	1358	-	-	-	
Water Orton	-	-	-	1401	-	-	-	
Bham New St 12	1355	1405	1403	1414	1424	1424	1427	
Bham New St		1417	1412		1430	1430		1442
University	1421n	1430n	1422n		1436	1436	1450n	-
Ashchurch		-	-		-	-		-
Cheltenham		1503	1452		1515	1515		1526
Gloucester 7		-	1509qa		1525	1525		1543q
Bristol Pkwy 7		1531	1523		-	-		1557
Bristol TM 10		1541	1538		-	-		1611
Lydney					-	-		
Chepstow					1550	1550		
Caldicot					-	-		
Severn Tnl Jn					-	-		
Newport		1603c			1609	1612		1631c
Cardiff Ctl 7		1622c			1624	1630		1645c

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays

Notes: see pages 80 and 81

Features		⌚					
Period of operation and Notes		SX R		SO R		SX	
Stansted Airport ➔	d	1127					
Audley End	d	1141					
Cambridge	d	1201					
Ely 6	d	1216					
Manea	d	1309ha					
March	d	1232					
Whittlesea	d	1328ja					
London Kings Cross ⊖	d	1130b					
Peterborough 8	a	1250					
Peterborough	d	1252					
Stamford	d	1305					
Oakham	d	1319					
Melton Mowbray	d	1330					
Nottingham 8	d	-	1341	1350e			1407
Beeston	d	-	1325e	1357e			1412
Attenborough	d	-	1329e				-
Long Eaton	d	-	1337e	1407e	1357e		1423
Spondon	d	-	1344e				-
Derby 6	a	-	1401				1433
Derby	d	-	1410	1430	1430		1437
Willington	d	-	-	-	-		-
Burton-on-Trent	d	-	1421	-	-		1450
Tamworth	d	-	1433	1448	1450		1504
Wilnecote	d	-	1437	-	-		-
London St. Pancras ⊖	d	1234g	-	-	-	1302g	-
Leicester	a	1347	-	-	-		-
Leicester	d	1348	-	-	-	1418	-
South Wigston	d	-	-	-	-	1424	-
Narborough	d	-	-	-	-	1429	-
Hinckley	d	-	-	-	-	1437	-
Nuneaton	d	1410	-	-	-	1445	-
Coleshill Parkway	d	1425	-	-	-	1500	-
Water Orton	d	-	-	-	-	-	-
Birmingham New Street 12	a	1438	1455	1506	1509	1514	1524
Birmingham New Street	d			1517	1512		1530
University	a	1455n	1522n	1530n	1530n		1536
Ashchurch for Tewkesbury	d			1525q	1525q		-
Cheltenham Spa	d			1603	1552		1615
Gloucester 7	d			-	1612qa		1625
Bristol Parkway 7	a			1632	1628		-
Bristol Temple Meads 10	a			1643	1639		-
Lydney	a						1643
Chepstow	a						1653
Caldicot	a						-
Severn Tunnel Junction	a						-
Newport (South Wales)	a			1706c			1711
Cardiff Central 7	a			1723c			1730

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO	S	W	⓪	Ⓡ		SX
Stansted Apt →				1227			
Audley End				1241			
Cambridge				1301			
Ely 6				1316			
Manea				1309j			
March				1332			
Whittlesea				1317b			
London KgX ⊖				1230b			
Peterboro 8				1350			
Peterboro				1352			
Stamford				1405			
Oakham				1419			
Melton Mowbray				1430			
Nottingham 8	1406			-	1441		1507
Beeston	1412			-	1425e		1512
Attenborough	-			-	1429e		-
Long Eaton	1423			-	1437e	1457e	1522
Spondon	-			-	-		-
Derby 6	1433			-	1503		1532
Derby	1437	1453		-	1510	1528	1537
Willington	-	-		-	1517	-	-
Burton	1449	-		-	1524	1538	1549
Tamworth	1502	-		-	1535	-	1602
Wilnecote	-	-		-	-	-	-
London StP ⊖	-	-		1334g	-	-	1402g
Leicester	-	-		1447	-	-	-
Leicester	-	-		1448	-	-	1518
South Wigston	-	-		-	-	-	-
Narborough	-	-		-	-	-	1527
Hinckley	-	-		-	-	-	1536
Nuneaton	-	-		1510	-	-	1543
Colleshill	-	-		1525	-	-	1558
Water Orton	-	-		-	-	-	1601
Bham New St 12	1525	1527		1538	1555	1604	1614
Bham New St	1530		1542			1612	1630
University	1536	1550n	-	1555n		1622n	1636
Ashchurch	-		-			-	1709
Cheltenham	1615		1626			1652	1718
Gloucester 7	1625		1656q			-	1730
Bristol Pkwy 7	-		1654			1723	-
Bristol TM 10	-		1706			1737	-
Lydney	1643		1717q				1749
Chepstow	1653		1727q				-
Caldicot	-		1735q				-
Severn Tnl Jn	-		1738q				-
Newport	1711		1731c			1802ca	1814
Cardiff Ctl 7	1726		1746c			1821ca	1830

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features	⌚						
Period of operation and Notes	SO	M	E	T			
Stansted Airport →	d			1327			
Audley End	d			1341			
Cambridge	d			1401			
Ely 6	d			1416			
Manea	d			1509ha			
March	d			1432			
Whittlesea	d			1528ja			
London Kings Cross ↔	d			1330b			
Peterborough 8	a			1450			
Peterborough	d			1452			
Stamford	d			1505			
Oakham	d			1519			
Melton Mowbray	d			1530			
Nottingham 8	d	1506		-	1541		
Beeston	d	1513		-	1525e		
Attenborough	d	-		-	1529e		
Long Eaton	d	1523		-	1537e	1557e	
Spondon	d	-		-	-		
Derby 6	a	1533		-	1602		
Derby	d	1537	1552	-	1610	1630	
Willington	d	-	-	-	-	-	
Burton-on-Trent	d	1549	-	-	1621	-	
Tamworth	d	1602	-	-	1633	1649	
Wilnecote	d	-	-	-	1637	-	
London St. Pancras ↔	d	-	-	1434g	-	-	
Leicester	a	-	-	1547	-	-	
Leicester	d	-	-	1548	-	-	
South Wigston	d	-	-	-	-	-	
Narborough	d	-	-	-	-	-	
Hinckley	d	-	-	-	-	-	
Nuneaton	d	-	-	1610	-	-	
Colleshill Parkway	d	-	-	1625	-	-	
Water Orton	d	-	-	-	-	-	
Birmingham New Street 12	a	1625	1627		1638	1655	1707
Birmingham New Street	d	1630		1642			1712
University	a	1636	1650n	-	1655n	1722n	1725n
Ashchurch for Tewkesbury	d	-		-			1724q
Cheltenham Spa	d	1715		1726			1752
Gloucester 7	d	1725		1742qa			-
Bristol Parkway 7	a	-		1756			1828
Bristol Temple Meads 10	a	-		1809			1842
Lydney	a	1743		1817q			
Chepstow	a	-		1826q			
Caldicot	a	-		1835q			
Severn Tunnel Junction	a	-		1838q			
Newport (South Wales)	a	1809		1831c			1910ca
Cardiff Central 7	a	1824		1849c			1925ca

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	⌚	SX	SO	S			SO K
Stansted Apt→					1427		
Audley End					1441		
Cambridge					1501		
Ely 6					1516		
Manea					1509j		
March					1532		
Whittlesea					1517b		
London KgX⊖					1430b		
Peterboro 8					1550		
Peterboro					1552		
Stamford					1605		
Oakham					1619		
Melton Mowbray					1630		
Nottingham 8		1607	1606		-	1641	1649e
Beeston		1612	1612		-	1625e	1654e
Attenborough		-	-		-	1629e	1657e
Long Eaton		1622	1623		-	1637e	1706e
Spondon		-	-		-	-	
Derby 6		1632	1633		-	1701	
Derby		1637	1637	1652	-	1710	1728
Willington		-	-	-	-	1717	-
Burton		1649	1649	-	-	1724	1741
Tamworth		1702	1702	-	-	1735	-
Wilnecote		-	-	-	-	-	-
London StP⊕	1502g	-	-	-	1534g	-	-
Leicester		-	-	-	1647	-	-
Leicester	1618	-	-	-	1648	-	-
South Wigston	1624	-	-	-	-	-	-
Narborough	1629	-	-	-	-	-	-
Hinckley	1637	-	-	-	-	-	-
Nuneaton	1645	-	-	-	1710	-	-
Colehill	1700	-	-	-	1725	-	-
Water Orton	-	-	-	-	-	-	-
Bham New St 12	1714	1724	1725	1727	1738	1755	1807
Bham New St		1730	1730		1742		1812
University		1736	1736	1750n	-	1800n	1822n
Ashchurch		1809	1809		1809q		-
Cheltenham		1818	1818		1826		1852
Gloucester 7		1831	1828		1856qa		-
Bristol Pkwy 7		-	-		1855		1922
Bristol TM 10		-	-		1905		1938
Lydney		-	-		1919q		
Chepstow		-	-		1929q		
Caldicot		-	-		1936q		
Severn Tnl Jn		-	-		1939q		
Newport		1914	1910		1933c		
Cardiff Ctl 7		1932	1927		1948c		

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		SX K		S	Z1	SX	
Stansted Airport➔	d					1527	
Audley End	d					1541	
Cambridge	d					1601	
ElyⒼ	d					1616	
Manea	d					1709ha	
March	d					1632	
Whittlesea	d					1729ja	
London Kings Cross⊖	d					1530b	
PeterboroughⒺ	a					1650	
Peterborough	d					1652	
Stamford	d					1705	
Oakham	d					1719	
Melton Mowbray	d					1730	
NottinghamⒺ	d	1649e	1707			-	
Beeston	d	1654e	1712			-	
Attenborough	d	1657e	-			-	
Long Eaton	d	1706e	1722			-	
Spondon	d		-			-	
DerbyⒼ	a		1732			-	
Derby	d	1730	1737	1752		-	
Willington	d	-	-	-		-	
Burton-on-Trent	d	1741	1748	-		-	
Tamworth	d	-	1800	-		-	
Wilnecote	d	-	1804	-		-	
London St. Pancras⊖	d	-	1602g	-	-	1631g	
Leicester	a	-	-	-		1747	
Leicester	d	-	1718	-	-	1748	
South Wigston	d	-	1724	-	-	1756	
Narborough	d	-	1729	-	-	1801	
Hinckley	d	-	1737	-	-	1809	
Nuneaton	d	-	1745	-	-	1816	
Coleshill Parkway	d	-	1800	-	-	1831	
Water Orton	d	-	-	-	-	-	
Birmingham New StreetⒺ	a	1807	1814	1824	1827	1844	
Birmingham New Street	d	1812		1830	1842		
University	a	1830n		1836	1850n	-	1910n
Ashchurch for Tewkesbury	d	-		-	-		
Cheltenham Spa	d	1852		1915		1926	
GloucesterⒺ	d	1908		1925		1943qa	
Bristol ParkwayⒺ	a	1934		-		1954	
Bristol Temple MeadsⒺ	a	1945		-		2009	
Lydney	a			-		2017q	
Chepstow	a			-		2027q	
Caldicot	a			-		2035q	
Severn Tunnel Junction	a			-		2035	
Newport (South Wales)	a	2006c		2012		2046	
Cardiff CentralⒺ	a	2020c		2028		2102	

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO	SX	SO	SO K	SX K	Ⓢ	SX	SO
Stansted Apt →	1527							
Audley End	1541							
Cambridge	1601							
Ely	1616							
Manea	<i>1709ha</i>							
March	1632							
Whittlesea	<i>1728ja</i>							
London KgX ⊖	<i>1530b</i>							
Peterboro 8	1650							
Peterboro	1652							
Stamford	1705							
Oakham	1719							
Melton Mowbray	1730							
Nottingham 8	-	1741	1741				1807	1806
Beeston	-	<i>1725e</i>	<i>1725e</i>				1812	1812
Attenborough	-	<i>1729e</i>	<i>1729e</i>				-	-
Long Eaton	-	1754	<i>1738e</i>	<i>1757e</i>	<i>1804e</i>		1826	1822
Spondon	-	1801	<i>1746e</i>				-	-
Derby 6	-	1807	1802				1836	1832
Derby	-	1813	1810	1828	1829		1840	1837
Willington	-	1820	1817	-	-		-	-
Burton	-	1827	1824	-	-		1851	1849
Tamworth	-	1838	1835	1847	1850		1903	1902
Wilnecote	-	-	-	-	-		-	-
London StP ⊕	<i>1634g</i>	-	-	-	-	<i>1702g</i>	-	-
Leicester	1747	-	-	-	-		-	-
Leicester	1751	-	-	-	-	1818	-	-
South Wigston	-	-	-	-	-	1824	-	-
Narborough	-	-	-	-	-	1828	-	-
Hinckley	-	-	-	-	-	1837	-	-
Nuneaton	1810	-	-	-	-	1845	-	-
Colleshill	1825	-	-	-	-	1900	-	-
Water Orton	-	-	-	-	-	-	-	-
Bham New St 12	1838	1857	1855	1907	1908	1914	1924	1925
Bham New St				1912	1912		1930	1930
University	<i>1855n</i>	<i>1922n</i>	<i>1921n</i>	<i>1925n</i>	<i>1925n</i>		1936	1936
Ashchurch				<i>1925q</i>	<i>1924q</i>		-	-
Cheltenham				1952	1953		2015	2015
Gloucester				<i>2015qa</i>	<i>2012qa</i>		2025	2025
Bristol Pkwy				2029	2030		-	-
Bristol TM 10				2039	2042		-	-
Lydney							-	-
Chepstow							-	-
Caldicot							-	-
Severn Tnl Jn							-	-
Newport					<i>2106c</i>		2111	2109
Cardiff Ctl 7					<i>2121c</i>		2128	2124

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		②					
Period of operation and Notes		S	Y	K			
Stansted Airport ➔	d			1627			
Audley End	d			1641			
Cambridge	d			1701			
Ely 6	d			1716			
Manea	d			1709j			
March	d			1732			
Whittlesea	d			1728b			
London Kings Cross ⊖	d			1630b			
Peterborough 8	a			1750			
Peterborough	d			1752			
Stamford	d			1805			
Oakham	d			1819			
Melton Mowbray	d			1830			
Nottingham 8	d			-	1841		
Beeston	d			-	1825e		
Attenborough	d			-	1829e		
Long Eaton	d			-	1837e	1857e	
Spondon	d			-	-		
Derby 6	a			-	1902		
Derby	d	1852		-	1910	1931	
Willington	d	-		-	-	-	
Burton-on-Trent	d	-		-	1921	1941	
Tamworth	d	-		-	1933	-	
Wilnecote	d	-		-	1937	-	
London St. Pancras ⊖	d	-		1719g	-	-	1802g
Leicester	a	-		1847	-	-	
Leicester	d	-		1848	-	-	1918
South Wigston	d	-		-	-	-	1924
Narborough	d	-		-	-	-	1929
Hinckley	d	-		-	-	-	1937
Nuneaton	d	-		1910	-	-	1945
Colleshill Parkway	d	-		1925	-	-	2000
Water Orton	d	-		-	-	-	-
Birmingham New Street 12	a	1927		1938	1955	2006	2014
Birmingham New Street	d		1942			2012	
University	a	1950n	-	2000n	2022n	2030n	
Ashchurch for Tewkesbury	d		-			-	
Cheltenham Spa	d		2026			2052	
Gloucester 7	d		-			2112q	
Bristol Parkway 7	a		2054			2124	
Bristol Temple Meads 10	a		2104			2135	
Lydney	a						
Chepstow	a						
Caldicot	a						
Severn Tunnel Junction	a						
Newport (South Wales)	a					2204ca	
Cardiff Central 7	a					2218ca	

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For help: see 'Using Your Timetable' on page 8

	 SX	SO	L		SX E1	SO	SX
Stansted Apt ➔				1727			
Audley End				1741			
Cambridge				1801			
Ely 				1816			
Manea				1826			
March				1834			
Whittlesea				<i>1928ja</i>			
London KgX ⊖				<i>1730b</i>			
Peterboro 				1851			
Peterboro				1852			
Stamford				1905			
Oakham				1919	1925		
Melton Mowbray				1930	1936a		
Nottingham 	1907	1906		-		1929	1936
Beeston	1912	1912		-		1934	1941
Attenborough	-	-		-		1937	1944
Long Eaton	1924	1923		-		1948	1953
Spondon	-	1930		-		<i>1944e</i>	<i>1944e</i>
Derby 	1934	1934		-		2003	2004
Derby	1938	1939	1953	-		2010	2010
Willington	-	-	-	-		-	-
Burton	1949	1950	-	-		2022	2021
Tamworth	2003	2002	-	-		2034	2033
Wilnecote	-	-	-	-		2038	2037
London StP ⊖	-	-	-	<i>1819g</i>		-	-
Leicester	-	-	-	1947		-	-
Leicester	-	-	-	1948		-	-
South Wigston	-	-	-	-		-	-
Narborough	-	-	-	-		-	-
Hinckley	-	-	-	-		-	-
Nuneaton	-	-	-	2010		-	-
Colleshill	-	-	-	2025		-	-
Water Orton	-	-	-	-		-	-
Bham New St 	2024	2025	2027	2038		2055	2055
Bham New St	2030	2030		2042			
University	2036	2036	<i>2055n</i>	-	<i>2100n</i>	<i>2122n</i>	<i>2122n</i>
Ashchurch	-	-		-			
Cheltenham	2115	2115		2126			
Gloucester 	2125	2125		-			
Bristol Pkwy 	-	-		2157			
Bristol TM 	-	-		2212			
Lydney	2143	2143					
Chepstow	2153	2153					
Caldicot	2201	2201					
Severn Tnl Jn	2204	2204					
Newport	2216	2222					
Cardiff Ctl 	2237	2243					

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⑦					
Period of operation and Notes		SO	SX	SO	SX	SX	
Stansted Airport ➔	d						1821
Audley End	d						1841
Cambridge	d						1900
Ely 6	d						1916
Manea	d						1909j
March	d						1932
Whittlesea	d						1928b
London Kings Cross ⊖	d						1830b
Peterborough 8	a						1950
Peterborough	d						1952
Stamford	d						2005
Oakham	d						2019
Melton Mowbray	d						2030
Nottingham 8	d						-
Beeston	d						-
Attenborough	d						-
Long Eaton	d						-
Spondon	d						-
Derby 6	a						-
Derby	d	2028	2031			2053	-
Willington	d	-	-			-	-
Burton-on-Trent	d	-	-			-	-
Tamworth	d	2046	2050			-	-
Wilnecote	d	-	-			-	-
London St. Pancras ⊖	d	-	-	1902g	1901g	-	1932g
Leicester	a	-	-			-	2047
Leicester	d	-	-	2018	2018	-	2048
South Wigston	d	-	-	2024	2024	-	-
Narborough	d	-	-	2029	2029	-	-
Hinckley	d	-	-	2037	2037	-	-
Nuneaton	d	-	-	2045	2045	-	2110
Coleshill Parkway	d	-	-	2100	2100	-	2125
Water Orton	d	-	-	-	-	-	-
Birmingham New Street 12	a	2104	2107	2114	2114	2129	2138
Birmingham New Street	d	2112	2112		2130		
University	a	2130n	-	2150n	2136	2150n	2200n
Ashchurch for Tewkesbury	d	-	-		2213		
Cheltenham Spa	d	2152	2152		2223		
Gloucester 7	d	2206	2205		2234a		
Bristol Parkway 7	a	2233	2231				
Bristol Temple Meads 10	a	2243	2241				
Lydney	a						
Chepstow	a						
Caldicot	a						
Severn Tunnel Junction	a						
Newport (South Wales)	a		2317c				
Cardiff Central 7	a		2339c				

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For help: see 'Using Your Timetable' on page 8

	SO	SO	SX	SO	SX		SX	SO
Stansted Apt ➔	1827						1921	1927
Audley End	1841						1941	1941
Cambridge	1901						2001	2001
Ely6	1916						2016	2016
Manea	1909j						2110ha	2109ha
March	1932						2032	2032
Whittlesea	1928b						2130ja	2128ja
London KgX ⊖	1830b						1930b	1930b
Peterboro 8	1950						2050	2050
Peterboro	1952						2052	2052
Stamford	2005						2105	2105
Oakham	2019						2119	2119
Melton Mowbray	2030						2130	2130
Nottingham 8	-	2038	2040				-	-
Beeston	-	2043	2045				-	-
Attenborough	-	2029e	2029e				-	-
Long Eaton	-	2052	2055	2057e			-	-
Spondon	-	-	-				-	-
Derby 6	-	2102	2105				-	-
Derby	-	2110	2110	2128	2131		-	-
Willington	-	2117	2117	-	-		-	-
Burton	-	2124	2124	2138	2141		-	-
Tamworth	-	2135	2135	2149	2151		-	-
Wilnecote	-	2139	2139	-	-		-	-
London StP ⊕	1934g	-	-	-	-	2001g	2031g	2034g
Leicester	2047	-	-	-	-		2147	2147
Leicester	2048	-	-	-	-	2116	2148	2148
South Wigston	-	-	-	-	-	2124	-	-
Narborough	-	-	-	-	-	2129	-	-
Hinckley	-	-	-	-	-	2137	-	-
Nuneaton	2110	-	-	-	-	2145	2210	2210
Colehill	2125	-	-	-	-	2200	2225	2225
Water Orton	-	-	-	-	-	-	-	-
Bham New St 12	2138	2156	2158	2206	2209	2214	2238	2238
Bham New St					2212			
University	2200n	2214n	2214n	2230n	2230n	2250n	2300n	2300n
Ashchurch					2213q			
Cheltenham					2252			
Gloucester7					-			
Bristol Pkwy7					2320			
Bristol TM 10					2330			
Lydney					2332q			
Chepstow					2342q			
Caldicot					2350q			
Severn Tnl Jn					2353q			
Newport					0012q			
Cardiff Ctl 7					0034q			

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features	⌚						
Period of operation and Notes		SO	SX		SO	SO	SX
Stansted Airport➔	d						
Audley End	d						
Cambridge	d						
Ely ⁶	d						
Manea	d						
March	d						
Whittlesea	d						
London Kings Cross⊖	d						
Peterborough ⁸	a						
Peterborough	d						
Stamford	d						
Oakham	d						
Melton Mowbray	d						
Nottingham ⁸	d	2120e	2120e	2138			
Beeston	d	2125e	2125e	2144			
Attenborough	d	2129e	2129e	2147			
Long Eaton	d	2137e	2137e	2156	2201e		
Spondon	d			2202			
Derby ⁶	a			2208			
Derby	d	2156	2202	2212	2226		
Willington	d	-	-	-	-		
Burton-on-Trent	d	-	-	2223	2237		
Tamworth	d	-	-	2235	2247		
Wilnecote	d	-	-	2238	-		
London St. Pancras⊖	d	-	-	-	-	2100g	2101g
Leicester	a	-	-	-	-		
Leicester	d	-	-	-	-	2220	2227
South Wigston	d	-	-	-	-	2226	2233
Narborough	d	-	-	-	-	2231	2238
Hinckley	d	-	-	-	-	2239	2246
Nuneaton	d	-	-	-	-	2246	2253
Coleshill Parkway	d	-	-	-	-	2301	2308
Water Orton	d	-	-	-	-	-	-
Birmingham New Street ¹²	a	2244	2252	2302	2306	2314	2321
Birmingham New Street	d						
University	a	2320n	2320n	2340n		2340n	
Ashchurch for Tewkesbury	d						
Cheltenham Spa	d						
Gloucester ⁷	d						
Bristol Parkway ⁷	a						
Bristol Temple Meads ¹⁰	a						
Lydney	a						
Chepstow	a						
Caldicot	a						
Severn Tunnel Junction	a						
Newport (South Wales)	a						
Cardiff Central ⁷	a						

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For help: see 'Using Your Timetable' on page 8

	② SX	SX E1	SX	SO			SX	SO
Stansted Apt→			2021	2027	2127	2227	2257	2327
Audley End			2041	2041	2141	2241	2311	2341
Cambridge			2101	2057a	2157a	2258a	2327a	2358a
Ely ⑥			2116	<i>2156f</i>	<i>2227f</i>	<i>2323f</i>	<i>2357f</i>	<i>0026f</i>
Manea			<i>2109j</i>					
March			2133					
Whittlesea			<i>2119b</i>					
London KgX⊖		<i>2003b</i>	<i>2100b</i>					
Peterboro ⑧			2151					
Peterboro		2131	2200					
Stamford		2145	2213					
Oakham		2201	2227					
Melton Mowbray		2214	2238					
Nottingham ⑧		2254a	-					
Beeston			-					
Attenborough			-					
Long Eaton			-					
Spondon			-					
Derby ⑥			-					
Derby	2246		-					
Willington	-		-					
Burton	2256		-					
Tamworth	2307		-					
Wilnecote	-		-					
London StP⊖	-		<i>2130g</i>					
Leicester	-		2255					
Leicester	-		2256					
South Wigston	-		-					
Narborough	-		-					
Hinckley	-		-					
Nuneaton	-		2315					
Coleshill	-		2330					
Water Orton	-		-					
Bham New St ⑫	2326		2343					
Bham New St								
University								
Ashchurch								
Cheltenham								
Gloucester ⑦								
Bristol Pkwy ⑦								
Bristol TM ⑩								
Lydney								
Chepstow								
Caldicot								
Severn Tnl Jn								
Newport								
Cardiff Ctl ⑦								

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Sundays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes	R	K		K		K	
Stansted Airport➔	d						
Audley End	d						
Cambridge	d						
ElyⒼ	d						
Manea	d						
March	d						
Whittlesea	d						
London Kings Cross⊖	d						
PeterboroughⒼ	a						
Peterborough	d						
Stamford	d						
Oakham	d						
Melton Mowbray	d						
NottinghamⒼ	d			0954			
Beeston	d			0932e			
Attenborough	d			0935e			
Long Eaton	d			0943e			
Spondon	d			-			
DerbyⒼ	a			1012			
Derby	d		0930	1018		1033	
Willington	d		-	-		-	
Burton-on-Trent	d		-	1029		-	
Tamworth	d		-	1042		1052	
Wilnecote	d		-	-		-	
London St. Pancras⊖	d		-	-		-	
Leicester	a		-	-		-	
Leicester	d		-	-	1020	-	
South Wigston	d		-	-	-	-	
Narborough	d		-	-	1029	-	
Hinckley	d		-	-	1038	-	
Nuneaton	d		-	-	1046	-	
Coleshill Parkway	d		-	-	1101	-	
Water Orton	d		-	-	-	-	
Birmingham New StreetⒼ	a			1018	1102	1115	1120
Birmingham New Street	d	0930	1012	1030	1112		1130
University	a	-	1018	1041n	1118	1141n	1152n
Ashchurch for Tewkesbury	d	-	-	-	-		1153q
Cheltenham Spa	d	1010	1101	1110	1157		1210
GloucesterⒼ	d	-	1111	1127qa	1211		1231qa
Bristol ParkwayⒼ	a	1038	-	1138	-		1238
Bristol Temple MeadsⒼ	a	1049	-	1149	-		1249
Lydney	a		-	-	-		1252q
Chepstow	a		-	-	-		1301q
Caldicot	a		-	-	-		1310q
Severn Tunnel Junction	a		-	-	-		1313q
Newport (South Wales)	a	1124c	1152	1229c	1252		1325q
Cardiff CentralⒼ	a	1142c	1208	1246c	1307		1345q

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	K			K				
Stansted Apt→							1025	
Audley End							1039	
Cambridge							1101	
Ely 6							1116	
Manea							-	
March							1132	
Whittlesea							1120b	
London KgX⊖							1030b	
Peterboro 8							1150	
Peterboro							1153	
Stamford							1206	
Oakham							1220	
Melton Mowbray							1231	
Nottingham 6			1111	1127e		1210	-	
Beeston			-	1132e		-	-	
Attenborough			-	1136e		-	-	
Long Eaton	1041e		-	1143e		-	-	
Spondon			-			-	-	
Derby 6			1131			1230	-	
Derby	1129		1138	1229		1236	-	
Willington	-		-	-		-	-	
Burton	1140		1149	-		1247	-	
Tamworth	-		1202	1247		1300	-	
Wilnecote	-		-	-		-	-	
London StP⊕	-	0930g	-	-	1030g	-	1100g	
Leicester	-		-	-		-	1248	
Leicester	-	1120	-	-	1220	-	1250	
South Wigston	-	-	-	-	1226	-	-	
Narborough	-	1129	-	-	1231	-	-	
Hinckley	-	1138	-	-	1239	-	-	
Nuneaton	-	1146	-	-	1246	-	1310	
Coleshill	-	1201	-	-	1301	-	1325	
Water Orton	-	-	-	-	-	-	-	
Bham New St 12	1206	1215	1221	1305	1315	1321	1338	
Bham New St	1212		1230	1312		1330		1342
University	-		1236	-		1336	1405n	-
Ashchurch	-		-	-		-		-
Cheltenham	1252		1315	1352		1415		1426
Gloucester 7	-		1325	-		1425		-
Bristol Pkwy 7	1320		-	1420		-		1454
Bristol TM 10	1334		-	1433		-		1504
Lydney			-			1453q		
Chepstow			-			1502q		
Caldicot			-			1511q		
Severn Tnl Jn			-			1514q		
Newport			1406			1506		1531c
Cardiff Ctl 7			1422			1521		1548c

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Sundays

Notes: see pages 80 and 81

Features		⌚				
Period of operation and Notes		K		S	G	
Stansted Airport➔	d					1125
Audley End	d					1139
Cambridge	d					1201
ElyⒼ	d					1216
Manea	d					-
March	d					1232
Whittlesea	d					1320ja
London Kings Cross⊖	d					1130b
PeterboroughⒼ	a					1250
Peterborough	d					1253
Stamford	d					1306
Oakham	d					1320
Melton Mowbray	d					1331
NottinghamⒼ	d			1310		-
Beeston	d			-		-
Attenborough	d			-		-
Long Eaton	d	1233e		-	1327e	-
Spondon	d			-		-
DerbyⒼ	a			1330		-
Derby	d	1331		1338	1353	-
Willington	d	-		-	-	-
Burton-on-Trent	d	1342		1349	-	-
Tamworth	d	-		1401	-	-
Wilnecote	d	-		-	-	-
London St. Pancras⊖	d	-	1130g	-	-	1210g
Leicester	a	-		-	-	1348
Leicester	d	-	1320	-	-	1350
South Wigston	d	-	-	-	-	-
Narborough	d	-	1329	-	-	-
Hinckley	d	-	1338	-	-	-
Nuneaton	d	-	1346	-	-	1410
Coleshill Parkway	d	-	1401	-	-	1425
Water Orton	d	-	-	-	-	-
Birmingham New StreetⒼ	a	1408	1415	1421	1427	1438
Birmingham New Street	d	1412		1430		1442
University	a	-		1436	1452n	-
Ashchurch for Tewkesbury	d	-		1451q		-
Cheltenham Spa	d	1452		1515		1526
GloucesterⒼ	d	1510qa		1525		1555qa
Bristol ParkwayⒼ	a	1520		-		1556
Bristol Temple MeadsⒼ	a	1534		-		1609
Lydney	a			-		
Chepstow	a			-		
Caldicot	a			-		
Severn Tunnel Junction	a			-		
Newport (South Wales)	a			1606		1635c
Cardiff CentralⒼ	a			1621		1653c

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	R		S		K		
Stansted Apt →					1225		
Audley End					1239		
Cambridge					1301		
Ely 6					1316		
Manea					-		
March					1332		
Whittlesea					1320b		
London KgX ⊖					1230b		
Peterboro 8					1350		
Peterboro					1353		
Stamford					1406		
Oakham					1420		
Melton Mowbray					1431		
Nottingham 8	1323e		1410		-	1422e	
Beeston	1329e		-		-	1428e	
Attenborough	1332e		-		-	1431e	
Long Eaton	1340e		-	1431e	-	1439e	
Spondon			-		-		
Derby 6			1430		-		
Derby	1429		1436	1453	-	1527	
Willington	-		-	-	-	-	
Burton	-		1447	-	-	1537	
Tamworth	1447		1500	-	-	-	
Wilnecote	-		-	-	-	-	
London StP ⊖	-	1250g	-	-	1310g	-	1355g
Leicester	-		-	-	1448	-	
Leicester	-	1420	-	-	1450	-	1520
South Wigston	-	1426	-	-	-	-	-
Narborough	-	1431	-	-	-	-	1529
Hinckley	-	1439	-	-	-	-	1538
Nuneaton	-	1446	-	-	1510	-	1546
Coleshill	-	1501	-	-	1525	-	1601
Water Orton	-	-	-	-	-	-	-
Bham New St 12	1505	1515	1520	1527		1538	1601
Bham New St	1512		1530		1542		1612
University	-		1536	1605n	-	1622n	-
Ashchurch	-		-		-		-
Cheltenham	1552		1615		1628		1652
Gloucester 7	-		1625		1657qa		-
Bristol Pkwy 7	1620		-		1656		1720
Bristol TM 10	1632		-		1707		1734
Lydney			1653q				
Chepstow			1703q				
Caldicot			1711q				
Severn Tnl Jn			1714q				
Newport			1706		1730c		
Cardiff Ctl 7			1721		1747c		

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Sundays

Notes: see pages 80 and 81

Features		⌚			
Period of operation and Notes		S		R	
Stansted Airport➔	d			1325	
Audley End	d			1339	
Cambridge	d			1401	
ElyⒼ	d			1416	
Manea	d			-	
March	d			1432	
Whittlesea	d			1520ja	
London Kings Cross⊖	d			1333b	
PeterboroughⒼ	a			1450	
Peterborough	d			1453	
Stamford	d			1506	
Oakham	d			1520	
Melton Mowbray	d			1531	
NottinghamⒼ	d	1510		-	1528e
Beeston	d	-		-	1534e
Attenborough	d	-		-	1537e
Long Eaton	d	-	1532e	-	1545e
Spondon	d	-		-	
DerbyⒼ	a	1530		-	
Derby	d	1535	1553	-	1627
Willington	d	-	-	-	-
Burton-on-Trent	d	1547	-	-	-
Tamworth	d	1600	-	-	1645
Wilnecote	d	1603	-	-	-
London St. Pancras⊖	d	-	-	1410g	- 1455g
Leicester	a	-	-	1548	-
Leicester	d	-	-	1550	- 1620
South Wigston	d	-	-	-	- 1626
Narborough	d	-	-	-	- 1631
Hinckley	d	-	-	-	- 1639
Nuneaton	d	-	-	1610	- 1646
Coleshill Parkway	d	-	-	1625	- 1701
Water Orton	d	-	-	-	- -
Birmingham New StreetⒿ	a	1621	1627	1638	1703 1715
Birmingham New Street	d	1630		1642	1712
University	a	1636	1705n	-	1722n -
Ashchurch for Tewkesbury	d	1653q		-	-
Cheltenham Spa	d	1715		1726	1752
GloucesterⒿ	d	1725		1755qa	-
Bristol ParkwayⒿ	a	-		1758	1820
Bristol Temple MeadsⓀ	a	-		1810	1834
Lydney	a	-			
Chepstow	a	-			
Caldicot	a	-			
Severn Tunnel Junction	a	-			
Newport (South Wales)	a	1806		1831c	
Cardiff CentralⒿ	a	1821		1847c	

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For help: see 'Using Your Timetable' on page 8

	S		②	K		S	
Stansted Apt→			1425				
Audley End			1439				
Cambridge			1501				
Ely 6			1516				
Manea			-				
March			1532				
Whittlesea			<i>1520b</i>				
London KgX⊖			<i>1430b</i>				
Peterboro 8			1550				
Peterboro			1553				
Stamford			1606				
Oakham			1620				
Melton Mowbray			1631				
Nottingham 8	1610		-	<i>1623e</i>		1710	
Beeston	-		-	<i>1629e</i>		-	
Attenborough	-		-	<i>1632e</i>		-	
Long Eaton	-	<i>1632e</i>	-	<i>1640e</i>		-	<i>1729e</i>
Spondon	-		-			-	
Derby 6	1630		-	1724		1730	
Derby	1636	1653	-	1727		1735	1753
Willington	-	-	-	-		-	-
Burton	1647	-	-	1737		1747	-
Tamworth	1700	-	-	-		1800	-
Wilnecote	-	-	-	-		-	-
London StP⊖	-	-	<i>1510g</i>	-	<i>1555g</i>	-	-
Leicester	-	-	1648	-		-	-
Leicester	-	-	1650	-	1719	-	-
South Wigston	-	-	-	-	1725	-	-
Narborough	-	-	-	-	1730	-	-
Hinckley	-	-	-	-	1738	-	-
Nuneaton	-	-	1710	-	1745	-	-
Coleshill	-	-	1725	-	1800	-	-
Water Orton	-	-	-	-	-	-	-
Bham New St 12	1719	1727	1738	1801	1815	1819	1827
Bham New St	1730		1742	1812		1830	
University	1736	<i>1805n</i>	-	<i>1822n</i>	-	1836	<i>1905n</i>
Ashchurch	-		-	-		<i>1856q</i>	
Cheltenham	1815		1826	1852		1915	
Gloucester 7	1825		-	<i>1916qa</i>		1927	
Bristol Pkwy 7	-		1854	1920		-	
Bristol TM 10	-		1908	1934		-	
Lydney	-		<i>1907q</i>			-	
Chepstow	-		<i>1916q</i>			-	
Caldicot	-		<i>1925q</i>			-	
Severn Tnl Jn	-		<i>1931q</i>			-	
Newport	1906		<i>1935c</i>			2008	
Cardiff Ctl 7	1921		<i>1949c</i>			2023	

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Sundays		Notes: see pages 80 and 81					
Features		⑦					
Period of operation and Notes		G	K			S	
Stansted Airport➔	d	1525					
Audley End	d	1539					
Cambridge	d	1601					
Ely⑥	d	1616					
Manea	d	-					
March	d	1632					
Whittlesea	d	1720ja					
London Kings Cross⊖	d	1530b					
Peterborough⑧	a	1650					
Peterborough	d	1653					
Stamford	d	1706					
Oakham	d	1720					
Melton Mowbray	d	1731					
Nottingham⑧	d	-	1722e		1810		
Beeston	d	-	1728e		-		
Attenborough	d	-	1731e		-		
Long Eaton	d	-	1740e		-	1826e	
Spondon	d	-			-		
Derby⑥	a	-			1830		
Derby	d	-	1827		1836	1853	
Willington	d	-	-		-	-	
Burton-on-Trent	d	-	-		1847	-	
Tamworth	d	-	1845		1900	-	
Wilnecote	d	-	-		-	-	
London St. Pancras⊖	d	1635g	-	1705g	-	-	
Leicester	a	1748	-		-	-	
Leicester	d	1750	-	1820	-	-	
South Wigston	d	-	-	-	-	-	
Narborough	d	-	-	1829	-	-	
Hinckley	d	-	-	1838	-	-	
Nuneaton	d	1810	-	1846	-	-	
Colleshill Parkway	d	1825	-	1901	-	-	
Water Orton	d	-	-	-	-	-	
Birmingham New Street⑫	a	1838	1903	1915	1921	1927	
Birmingham New Street	d	1842	1912		1930		
University	a	-	1905n	1922n	1936	1952n	
Ashchurch for Tewkesbury	d	-	-		-		
Cheltenham Spa	d	1926	1952		2015		
Gloucester⑦	d	1956qa	-		2026		
Bristol Parkway⑦	a	2003	2020		-		
Bristol Temple Meads⑩	a	2013	2034		-		
Lydney	a				-		
Chepstow	a				-		
Caldicot	a				-		
Severn Tunnel Junction	a				-		
Newport (South Wales)	a	2031c	2050c		2107		
Cardiff Central⑦	a	2047c	2109c		2122		

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For help: see 'Using Your Timetable' on page 8

		K		M				
Stansted Apt→		1625				1725		
Audley End		1639				1739		
Cambridge		1701				1801		
Ely ⁶		1716				1816		
Manea		-				-		
March		1732				1832		
Whittlesea		1720b				1920ja		
London KgX [⊖]		1630b				1730b		
Peterboro ⁸		1750				1850		
Peterboro		1753				1853		
Stamford		1806				1906		
Oakham		1820				1920		
Melton Mowbray		1831				1931		
Nottingham ⁶		-	1822e	1910		-		
Beeston		-	1828e	-		-		
Attenborough		-	1831e	-		-		
Long Eaton		-	1839e	-	1925e	-		
Spondon		-		-		-		
Derby ⁶		-		1930		-		
Derby		-	1927	1935	1953	-		
Willington		-	-	-	-	-		
Burton		-	1937	1946	-	-		
Tamworth		-	-	1958	-	-		
Wilnecote		-	-	2002	-	-		
London StP [⊕]		1735g	1805g	-	-	1835g		
Leicester		1848	-	-	-	1948		
Leicester		1850	-	1920	-	1950		
South Wigston		-	-	1926	-	-		
Narborough		-	-	1931	-	-		
Hinckley		-	-	1939	-	-		
Nuneaton		1910	-	1946	-	2010		
Colehill		1925	-	2001	-	2025		
Water Orton		-	-	-	-	-		
Bham New St ¹²		1938	2000	2015	2021	2024	2038	
Bham New St	1942		2012			2042		
University	-	2005n	2022n		2041n	2052n	-	2105n
Ashchurch	-		-				-	
Cheltenham	2026		2052				2126	
Gloucester ⁷	-		2113qa				2156qa	
Bristol Pkwy ⁷	2054		2120				2159	
Bristol TM ¹⁰	2104		2134				2210	
Lydney								
Chepstow								
Caldicot								
Severn Tnl Jn								
Newport	2130c						2236c	
Cardiff Ctl ⁷	2151c						2252c	

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Sundays

Notes: see pages 80 and 81

Features



Period of operation and Notes

Stansted Airport➔	d					1825
Audley End	d					1839
Cambridge	d					1901
Ely🅒	d					1916
Manea	d					-
March	d					1932
Whittlesea	d					1920b
London Kings Cross⊖	d					1813b
Peterborough🅒	a					1950
Peterborough	d					1953
Stamford	d					2006
Oakham	d					2020
Melton Mowbray	d					2031
Nottingham🅒	d	1922e		2010		-
Beeston	d	1928e		-		-
Attenborough	d	1931e		-		-
Long Eaton	d	1939e		-	2025e	-
Spondon	d			-		-
Derby🅒	a			2030		-
Derby	d	2027		2036	2053	-
Willington	d	-		-	-	-
Burton-on-Trent	d	-		2047	-	-
Tamworth	d	2045		2059	-	-
Wilnecote	d	-		-	-	-
London St. Pancras⊖	d	-	1840g	-	-	1935g
Leicester	a	-		-	-	2048
Leicester	d	-	2020	-	-	2050
South Wigston	d	-	2026	-	-	-
Narborough	d	-	2031	-	-	-
Hinckley	d	-	2039	-	-	-
Nuneaton	d	-	2046	-	-	2110
Coleshill Parkway	d	-	2101	-	-	2125
Water Orton	d	-	-	-	-	-
Birmingham New Street🅒	a	2103	2115	2118	2124	2138
Birmingham New Street	d	2112			2142	
University	a	2122n		2205n	2152n	- 2205n
Ashchurch for Tewkesbury	d	-				-
Cheltenham Spa	d	2153				2226
Gloucester🅒	d	2207				-
Bristol Parkway🅒	a	2233				2254
Bristol Temple Meads🅒	a	2244				2304
Lydney	a	2252v				
Chepstow	a	2301v				
Caldicot	a	2310v				
Severn Tunnel Junction	a	2313v				
Newport (South Wales)	a	2325v				2350c
Cardiff Central🅒	a	2341v				2350c

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For help: see 'Using Your Timetable' on page 8



Stansted Apt→				1925			2025	2103
Audley End				1939			2039	2117
Cambridge				2001			2054a	2134a
Ely 6				2016			2122f	2207f
Manea				-				
March				2032				
Whittlesea				-				
London KgX⊖				1935b				
Peterboro 8				2050				
Peterboro				2053				
Stamford				2106				
Oakham				2120				
Melton Mwbray				2131				
Nottingham 8	2020e	2110		-	2124e			
Beeston	2026e	-		-	2130e			
Attenborough	2029e	-		-	2133e			
Long Eaton	2037e	-	2126e	-	2141e			
Spondon		-		-				
Derby 6		2131		-				
Derby	2126	2135	2153	-	2226			
Willington	-	-	-	-	-			
Burton	2136	2148	2203	-	2237			
Tamworth	2147	2200	2213	-	2247			
Wilnecote	-	2203	-	-	-			
London StP⊖	-	-	-	2035g	-	2040g		
Leicester	-	-	-	2148	-			
Leicester	-	-	-	2150	-	2220		
South Wigston	-	-	-	-	-	2226		
Narborough	-	-	-	-	-	2231		
Hinckley	-	-	-	-	-	2239		
Nuneaton	-	-	-	2210	-	2246		
Colehill	-	-	-	2225	-	2301		
Water Orton	-	-	-	-	-	-		
Bham New St 12	2204	2223	2231	2238	2305	2315		
Bham New St	2212							
University	2241n		2252n	2310n				
Ashchurch	-							
Cheltenham	2252							
Gloucester 7	-							
Bristol Pkwy 7	2320							
Bristol TM 10	2334							
Lydney								
Chepstow								
Caldicot								
Severn Tnl Jn								
Newport								
Cardiff Ctl 7								

Stansted, Cambridge & Leicester to Birmingham. Nottingham to Birmingham & Cardiff

(Includes all services between Derby & Bristol)

Sundays

Notes: see pages 80 and 81

Features	⌚						
Period of operation and Notes							
Stansted Airport ➔	d	2225	2304				
Audley End	d	2239	2320				
Cambridge	d	2254a	2336a				
Ely 6	d	2322f	0022f				
Manea	d						
March	d						
Whittlesea	d						
London Kings Cross ⊖	d						
Peterborough 8	a						
Peterborough	d						
Stamford	d						
Oakham	d						
Melton Mowbray	d						
Nottingham 8	d						
Beeston	d						
Attenborough	d						
Long Eaton	d						
Spondon	d						
Derby 6	a						
Derby	d						
Willington	d						
Burton-on-Trent	d						
Tamworth	d						
Wilnecote	d						
London St. Pancras ⊖	d						
Leicester	a						
Leicester	d						
South Wigston	d						
Narborough	d						
Hinckley	d						
Nuneaton	d						
Coleshill Parkway	d						
Water Orton	d						
Birmingham New Street 12	a						
Birmingham New Street	d						
University	a						
Ashchurch for Tewkesbury	d						
Cheltenham Spa	d						
Gloucester 7	d						
Bristol Parkway 7	a						
Bristol Temple Meads 10	a						
Lydney	a						
Chepstow	a						
Caldicot	a						
Severn Tunnel Junction	a						
Newport (South Wales)	a						
Cardiff Central 7	a						

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features	⌚						
Period of operation and Notes		SX	SO	SX	SO	SX	SO
Cardiff Central 7	d						
Newport (South Wales)	d						
Severn Tunnel Junction	d						
Caldicot	d						
Chepstow	d						
Lydney	d						
Bristol Temple Meads 10	d						
Bristol Parkway 7	d						
Gloucester 7	d						
Cheltenham Spa	d						
Ashchurch for Tewkesbury	d						
University	d						
Birmingham New Street 12	a						
Birmingham New Street	d						
Water Orton	d						
Coleshill Parkway	d						
Nuneaton	d						
Hinckley	d						
Narborough	d						
South Wigston	d						
Leicester	a						
Leicester	d						
London St. Pancras ☹	a						
Wilnecote	d						
Tamworth	d						
Burton-on-Trent	d						
Willington	d						
Derby	a						
Derby 6	d						
Spondon	a						
Long Eaton	a						
Attenborough	a						
Beeston	a						
Nottingham 8	a						
Melton Mowbray	d						
Oakham	d						
Stamford	d						
Peterborough 8	a						
Peterborough	d						
London Kings Cross ☹	a						
Whittlesea	d						
March	d						
Manea	d						
Ely 6	d				0512f	0550f	0547f
Cambridge	d	0444	0451	0517	0540	0635	0640
Audley End	a	0458	-	0531	0554	0649	0654
Stansted Airport ➔	a	0514	0517	0549	0610	0709	0710

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features	⌚	SX	SO	SO E2	SX E2	SX E3	SX
Period of operation and Notes							
Cardiff Central 7	d						
Newport (South Wales)	d						
Severn Tunnel Junction	d						
Caldicot	d						
Chepstow	d						
Lydney	d						
Bristol Temple Meads 10	d						
Bristol Parkway 7	d						
Gloucester 7	d						
Cheltenham Spa	d						
Ashchurch for Tewkesbury	d						
University	d						
Birmingham New Street 12	a						
Birmingham New Street	d						0519
Water Orton	d						-
Coleshill Parkway	d						0533
Nuneaton	d						0548
Hinckley	d						0555
Narborough	d						0603
South Wigston	d						-
Leicester	a						0613
Leicester	d						0615
London St. Pancras ⚡	a						0809g
Wilnecote	d						-
Tamworth	d						-
Burton-on-Trent	d						-
Willington	d						-
Derby	a						-
Derby 6	d						-
Spondon	a						-
Long Eaton	a						-
Attenborough	a						-
Beeston	a						-
Nottingham 8	a			0505d	0456d		-
Melton Mowbray	d			0540	0536	0603d	0631
Oakham	d			0552	0549	0614a	0643
Stamford	d			0608	0605		0657
Peterborough 8	a			0624	0619		0710
Peterborough	d			0627	0627		0713
London Kings Cross ⚡	a			-	-		0810b
Whittlesea	d			-	-		0721
March	d			0643	0643		0732
Manea	d			-	-		0739
Ely 6	d	0650f	0647f	0703a	0702a		0753
Cambridge	d	0735	0740	0730ha	0736ha		0811
Audley End	a	0749	0754	0810h			0826
Stansted Airport ➔	a	0809	0810				0842

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

								
	SO	SX	SO	E2	SX	SX C	SO C	
Cardiff Ctl 								
Newport								
Severn Tnl Jn								
Caldicot								
Chepstow								
Lydney								
Bristol TM 								
Bristol Pkwy 								
Gloucester 								
Cheltenham								
Ashchurch								
University								
Bham New St 								
Bham New St	0522	0550	0552			0603	0603	0619
Water Orton	-	-	-			-	-	-
Coleshill	0536	0604	0606			-	-	-
Nuneaton	0551	0619	0624			-	-	-
Hinckley	-	0626	0631			-	-	-
Narborough	-	0634	0639			-	-	-
South Wigston	-	0639	0644			-	-	-
Leicester	0610	0645	0650			-	-	-
Leicester	0615					-	-	-
London StP 	0733g	0824g	0822g			-	-	-
Wilnecote	-					-	-	0635
Tamworth	-					-	0619	0639
Burton	-					-	0630	0651
Willington	-					-	-	-
Derby	-					0633	0639	0703
Derby 	-				0600			0709
Spondon	-				-			0714
Long Eaton	-				-			0720
Attenborough	-				-			0728
Beeston	-				0615			0731
Nottingham 	-			0609d	0622	0719e		0738
Melton Mwbray	0632			0653				
Oakham	0643			0705				
Stamford	0657			0719				
Peterboro 	0711			0733				
Peterboro	0713			0735				
London KgX 	0810b			0840b				
Whittlesea	0721			0758ba				
March	0732			0753				
Manea	0739			0816ja				
Ely 	0753			0813a				
Cambridge	0811			0859ha				
Audley End	0825							
Stansted Apt 	0841							

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		SX	SO	SO F	SX F	SX	SO
Cardiff Central 7	d						
Newport (South Wales)	d						
Severn Tunnel Junction	d						
Caldicot	d						
Chepstow	d						
Lydney	d						
Bristol Temple Meads 10	d						
Bristol Parkway 7	d						
Gloucester 7	d						
Cheltenham Spa	d						
Ashchurch for Tewkesbury	d						
University	d					0625n	0626n
Birmingham New Street 12	a						
Birmingham New Street	d	0622	0622	0630	0630	0649	0649
Water Orton	d	-	-	-	-	-	-
Coleshill Parkway	d	0636	0636	-	-	-	-
Nuneaton	d	0651	0651	-	-	-	-
Hinckley	d	-	-	-	-	-	-
Narborough	d	-	-	-	-	-	-
South Wigston	d	-	-	-	-	-	-
Leicester	a	0715	0715	-	-	-	-
Leicester	d	0718	0718	-	-	-	-
London St. Pancras ⚡	a	0855g	0838g	-	-	-	-
Wilnecote	d	-	-	-	-	-	-
Tamworth	d	-	-	0646	-	0707	0707
Burton-on-Trent	d	-	-	0656	-	0720	0719
Willington	d	-	-	-	-	0726	0725
Derby	a	-	-	0707	0710	0735	0735
Derby 6	d	-	-			0744	0743
Spondon	a	-	-			0748	0748
Long Eaton	a	-	-	0735e	0740e	0754	0754
Attenborough	a	-	-	0743e	0753e	-	-
Beeston	a	-	-	0747e	0757e	0802	0803
Nottingham 8	a	-	-	0757e	0806e	0812	0809
Melton Mowbray	d	0734	0734				
Oakham	d	0746	0746				
Stamford	d	0800	0800				
Peterborough 8	a	0813	0813				
Peterborough	d	0819	0819				
London Kings Cross ⚡	a	0926b	0923b				
Whittlesea	d	0757j	0758j				
March	d	0834	0834				
Manea	d	0816h	0816h				
Ely 6	d	0854	0853				
Cambridge	d	0914	0911				
Audley End	a	0929	0925				
Stansted Airport ➔	a	0944	0941				

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	② SX	SO	H		SX	SO	SX F	SO F
Cardiff Ctl 7								
Newport								
Severn Tnl Jn								
Caldicot								
Chepstow								
Lydney								
Bristol TM 10								
Bristol Pkwy 7								
Gloucester 7								
Cheltenham								
Ashchurch								
University			0635n	0655n	0700n		0709n	0705n
Bham New St 12								
Bham New St	0652	0652	0703	0719	0722	0722	0730	0730
Water Orton	-	0703	-	-	-	-	-	-
Colehill	0706	0707	-	-	0735	0736	-	-
Nuneaton	0721	0724	-	-	0751	0752	-	-
Hinckley	0728	0731	-	-	0758	-	-	-
Narborough	0736	0739	-	-	0806	-	-	-
South Wigston	0741	0744	-	-	0811	-	-	-
Leicester	0747	0750	-	-	0817	0813	-	-
Leicester			-	-	0818	0819	-	-
London StP ⊕	<i>0912g</i>	<i>0911g</i>	-	-	<i>0938g</i>	<i>0936g</i>	-	-
Wilnecote			-	0735	-	-	-	-
Tamworth			0719	0739	-	-	-	0746
Burton			0731	0750	-	-	-	0756
Willington			-	-	-	-	-	-
Derby			0742	0805	-	-	0808	0808
Derby 6				0809	-	-		
Spondon				<i>0816e</i>	-	-		
Long Eaton				0819	-	-	<i>0829e</i>	<i>0841e</i>
Attenborough				<i>0830e</i>	-	-		
Beeston				0827	-	-		
Nottingham 8				0834	-	-	<i>0856e</i>	
Melton Mowbray					0834	0836		
Oakham					0846	0847		
Stamford					0900	0901		
Peterboro 8					0913	0915		
Peterboro					0919	0919		
London KgX ⊕					<i>1040b</i>	<i>1039b</i>		
Whittlesea					<i>0958ba</i>	<i>0958ba</i>		
March					0934	0934		
Manea					<i>1016ja</i>	<i>1016ja</i>		
Ely 6					0953	0953		
Cambridge					1011	1011		
Audley End					1025	1025		
Stansted Apt →					1041	1041		

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		SX C		SO C		SX	
Cardiff Central 7	d						
Newport (South Wales)	d						
Severn Tunnel Junction	d						
Caldicot	d						
Chepstow	d						
Lydney	d						
Bristol Temple Meads 10	d			0630	0612		0613
Bristol Parkway 7	d			0640	0621		0624
Gloucester 7	d			-	0653		0707
Cheltenham Spa	d			0711	0708		0717
Ashchurch for Tewkesbury	d			-	-		0725
University	d	0725n		0735n	0738n	0755n	0809
Birmingham New Street 12	a			0756	0756		0815
Birmingham New Street	d	0749	0752	0803	0803	0819	0822
Water Orton	d	-	-	-	-	-	-
Coleshill Parkway	d	-	0806	-	-	-	0836
Nuneaton	d	-	0824	-	-	-	0851
Hinckley	d	-	0830	-	-	-	-
Narborough	d	-	0839	-	-	-	-
South Wigston	d	-	0844	-	-	-	-
Leicester	a	-	0850	-	-	-	0911
Leicester	d	-		-	-	-	0919
London St. Pancras ⚡	a	-	1011g	-	-	-	1025g
Wilnecote	d	-		-	-	-	-
Tamworth	d	0807		0819	0819	0836	-
Burton-on-Trent	d	0819		0829	0829	0848	-
Willington	d	0825		-	-	-	-
Derby	a	0836		0841	0841	0900	-
Derby 6	d	0840				0908	-
Spondon	a	-				-	-
Long Eaton	a	0849				-	-
Attenborough	a	0859				-	-
Beeston	a	0903				-	-
Nottingham 8	a	0909				0929	-
Melton Mowbray	d						0935
Oakham	d						0947
Stamford	d						1001
Peterborough 8	a						1014
Peterborough	d						1019
London Kings Cross ⚡	a						1139b
Whittlesea	d						0958j
March	d						1034
Manea	d						1017h
Ely 6	d						1053
Cambridge	d						1111
Audley End	a						1125
Stansted Airport ↗	a						1141

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO	F	J	② SX	SO	H	
Cardiff Ctl 7			0626c	0640	0638	0656c	
Newport			0640c	0655	0653	0710c	
Severn Tnl Jn			0637q	0706	0704		
Caldicot			0639q	0709	0706		
Chepstow			0648q	0717	0715		
Lydney			0657q	0726	0723		
Bristol TM 10			0700	-	-	0729	
Bristol Pkwy 7			0709	-	-	0740	
Gloucester 7	0704		0722q	0748	0744	0748q	
Cheltenham	0714		0740	0759	0755	0813	
Ashchurch	0722		-	0806	0803	-	
University	0800		-	0839	0839		0855n
Bham New St 12	0806		0825	0845	0845	0856	
Bham New St	0822	0830		0849	0849	0852	0903 0919
Water Orton	-	-		-	-	0903	- -
Coleshill	0836	-		-	-	0907	- -
Nuneaton	0851	-		-	-	0924	- -
Hinckley	-	-		-	-	0931	- -
Narborough	-	-		-	-	0939	- -
South Wigston	-	-		-	-	-	- -
Leicester	0910	-		-	-	0950	- -
Leicester	0918	-		-	-	-	- -
London StP ⑤	1035g	-		-	-	1111g	- -
Wilnecote	-	-		0905	0905	-	-
Tamworth	-	-		0909	0909	-	0936
Burton	-	-		0921	0921	0927	0948
Willington	-	-		-	-	-	-
Derby	-	0904		0932	0936	0939	1000
Derby 6	-			0941	0940		1008
Spondon	-			-	-		-
Long Eaton	-	0924e		0949	0948		-
Attenborough	-			-	-		-
Beeston	-			0957	0956		-
Nottingham 8	-			1003	1002		1029
Melton Mowbray	0934						
Oakham	0946						
Stamford	1000						
Peterboro 8	1013						
Peterboro	1019						
London KgX ⑤	1139b						
Whittlesea	0958j						
March	1034						
Manea	1017h						
Ely 6	1053						
Cambridge	1111						
Audley End	1125						
Stansted Apt →	1141						

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		②					
Period of operation and Notes		F		Z		C	
Cardiff Central 7	d			0700	0745		0756c
Newport (South Wales)	d			0714	0801		0810c
Severn Tunnel Junction	d			0724	0734q		
Caldicot	d			0736q	-		
Chepstow	d			0745q	-		
Lydney	d			0754q	0826		
Bristol Temple Meads 10	d			0800	-		0830
Bristol Parkway 7	d			0809	-		0840
Gloucester 7	d			0821q	0848		0852q
Cheltenham Spa	d			0840	0859		0916
Ashchurch for Tewkesbury	d			-	-		-
University	d	0900n	0905n	-	0939	0925n	-
Birmingham New Street 12	a			0925	0945		0958
Birmingham New Street	d	0922	0930		0949	0952	1003
Water Orton	d	-	-		-	-	-
Coleshill Parkway	d	0936	-		-	1009	-
Nuneaton	d	0951	-		-	1024	-
Hinckley	d	-	-		-	1031	-
Narborough	d	-	-		-	1039	-
South Wigston	d	-	-		-	1044	-
Leicester	a	1010	-		-	1050	-
Leicester	d	1018	-		-	-	-
London St. Pancras ②	a	1136g	-		-	1211g	-
Wilnecote	d	-	-		-	-	-
Tamworth	d	-	-		1007		1019
Burton-on-Trent	d	-	-		1019		-
Willington	d	-	-		1025		-
Derby	a	-	1005		1038		1042
Derby 6	d	-			1041		
Spondon	a	-			-		
Long Eaton	a	-	1024e		1049		
Attenborough	a	-	1031e		-		
Beeston	a	-	1035e		1057		
Nottingham 8	a	-	1041e		1103		
Melton Mowbray	d	1034					
Oakham	d	1046					
Stamford	d	1100					
Peterborough 8	a	1113					
Peterborough	d	1119					
London Kings Cross ②	a	1230b					
Whittlesea	d	1158ba					
March	d	1134					
Manea	d	1216ja					
Ely 6	d	1153					
Cambridge	d	1211					
Audley End	a	1225					
Stansted Airport ➔	a	1241					

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For help: see 'Using Your Timetable' on page 8

			F	J	 SX	SO	H
Cardiff Ctl 				0826c	0845	0845	0856ca
Newport				0840c	0900	0901	0910ca
Severn Tnl Jn					-	-	
Caldicot					-	-	
Chepstow					0918	0919	
Lydney					-	-	
Bristol TM 				0900	-	-	0930
Bristol Pkwy 				0909	-	-	0940
Gloucester 				-	0952	0948	0952q
Cheltenham				0940	1003	0959	1016
Ashchurch				0955qa	-	-	-
University	0955n		1005n	-	1039	1039	1025n
Bham New St 				1025	1045	1045	1056
Bham New St	1019	1022	1030		1049	1049	1052
Water Orton	-	-	-		-	-	1103
Coleshill	-	1036	-		-	-	1107
Nuneaton	-	1051	-		-	-	1124
Hinckley	-	-	-		-	-	1131
Narborough	-	-	-		-	-	1139
South Wigston	-	-	-		-	-	-
Leicester	-	1114	-		-	-	1150
Leicester	-	1118	-		-	-	-
London St 	-	1236g	-		-	-	1311g
Wilnecote	-	-	-		1105	1105	-
Tamworth	1036	-	-		1109	1109	-
Burton	1048	-	-		1121	1121	1126
Willington	-	-	-		-	-	-
Derby	1100	-	1104		1136	1136	1140
Derby 	1108	-			1140	1140	
Spondon	-	-			-	-	
Long Eaton	-	-	1122e		1152	1148	
Attenborough	-	-	1129e		-	-	
Beeston	-	-	1132e		1200	1156	
Nottingham 	1128	-	1139e		1207	1202	
Melton Mowbray		1134					
Oakham		1146					
Stamford		1200					
Peterboro 		1213					
Peterboro		1219					
London Kg 		1323b					
Whittlesea		1158j					
March		1234					
Manea		1217h					
Ely 		1253					
Cambridge		1311					
Audley End		1325					
Stansted Apt 		1341					

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays

Notes: see pages 80 and 81

Features

Period of operation and Notes

F

J

⌚

Cardiff Central 7	d				0926c	0945	
Newport (South Wales)	d				0940c	0959	
Severn Tunnel Junction	d				0935q	-	
Caldicot	d				0937q	-	
Chepstow	d				0947q	1017	
Lydney	d				0955q	-	
Bristol Temple Meads 10	d				1000	-	
Bristol Parkway 7	d				1009	-	
Gloucester 7	d				1020q	1048	
Cheltenham Spa	d				1040	1059	
Ashchurch for Tewkesbury	d				-	-	
University	d	1055n	1100n	1105n	-	1139	1125n
Birmingham New Street 12	a				1125	1145	
Birmingham New Street	d	1119	1122	1130		1149	1152
Water Orton	d	-	-	-		-	-
Coleshill Parkway	d	-	1136	-		-	1209
Nuneaton	d	-	1151	-		-	1224
Hinckley	d	-	-	-		-	1231
Narborough	d	-	-	-		-	1239
South Wigston	d	-	-	-		-	1244
Leicester	a	-	1210	-		-	1250
Leicester	d	-	1218	-		-	
London St. Pancras Ⓢ	a	-	1336g	-		-	1412g
Wilnecote	d	-	-	-		-	
Tamworth	d	1136	-	-		1207	
Burton-on-Trent	d	1148	-	-		1219	
Willington	d	-	-	-		1226	
Derby	a	1200	-	1204		1236	
Derby 6	d	1208	-			1240	
Spondon	a	-	-			-	
Long Eaton	a	-	-	1221e		1248	
Attenborough	a	-	-	1230e		-	
Beeston	a	-	-	1233e		1256	
Nottingham 8	a	1228	-	1240e		1303	
Melton Mowbray	d		1234				
Oakham	d		1246				
Stamford	d		1300				
Peterborough 8	a		1315				
Peterborough	d		1319				
London Kings Cross Ⓢ	a		1423b				
Whittlesea	d		1358ba				
March	d		1334				
Manea	d		1416ja				
Ely 6	d		1353				
Cambridge	d		1411				
Audley End	a		1425				
Stansted Airport →	a		1441				

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For help: see 'Using Your Timetable' on page 8

	C			F	J	Ⓢ	SX	SO
Cardiff Ctl 7	0956ca				1026c	1045	1045	
Newport	1010ca				1040c	1059	1059	
Severn Tnl Jn					1038q	-	-	
Caldicot					1040q	-	-	
Chepstow					1049q	-	-	
Lydney					1058q	1124	1124	
Bristol TM 10	1030				1100	-	-	
Bristol Pkwy 7	1040				1109	-	-	
Gloucester 7	-				1121q	1151	1148	
Cheltenham	1116				1140	1203	1159	
Ashchurch	-				1156qa	-	-	
University	-	1155n		1205n	-	1239	1239	1225n
Bham New St 12	1158				1225	1245	1245	
Bham New St	1203	1219	1222	1230		1249	1249	1252
Water Orton	-	-	-	-		-	-	1303
Coleshill	-	-	1236	-		-	-	1307
Nuneaton	-	-	1251	-		-	-	1324
Hinckley	-	-	-	-		-	-	1331
Narborough	-	-	-	-		-	-	1339
South Wigston	-	-	-	-		-	-	-
Leicester	-	-	1314	-		-	-	1350
Leicester	-	-	1318	-		-	-	-
London St Ⓢ	-	-	1438q	-		-	-	1510g
Wilnecote	-	-	-	-		1305	1305	
Tamworth	1219	1236	-	-		1309	1309	
Burton	-	1248	-	-		1320	1321	
Willington	-	-	-	-		-	-	
Derby	1241	1300	-	1305		1335	1335	
Derby 6		1308	-			1340	1340	
Spondon		-	-	1317e		-	-	
Long Eaton		-	-	1324e		1348	1348	
Attenborough		-	-	1331e		-	-	
Beeston		-	-	1335e		1356	1356	
Nottingham 8		1328	-	1341e		1402	1402	
Melton Mowbray			1334					
Oakham			1346					
Stamford			1400					
Peterboro 8			1413					
Peterboro			1419					
London Kg Ⓢ			1523b					
Whittlesea			1358j					
March			1434					
Manea			1417h					
Ely 6			1453					
Cambridge			1511					
Audley End			1525					
Stansted Apt →			1541					

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		B		F		J	
Cardiff Central 7	d	1056ca				1126c	1145
Newport (South Wales)	d	1110ca				1140c	1159
Severn Tunnel Junction	d						-
Caldicot	d						-
Chepstow	d						1217
Lydney	d						-
Bristol Temple Meads 10	d	1130				1200	-
Bristol Parkway 7	d	1140				1209	-
Gloucester 7	d	1151q				-	1244
Cheltenham Spa	d	1211				1240	1255
Ashchurch for Tewkesbury	d	-				1302qa	1303
University	d	-	1255n	1300n	1305n	-	1339
Birmingham New Street 12	a	1256				1325	1345
Birmingham New Street	d	1303	1319	1322	1330		1349
Water Orton	d	-	-	-	-		-
Coleshill Parkway	d	-	-	1336	-		-
Nuneaton	d	-	-	1351	-		-
Hinckley	d	-	-	-	-		-
Narborough	d	-	-	-	-		-
South Wigston	d	-	-	-	-		-
Leicester	a	-	-	1413	-		-
Leicester	d	-	-	1418	-		-
London St. Pancras ⊖	a	-	-	1539g	-		-
Wilnecote	d	-	-	-	-		1405
Tamworth	d	-	1336	-	-		1409
Burton-on-Trent	d	1326	1348	-	-		1420
Willington	d	-	-	-	-		-
Derby	a	1340	1400	-	1405		1436
Derby 6	d		1408	-			1439
Spondon	a		-	-			-
Long Eaton	a		-	-	1421e		1448
Attenborough	a		-	-	1429e		-
Beeston	a		-	-	1432e		1456
Nottingham 8	a		1428	-	1439e		1502
Melton Mowbray	d			1434			
Oakham	d			1446			
Stamford	d			1500			
Peterborough 8	a			1513			
Peterborough	d			1519			
London Kings Cross ⊖	a			1630b			
Whittlesea	d			1558ba			
March	d			1534			
Manea	d			1616ja			
Ely 6	d			1553			
Cambridge	d			1611			
Audley End	a			1625			
Stansted Airport →	a			1641			

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	②	R						
		C		F	J	SX	SO	
Cardiff Ctl 7		<i>1156ca</i>			<i>1226c</i>	1245	1245	
Newport		<i>1210ca</i>			<i>1240c</i>	1259	1259	
Severn Tnl Jn					<i>1239q</i>	-	-	
Caldicot					<i>1242q</i>	-	-	
Chepstow					<i>1251q</i>	1317	1317	
Lydney					<i>1300q</i>	-	-	
Bristol TM 10		1230			1300	-	-	
Bristol Pkwy 7		1240			1309	-	-	
Gloucester 7		-			<i>1322q</i>	1352	1348	
Cheltenham		1316			1340	1403	1359	
Ashchurch		-			<i>1355qa</i>	-	-	
University	<i>1325n</i>	-	<i>1355n</i>	<i>1400n</i>	<i>1405n</i>	-	1439	1439
Bham New St 12		1356			1425	1445	1445	
Bham New St	1352	1403	1419	1422	1430		1449	1449
Water Orton	-	-	-	-	-	-	-	-
Coleshill	1409	-	-	1436	-	-	-	-
Nuneaton	1424	-	-	1451	-	-	-	-
Hinckley	1431	-	-	-	-	-	-	-
Narborough	1439	-	-	-	-	-	-	-
South Wigston	1444	-	-	-	-	-	-	-
Leicester	1450	-	-	1510	-	-	-	-
Leicester		-	-	1518	-	-	-	-
London StP ⊕	<i>1625g</i>	-	-	<i>1641g</i>	-	-	-	-
Wilnecote	-	-	-	-		1505	1505	
Tamworth		1419	1436	-	-	1509	1509	
Burton	-	-	1448	-	-	1520	1520	
Willington		-	-	-	-	1526	1526	
Derby		1440	1500	-	1504	1535	1536	
Derby 6			1508	-		1540	1540	
Spondon			-	-		-	-	
Long Eaton			-	-	<i>1524e</i>	1548	1549	
Attenborough			-	-	<i>1531e</i>	-	-	
Beeston			-	-	<i>1535e</i>	1556	1557	
Nottingham 8			1528	-	<i>1541e</i>	1602	1603	
Melton Mowbray				1534				
Oakham				1546				
Stamford				1600				
Peterboro 8				1613				
Peterboro				1619				
London KgX ⊕				<i>1723b</i>				
Whittlesea				<i>1558j</i>				
March				1634				
Manea				<i>1617h</i>				
Ely 6				1653				
Cambridge				1711				
Audley End				1725				
Stansted Apt →				1741				

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		D		F		J	
Cardiff Central 7	d		1256ca				1326c
Newport (South Wales)	d		1310ca				1340c
Severn Tunnel Junction	d						
Caldicot	d						
Chepstow	d						
Lydney	d						
Bristol Temple Meads 10	d		1330				1400
Bristol Parkway 7	d		1340				1409
Gloucester 7	d		1352q				-
Cheltenham Spa	d		1416				1440
Ashchurch for Tewkesbury	d		-				-
University	d	1425n	-	1455n	1500n	1505n	-
Birmingham New Street 12	a		1456				1525
Birmingham New Street	d	1452	1503	1519	1522	1530	
Water Orton	d	1503	-	-	-	-	
Coleshill Parkway	d	1507	-	-	1536	-	
Nuneaton	d	1524	-	-	1551	-	
Hinckley	d	1531	-	-	-	-	
Narborough	d	1539	-	-	-	-	
South Wigston	d	-	-	-	-	-	
Leicester	a	1550	-	-	1610	-	
Leicester	d		-	-	1618	-	
London St. Pancras ⊖	a	1712g	-	-	1739g	-	
Wilnecote	d		-	-	-	-	
Tamworth	d		-	1536	-	-	
Burton-on-Trent	d		1526	1548	-	-	
Willington	d		-	-	-	-	
Derby	a		1540	1600	-	1605	
Derby 6	d			1608	-		
Spondon	a			-	-		
Long Eaton	a			-	-	1621e	
Attenborough	a			-	-	1629e	
Beeston	a			-	-	1632e	
Nottingham 8	a			1628	-	1639e	
Melton Mowbray	d				1634		
Oakham	d				1646		
Stamford	d				1700		
Peterborough 8	a				1713		
Peterborough	d				1719		
London Kings Cross ⊖	a				1829b		
Whittlesea	d				1727		
March	d				1738		
Manea	d				1745		
Ely 6	d				1800		
Cambridge	d				1817		
Audley End	a				1831		
Stansted Airport →	a				1854		

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

		②						
	SX E1			C	SX			SX H
Cardiff Ctl 7		1345		1356ca				
Newport		1359		1410ca				
Severn Tnl Jn		1338q						
Caldicot		1341q						
Chepstow		1350q						
Lydney		1424						
Bristol TM 10		-		1430				
Bristol Pkwy 7		-		1440				
Gloucester 7		1448		-				
Cheltenham		1459		1511				
Ashchurch		-		-				
University		1539	1525n	-	1545n	1555n	1600n	1605n
Bham New St 12		1545		1556				
Bham New St		1549	1552	1603	1609	1619	1622	1630
Water Orton		-	-	-	1620	-	-	-
Coleshill		-	1609	-	1624	-	1636	-
Nuneaton		-	1624	-	1640	-	1651	-
Hinckley		-	1631	-	1646	-	-	-
Narborough		-	1639	-	1655	-	-	-
South Wigston		-	1644	-	-	-	-	-
Leicester		-	1650	-	1708	-	1716	-
Leicester		-	-	-	-	-	1718	-
London StP ⊕		-	1814g	-	1835g	-	1842g	-
Wilnecote		1605		-	-	-	-	-
Tamworth		1609		1619		1636	-	-
Burton		1621		-		1648	-	-
Willington		-	-	-	-	-	-	-
Derby		1635		1641		1700	-	1705
Derby 6	1627	1640				1707	-	
Spondon	-	-				-	-	1716e
Long Eaton	-	1648				1717	-	1723e
Attenborough	-	-				-	-	1730e
Beeston	-	1656				1725	-	1734e
Nottingham 8	-	1702				1731	-	1740e
Melton Mwbray	1711						1734	
Oakham	1722a						1746	
Stamford							1800	
Peterboro 8							1813	
Peterboro							1818	
London KgX ⊕							1923b	
Whittlesea							1758j	
March							1833	
Manea							1817h	
Ely 6							1852	
Cambridge							1911	
Audley End							1925	
Stansted Apt →							1941	

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays

Notes: see pages 80 and 81

Features		②				
Period of operation and Notes		SO F	J	SX	SO	H
Cardiff Central 7	d		1426c	1445		1456ca
Newport (South Wales)	d		1440c	1501		1510ca
Severn Tunnel Junction	d			-		
Caldicot	d			-		
Chepstow	d			1517		
Lydney	d			-		
Bristol Temple Meads 10	d		1500	-		1530
Bristol Parkway 7	d		1509	-		1540
Gloucester 7	d		-	1548		-
Cheltenham Spa	d		1540	1559		1613
Ashchurch for Tewkesbury	d		1556qa	-		-
University	d	1605n	-	1639	1625n	1625n
Birmingham New Street 12	a		1625	1645		1656
Birmingham New Street	d	1630		1649	1652	1703
Water Orton	d	-		-	-	1703
Coleshill Parkway	d	-		-	1706	1707
Nuneaton	d	-		-	1721	1724
Hinckley	d	-		-	1728	1731
Narborough	d	-		-	1736	1739
South Wigston	d	-		-	-	-
Leicester	a	-		-	1751	1749
Leicester	d	-		-	1753	-
London St. Pancras ②	a	-		-	1911g	1911g
Wilnecote	d	-		1705	-	-
Tamworth	d	-		1709	-	-
Burton-on-Trent	d	1654		1721	-	1726
Willington	d	-		-	-	-
Derby	a	1705		1735	-	1740
Derby 6	d			1740	-	
Spondon	a			-	-	
Long Eaton	a			1748	-	
Attenborough	a			-	-	
Beeston	a			1756	-	
Nottingham 8	a			1802	-	
Melton Mowbray	d				1816	
Oakham	d				1829	
Stamford	d				1843	
Peterborough 8	a				1856	
Peterborough	d				1859	
London Kings Cross ②	a				2001b	
Whittlesea	d				-	
March	d				1914	
Manea	d				-	
Ely 6	d				1934	
Cambridge	d				1950a	
Audley End	a					
Stansted Airport ➤	a					

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	 SX		SX	SO	F	J	SX	SX
Cardiff Ctl 						1526c		1545
Newport						1540c		1559
Severn Tnl Jn						1537q		-
Caldicot						1538q		-
Chepstow						1547q		1617
Lydney						1556q		-
Bristol TM 						1600		-
Bristol Pkwy 						1609		-
Gloucester 						1621q		1646
Cheltenham						1640		1657
Ashchurch						-		-
University	1645n	1655n	1700n	1700n	1705n	-	1715n	1739
Bham New St 						1725		1745
Bham New St	1709	1719	1722	1722	1730		1739	1749
Water Orton	1720	-	-	-	-		1750	-
Coleshill	1724	-	1736	1736	-		-	-
Nuneaton	1740	-	1751	1751	-		-	-
Hinckley	1746	-	1758	-	-		-	-
Narborough	-	-	1806	-	-		-	-
South Wigston	1802	-	-	-	-		-	-
Leicester	1810	-	1817	1810	-		-	-
Leicester		-	1818	1818	-		-	-
London StP 		-	1939g	1936g	-		-	-
Wilnecote		-	-	-	-		1759	1805
Tamworth		1736	-	-	-		1803	1809
Burton		1748	-	-	-		1814	1821
Willington		-	-	-	-		1820	-
Derby		1800	-	-	1805		1829	1833
Derby 		1808	-	-				1838
Spondon		-	-	-	1818e			-
Long Eaton		1817	-	-	1825e			1846
Attenborough		-	-	-	1833e			-
Beeston		1825	-	-	1837e			1856
Nottingham 		1831	-	-	1846e			1905
Melton Mowbray			1835	1834				
Oakham			1846	1846				
Stamford			1900	1900				
Peterboro 			1914	1913				
Peterboro			1919	1919				
London KgX 			2023b	2023b				
Whittlesea			1958ba	1958ba				
March			1934	1934				
Manea			2016ja	2016ja				
Ely 			1953	1953				
Cambridge			2011	2011				
Audley End			2025	2025				
Stansted Apt 			2041	2041				

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		SO	SX	SO	H	SX	
Cardiff Central 7	d	1545			1556ca		
Newport (South Wales)	d	1559			1610ca		
Sewern Tunnel Junction	d	-					
Caldicot	d	-					
Chepstow	d	1617					
Lydney	d	-					
Bristol Temple Meads 10	d	-			1630		
Bristol Parkway 7	d	-			1640		
Gloucester 7	d	1648			-		
Cheltenham Spa	d	1659			1712		
Ashchurch for Tewkesbury	d	-			-		
University	d	1739	1725n	1725n	-	1755n	1759n
Birmingham New Street 12	a	1745			1756		
Birmingham New Street	d	1749	1752	1752	1803	1819	1822
Water Orton	d	-	1803	-	-	-	-
Coleshill Parkway	d	-	1807	1806	-	-	1836
Nuneaton	d	-	1824	1824	-	-	1851
Hinckley	d	-	1831	1831	-	-	-
Narborough	d	-	1839	1839	-	-	-
South Wigston	d	-	1844	1844	-	-	-
Leicester	a	-	1850	1851	-	-	1910
Leicester	d	-			-	-	1918
London St. Pancras ⚡	a	-	2011g	2011g	-	-	2040g
Wilnecote	d	1805			-	-	-
Tamworth	d	1809			1819	1836	-
Burton-on-Trent	d	1821			-	1848	-
Willington	d	1827			-	-	-
Derby	a	1835			1840	1900	-
Derby 6	d	1840				1908	-
Spondon	a	-				-	-
Long Eaton	a	1848				1917	-
Attenborough	a	-				-	-
Beeston	a	1856				1925	-
Nottingham 8	a	1902				1934	-
Melton Mowbray							1934
Oakham	d						1946
Stamford	d						2000
Peterborough 8	a						2013
Peterborough	d						2019
London Kings Cross ⚡	a						2139b
Whittlesea	d						1958j
March	d						2034
Manea	d						2017h
Ely 6	d						2053
Cambridge	d						2111
Audley End	a						2125
Stansted Airport ➔	a						2154

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO	F	J	SX	SO	Ⓢ	O	
Cardiff Ctl 7			1626c	1645	1645		1656ca	
Newport			1640c	1700	1659		1710ca	
Severn Tnl Jn			1635q	-	-			
Caldicot			1637q	-	-			
Chepstow			1646q	-	-			
Lydney			1655q	1724	1724			
Bristol TM 10			1700	-	-		1730	
Bristol Pkwy 7			1710	-	-		1740	
Gloucester 7			1720q	1752	1748		-	
Cheltenham			1740	1803	1759		1816	
Ashchurch			1756qa	-	-		-	
University	1800n	1805n	-	1839	1839	1825n	-	
Bham New St 12			1825	1845	1845		1856	
Bham New St	1822	1830		1849	1849	1852	1903	1919
Water Orton	-	-		-	-	-	-	-
Coleshill	1836	-		-	-	1906	-	-
Nuneaton	1851	-		-	-	1921	-	-
Hinckley	-	-		-	-	1928	-	-
Narborough	-	-		-	-	1936	-	-
South Wigston	-	-		-	-	1941	-	-
Leicester	1910	-		-	-	1950	-	-
Leicester	1918	-		-	-		-	-
London StP Ⓢ	2038g	-		-	-	2121g	-	-
Wilnecote	-	-		1905	1905		-	-
Tamworth	-	-		1909	1909		-	1936
Burton	-	-		1921	1921		1927	1948
Willington	-	-		-	-		-	-
Derby	-	1905		1935	1932		1940	2000
Derby 6	-			1940	1940			2008
Spondon	-			-	-			-
Long Eaton	-	1922e		1948	1948			-
Attenborough	-	1931e		-	-			-
Beeston	-	1934e		1956	1956			-
Nottingham 8	-	1943e		2003	2003			2028
Melton Mowbray	1934							
Oakham	1946							
Stamford	2000							
Peterboro 8	2013							
Peterboro	2019							
London KgX Ⓢ	2144b							
Whittlesea	1958j							
March	2034							
Manea	2017h							
Ely 6	2053							
Cambridge	2111							
Audley End	2125							
Stansted Apt →	2141							

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		F		J		O	
Cardiff Central 7	d			1726c	1745		1756ca
Newport (South Wales)	d			1740c	1759		1810ca
Severn Tunnel Junction	d			1736q	-		
Caldicot	d			1738q	-		
Chepstow	d			1747q	1817		
Lydney	d			1756q	-		
Bristol Temple Meads 10	d			1800	-		1830
Bristol Parkway 7	d			1809	-		1840
Gloucester 7	d			1821q	1844		1854q
Cheltenham Spa	d			1841	1855		1916
Ashchurch for Tewkesbury	d			-	1903		-
University	d	1900n	1905n	-	1939	1925n	-
Birmingham New Street 12	a			1925	1945		1956
Birmingham New Street	d	1922	1930		1949	1952	2003
Water Orton	d	-	-		-	2003	-
Coleshill Parkway	d	1936	-		-	2007	-
Nuneaton	d	1954	-		-	2024	-
Hinckley	d	-	-		-	2031	-
Narborough	d	-	-		-	2039	-
South Wigston	d	-	-		-	2044	-
Leicester	a	2016	-		-	2050	-
Leicester	d	2018	-		-	-	-
London St. Pancras ⚡	a	2138g	-		-		-
Wilnecote	d	-	-		2005		-
Tamworth	d	-	-		2009		2019
Burton-on-Trent	d	-	-		2021		-
Willington	d	-	-		-		-
Derby	a	-	2005		2035		2040
Derby 6	d	-			2042		
Spondon	a	-			-		
Long Eaton	a	-	2024e		2050		2124e
Attenborough	a	-	2031e		-		2131e
Beeston	a	-	2034e		2058		2135e
Nottingham 8	a	-	2041e		2104		2141e
Melton Mowbray	d	2034					
Oakham	d	2046					
Stamford	d	2100					
Peterborough 8	a	2113					
Peterborough	d	2118					
London Kings Cross ⚡	a	2246b					
Whittlesea	d	2153ba					
March	d	2134					
Manea	d	2211ja					
Ely 6	d	2153					
Cambridge	d	2211					
Audley End	a	2225					
Stansted Airport →	a	2241					

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

								
	SX	SO	SX I	SO I	J	SX	SO	
Cardiff Ctl 					<i>1826c</i>	1845	1845	
Newport					<i>1840c</i>	1859	1859	
Severn Tnl Jn					<i>1835q</i>	-	-	
Caldicot					<i>1837q</i>	-	-	
Chepstow					<i>1846q</i>	1917	1917	
Lydney					<i>1855q</i>	-	-	
Bristol TM 					1900	-	-	
Bristol Pkwy 					1909	-	-	
Gloucester 					<i>1921q</i>	1951	1948	
Cheltenham					1940	2002	1959	
Ashchurch					<i>1954qa</i>	-	-	
University	<i>2005n</i>	<i>2000n</i>			-	2039	2039	<i>2025n</i>
Bham New St 					2025	2045	2045	
Bham New St	2025	2022	2030	2030		2049	2049	2052
Water Orton	-	-	-	-		-	-	-
Coleshill	2039	2036	-	-		-	-	2106
Nuneaton	2054	2052	-	-		-	-	2124
Hinckley	-	-	-	-		-	-	2131
Narborough	-	-	-	-		-	-	2139
South Wigston	-	-	-	-		-	-	2144
Leicester	2115	2113	-	-		-	-	2151
Leicester	2118	2117	-	-		-	-	
London StP 	<i>2257g</i>	<i>2311g</i>	-	-		-	-	<i>2329g</i>
Wilnecote	-	-	-	-		2105	2105	
Tamworth	-	-	-	-		2109	2109	
Burton	-	-	-	-		2121	2121	
Willington	-	-	-	-		-	-	
Derby	-	-	2109	2124		2132	2135	
Derby 	-	-				2145	2140	
Spondon	-	-				2149	2144	
Long Eaton	-	-				2155	2151	
Attenborough	-	-				2202	2158	
Beeston	-	-				2206	2201	
Nottingham 	-	-				2212	2208	
Melton Mowbray	2134	2133						
Oakham	2146	2145						
Stamford	2200	2159						
Peterboro 	2213	2212						
Peterboro	2219	2214						
London KgX 	<i>2332b</i>	<i>2344b</i>						
Whittlesea	<i>2153j</i>	<i>2153j</i>						
March	2234	2229						
Manea	<i>2212h</i>	<i>2212h</i>						
Ely 	2253	2248						
Cambridge	2309a	2303a						
Audley End								
Stansted Apt 								

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays

Notes: see pages 80 and 81

Features		②					
Period of operation and Notes		SX O	SO J1	SO O1	SO O2	SX	SO
Cardiff Central 7	d					1925c	
Newport (South Wales)	d					1939c	
Severn Tunnel Junction	d						
Caldicot	d						
Chepstow	d						
Lydney	d						
Bristol Temple Meads 10	d	1930	1930		1930	2000	2000
Bristol Parkway 7	d	1940	1940		1940	2010	2009
Gloucester 7	d	-	-		-	2045	-
Cheltenham Spa	d	2016	2012		2012	2055	2040
Ashchurch for Tewkesbury	d	-	-		-	-	-
University	d	-	-		-	-	-
Birmingham New Street 12	a	2056	2050		2052	2137	2136
Birmingham New Street	d	2103		2103	2103		
Water Orton	d	-		-	-		
Coleshill Parkway	d	-		-	-		
Nuneaton	d	-		-	-		
Hinckley	d	-		-	-		
Narborough	d	-		-	-		
South Wigston	d	-		-	-		
Leicester	a	-		-	-		
Leicester	d	-		-	-		
London St. Pancras ④	a	-		-	-		
Wilnecote	d	-		-	-		
Tamworth	d	2120		2119	2119		
Burton-on-Trent	d	2131		2130	2130		
Willington	d	-		-	-		
Derby	a	2142		2142	2143		
Derby 6	d						
Spondon	a						
Long Eaton	a						
Attenborough	a						
Beeston	a						
Nottingham 8	a						
Melton Mowbray	d						
Oakham	d						
Stamford	d						
Peterborough 8	a						
Peterborough	d						
London Kings Cross ④	a						
Whittlesea	d						
March	d						
Manea	d						
Ely 6	d						
Cambridge	d						
Audley End	a						
Stansted Airport ➔	a						

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Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	SO Q	SO O1	SX	SX	SX	SO	SX
Cardiff Ctl 7					1949	2000	2026c
Newport					2003	2014	2040c
Severn Tnl Jn					2014	2025	
Caldicot					2017	2028	
Chepstow					2025	2036	
Lydney					2034	2045	
Bristol TM 10	2030	2030	2030		-	-	2100
Bristol Pkwy 7	2040	2040	2040		-	-	2111
Gloucester 7	-	-	-		2055	2106	-
Cheltenham	2111	2111	2116		2106	2117	2142
Ashchurch	-	-	-		-	2125	2155qa
University	-	2126n	-	2144n	2148	2200	-
Bham New St 12	2151	2152	2201		2154	2207	2236
Bham New St		2156		2203		2210	2222
Water Orton		-		-		-	-
Coleshill		-		-		-	2236
Nuneaton		-		-		-	2251
Hinckley		-		-		-	2258
Narborough		-		-		-	2306
South Wigston		-		-		-	2311
Leicester		-		-		-	2317
Leicester		-		-		-	
London St P		-		-		-	
Wilnecote		-		-		-	
Tamworth		-		2227		2227	
Burton		-		2239		2239	
Willington		-		-		2245	
Derby		2228		2253		2253	
Derby 6				2259		2259	
Spondon				2303		2304	
Long Eaton				2309		2310	
Attenborough				2316		2317	
Beeston				2320		2321	
Nottingham 8				2326		2327	
Melton Mwbray							
Oakham							
Stamford							
Peterboro 8							
Peterboro							
London Kg X P							
Whittlesea							
March							
Manea							
Ely 6							
Cambridge							
Audley End							
Stansted Apt →							

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Mondays to Saturdays		Notes: see pages 80 and 81					
Features		⌚					
Period of operation and Notes		SO	SX	SX	SO	SX	SX
Cardiff Central 7	d			2105	2050	2126c	2150
Newport (South Wales)	d			2119	2104	2140c	2204
Severn Tunnel Junction	d			-	-	2138q	-
Caldicot	d			-	-	2141q	-
Chepstow	d			-	-	2150q	-
Lydney	d			-	-	2159q	-
Bristol Temple Meads 10	d			-	-	2200	-
Bristol Parkway 7	d			-	-	2209	-
Gloucester 7	d			2202	2148	2223q	2248
Cheltenham Spa	d			2213	2159	2245	2259
Ashchurch for Tewkesbury	d			2221	-	-	-
University	d	2226n	2249n	-	2239	-	-
Birmingham New Street 12	a			2305	2245	2343	2359
Birmingham New Street	d	2249	2309				
Water Orton	d	-	-				
Coleshill Parkway	d	-	-				
Nuneaton	d	-	-				
Hinckley	d	-	-				
Narborough	d	-	-				
South Wigston	d	-	-				
Leicester	a	-	-				
Leicester	d	-	-				
London St. Pancras ⊕	a	-	-				
Wilnecote	d	2304	2324				
Tamworth	d	2308	2328				
Burton-on-Trent	d	2320	2340				
Willington	d	-	2345				
Derby	a	2333	2353				
Derby 6	d		2358				
Spondon	a		-				
Long Eaton	a		-				
Attenborough	a		-				
Beeston	a		-				
Nottingham 8	a		0016				
Melton Mowbray	d						
Oakham	d						
Stamford	d						
Peterborough 8	a						
Peterborough	d						
London Kings Cross ⊕	a						
Whittlesea	d						
March	d						
Manea	d						
Ely 6	d						
Cambridge	d						
Audley End	a						
Stansted Airport →	a						

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Sundays

Notes: see pages 80 and 81

Features									
Period of operation and Notes									H
Cardiff Central 7	d								
Newport (South Wales)	d								
Severn Tunnel Junction	d								
Caldicot	d								
Chepstow	d								
Lydney	d								
Bristol Temple Meads 10	d								
Bristol Parkway 7	d								
Gloucester 7	d								
Cheltenham Spa	d								
Ashchurch for Tewkesbury	d								
University	d								
Birmingham New Street 12	a								
Birmingham New Street	d								0903
Water Orton	d								-
Coleshill Parkway	d								-
Nuneaton	d								-
Hinckley	d								-
Narborough	d								-
South Wigston	d								-
Leicester	a								-
Leicester	d								-
London St. Pancras	a								-
Wilnecote	d								-
Tamworth	d								0919
Burton-on-Trent	d								0928
Willington	d								-
Derby	a								0941
Derby 6	d								
Spondon	a								
Long Eaton	a								1006e
Attenborough	a								
Beeston	a								
Nottingham 8	a								
Melton Mowbray	d								
Oakham	d								
Stamford	d								
Peterborough 8	a								
Peterborough	d								
London Kings Cross	a								
Whittlesea	d								
March	d								
Manea	d								
Ely 6	d		0857f	0957f	1103f	1203f			
Cambridge	d	0915	1015	1115	1215	1315			
Audley End	a	0929	1029	1129	1229	1329			
Stansted Airport	a	0945	1045	1145	1245	1345			

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Sundays

Notes: see pages 80 and 81

Features	⌚		C		H	
Period of operation and Notes						
Cardiff Central 7	d					
Newport (South Wales)	d					
Severn Tunnel Junction	d					
Caldicot	d					
Chepstow	d					
Lydney	d					
Bristol Temple Meads 10	d			0915		
Bristol Parkway 7	d			0925		
Gloucester 7	d			1000		
Cheltenham Spa	d			1011		
Ashchurch for Tewkesbury	d			-		
University	d	0923n	0940n	1025n	1035n	1055n 1125n
Birmingham New Street 12	a			1049		
Birmingham New Street	d	0952	1003	1052	1103	1122 1149
Water Orton	d	-	-	-	-	-
Coleshill Parkway	d	1006	-	1106	-	1136 -
Nuneaton	d	1021	-	1121	-	1151 -
Hinckley	d	1028	-	1128	-	- -
Narborough	d	1036	-	1136	-	- -
South Wigston	d	1041	-	-	-	- -
Leicester	a	1047	-	1147	-	1215 -
Leicester	d		-	-	-	1218 -
London St. Pancras ⚡	a	1241g	-	1345g	-	- -
Wilnecote	d		-	-	-	- -
Tamworth	d		1018		-	- 1207
Burton-on-Trent	d		1029		1126	- 1219
Willington	d		-		-	- -
Derby	a		1040		1137	- 1233
Derby 6	d					- 1240
Spondon	a					- -
Long Eaton	a		1106e		1228e	- - -
Attenborough	a		1131e			- -
Beeston	a		1134e			- -
Nottingham 8	a		1141e			- 1259
Melton Mowbray	d					1234
Oakham	d					1246
Stamford	d					1300
Peterborough 8	a					1313
Peterborough	d					1319
London Kings Cross ⚡	a					1423b
Whittlesea	d					1358ba
March	d					1334
Manea	d					-
Ely 6	d					1353
Cambridge	d					1415
Audley End	a					1429
Stansted Airport ➔	a					1445

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For help: see 'Using Your Timetable' on page 8

②

	C		F		B		
Cardiff Ctl 7				1045			
Newport				1059			
Severn Tnl Jn				<i>1058q</i>			
Caldicot				<i>1101q</i>			
Chepstow				<i>1110q</i>			
Lydney				<i>1119q</i>			
Bristol TM 10	1030			-		1130	
Bristol Pkwy 7	1040			-		1140	
Gloucester 7	-			1148		-	
Cheltenham	1111			1159		1211	
Ashchurch	-			-		-	
University	<i>1139n</i>	<i>1155n</i>	<i>1205n</i>	1239	<i>1225n</i>	-	<i>1255n</i>
Bham New St 12	1149			1245		1249	
Bham New St	1152	1203	1222	1230	1249	1252	1303
Water Orton	-	-	-	-	-	-	-
Coleshill	1206	-	1236	-	-	1306	-
Nuneaton	1221	-	1251	-	-	1321	-
Hinckley	1228	-	-	-	-	1328	-
Narborough	1236	-	-	-	-	1336	-
South Wigston	1241	-	-	-	-	-	-
Leicester	1247	-	1310	-	-	1346	-
Leicester	-	-	1318	-	-	-	1418
London StP ⑤	<i>1409g</i>	-	<i>1459g</i>	-	-	<i>1502g</i>	-
Wilnecote	-	-	-	-		-	-
Tamworth	1219	-	-	1307		-	-
Burton	-	-	-	1319		1326	-
Willington	-	-	-	-		-	-
Derby	1238	-	1300	1333		1337	-
Derby 6		-		1338			-
Spondon		-		-			-
Long Eaton		-	<i>1323e</i>	-			-
Attenborough		-	<i>1331e</i>	-			-
Beeston		-	<i>1334e</i>	-			-
Nottingham 8		-	<i>1341e</i>	1357			-
Melton Mwbray		1334					1434
Oakham		1346					1446
Stamford		1400					1500
Peterboro 8		1413					1513
Peterboro		1419					1519
London KgX ⑤		<i>1527b</i>					<i>1623b</i>
Whittlesea		<i>1358j</i>					<i>1555ba</i>
March		1434					1534
Manea		-					-
Ely 6		1453					1553
Cambridge		1515					1615
Audley End		1529					1629
Stansted Apt →		1545					1645

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Sundays

Notes: see pages 80 and 81

Features		⑦					
Period of operation and Notes		F			C		F
Cardiff Central 7	d		1145				
Newport (South Wales)	d		1159				
Severn Tunnel Junction	d		-				
Caldicot	d		-				
Chepstow	d		-				
Lydney	d		-				
Bristol Temple Meads 10	d		-		1230		
Bristol Parkway 7	d		-		1240		
Gloucester 7	d		1248		-		
Cheltenham Spa	d		1259		1311		
Ashchurch for Tewkesbury	d		1325ga		-		
University	d	1305n	1339	1330n	-	1355n	1405n
Birmingham New Street 12	a		1345		1349		
Birmingham New Street	d	1330	1349	1352	1403	1422	1430
Water Orton	d	-	-	-	-	-	-
Coleshill Parkway	d	-	-	1406	-	1436	-
Nuneaton	d	-	-	1421	-	1451	-
Hinckley	d	-	-	1428	-	-	-
Narborough	d	-	-	1436	-	-	-
South Wigston	d	-	-	1441	-	-	-
Leicester	a	-	-	1447	-	1512	-
Leicester	d	-	-	-	-	1518	-
London St. Pancras ⑥	a	-	-	1604g	-	1648g	-
Wilnecote	d	-	-	-	-	-	-
Tamworth	d	-	1407		1420	-	-
Burton-on-Trent	d	-	1419		-	-	-
Willington	d	-	-	-	-	-	-
Derby	a	1400	1433		1439	-	1500
Derby 6	d		1439			-	
Spondon	a		-			-	
Long Eaton	a	1425e	-			-	1524e
Attenborough	a		-			-	1531e
Beeston	a		-			-	1535e
Nottingham 8	a		1456			-	1541e
Melton Mowbray	d					1534	
Oakham	d					1546	
Stamford	d					1600	
Peterborough 8	a					1613	
Peterborough	d					1619	
London Kings Cross ⑥	a					1728b	
Whittlesea	d					1555j	
March	d					1634	
Manea	d					-	
Ely 6	d					1653	
Cambridge	d					1715	
Audley End	a					1729	
Stansted Airport →	a					1745	

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For help: see 'Using Your Timetable' on page 8

	J		H	F	J		
Cardiff Ctl 7	1220c	1245			1320c	1345	
Newport	1233c	1259			1334c	1359	
Severn Tnl Jn		1258q				-	
Caldicot		1300q				-	
Chepstow		1309q				-	
Lydney		1318q				-	
Bristol TM 10	1300	-	1330		1400	-	
Bristol Pkwy 7	1309	-	1340		1409	-	
Gloucester 7	1305q	1348	-		-	1448	
Cheltenham	1340	1359	1411		1440	1459	
Ashchurch	-	-	-		-	-	
University	-	1439	-	1455n	1505n	1539	
Bham New St 12	1427	1445	1449		1527	1545	
Bham New St		1449	1452	1503	1522	1530	1549
Water Orton		-	-	-	-		-
Colehill		-	1506	-	1536	-	-
Nuneaton		-	1521	-	1551	-	-
Hinckley		-	1528	-	-	-	-
Narborough		-	1536	-	-	-	-
South Wigston		-	-	-	-	-	-
Leicester		-	1546	-	1610	-	-
Leicester		-	-	1618	-	-	-
London StP ⊕		-	1705g	-	1750g	-	-
Wilnecote		1504	-	-	-		-
Tamworth		1509	-	-	-		1607
Burton		1521	1525	-	-		1619
Willington		-	-	-	-		-
Derby		1534	1539	-	1600		1634
Derby 6		1539		-			1638
Spondon		-		-			-
Long Eaton		-		-	1623e		-
Attenborough		-		-	1631e		-
Beeston		-		-	1634e		-
Nottingham 8		1559		-	1643e		1655
Melton Mowbray				1634			
Oakham				1646			
Stamford				1700			
Peterboro 8				1713			
Peterboro				1719			
London KgX ⊕				1840b			
Whittlesea				1753ba			
March				1734			
Manea				-			
Ely 6				1753			
Cambridge				1815			
Audley End				1829			
Stansted Apt.→				1845			

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Sundays

Notes: see pages 80 and 81

Features		⌚					
Period of operation and Notes		C		F		J	
Cardiff Central 7	d					1420c	1445
Newport (South Wales)	d					1434c	1459
Severn Tunnel Junction	d						1456q
Caldicot	d						1458q
Chepstow	d						1507q
Lydney	d						1516q
Bristol Temple Meads 10	d		1430			1500	-
Bristol Parkway 7	d		1440			1510	-
Gloucester 7	d		-			1523q	1548
Cheltenham Spa	d		1511			1541	1559
Ashchurch for Tewkesbury	d		-			-	-
University	d		-	1555n	1605n	-	1639
Birmingham New Street 12	a		1552			1627	1645
Birmingham New Street	d	1552	1603	1622	1630		1649
Water Orton	d	-	-	-	-		-
Coleshill Parkway	d	1606	-	1636	-		-
Nuneaton	d	1621	-	1651	-		-
Hinckley	d	1628	-	-	-		-
Narborough	d	1636	-	-	-		-
South Wigston	d	1641	-	-	-		-
Leicester	a	1647	-	1713	-		-
Leicester	d		-	1716	-		-
London St. Pancras ⊖	a	1802g	-	1847g	-		-
Wilnecote	d		-	-	-		-
Tamworth	d		1619	-	-		1707
Burton-on-Trent	d		-	-	-		1719
Willington	d		-	-	-		-
Derby	a		1639	-	1700		1733
Derby 6	d			-			1738
Spondon	a			-			-
Long Eaton	a		1706e	-	1723e		-
Attenborough	a			-	1731e		1835e
Beeston	a			-	1734e		1838e
Nottingham 8	a			-	1744e		1757
Melton Mowbray	d			1734			
Oakham	d			1746			
Stamford	d			1800			
Peterborough 8	a			1813			
Peterborough	d			1819			
London Kings Cross ⊖	a			1922b			
Whittlesea	d			1753j			
March	d			1834			
Manea	d			-			
Ely 6	d			1853			
Cambridge	d			1915			
Audley End	a			1929			
Stansted Airport →	a			1945			

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

	H		H		J		H	
Cardiff Ctl 7					1520c	1545		
Newport					1533c	1559		
Severn Tnl Jn						-		
Caldicot						-		
Chepstow						-		
Lydney						-		
Bristol TM 10		1530			1600	-		1630
Bristol Pkwy 7		1540			1609	-		1640
Gloucester 7		-			-	1648		-
Cheltenham		1611			1640	1659		1711
Ashchurch		-			-	-		-
University		-	1655n	1705n	-	1739	1730n	-
Bham New St 12		1649			1727	1745		1750
Bham New St	1652	1703	1722	1730		1749	1752	1803
Water Orton	-	-	-	-		-	-	-
Coleshill	1706	-	1736	-		-	1806	-
Nuneaton	1721	-	1751	-		-	1821	-
Hinckley	1728	-	-	-		-	1828	-
Narborough	1736	-	-	-		-	1836	-
South Wigston	1741	-	-	-		-	1841	-
Leicester	1747	-	1815	-		-	1847	-
Leicester		-	1818	-		-		-
London StP ⊖	1908g	-	1950g	-		-	2001g	
Wilnecote		-	-	-		-		-
Tamworth		-	-	-		1807		1819
Burton		1725	-	-		1820		-
Willington		-	-	-		-		-
Derby		1736	-	1800		1834		1840
Derby 6			-			1838		
Spondon			-			-		
Long Eaton		1814e	-	1827e		-		
Attenborough			-	1835e		-		
Beeston			-	1838e		-		
Nottingham 8			-	1845e		1855		
Melton Mwbray			1834					
Oakham			1846					
Stamford			1900					
Peterboro 8			1913					
Peterboro			1919					
London KgX ⊖			2040b					
Whittlesea			1955ba					
March			1934					
Manea			-					
Ely 6			1953					
Cambridge			2015					
Audley End			2029					
Stansted Apt →			2045					

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Sundays

Notes: see pages 80 and 81

Features		⌚					
Period of operation and Notes				F		I	
Cardiff Central 7	d			1620c	1645		1650c
Newport (South Wales)	d			1632c	1659		1703c
Severn Tunnel Junction	d				1655q		
Caldicot	d				1658q		
Chepstow	d				1707q		
Lydney	d				1716q		
Bristol Temple Meads 10	d			1700	-		1730
Bristol Parkway 7	d			1709	-		1740
Gloucester 7	d			-	1748		-
Cheltenham Spa	d			1740	1759		1811
Ashchurch for Tewkesbury	d			1755qa	-		-
University	a	1756n	1805n	-	1839	1825n	1843n
Birmingham New Street 12	d			1827	1845		1850
Birmingham New Street	d	1822	1830		1849	1852	1903
Water Orton	d	-	-		-	-	-
Coleshill Parkway	d	1836	-		-	1906	-
Nuneaton	d	1851	-		-	1921	-
Hinckley	d	-	-		-	1928	-
Narborough	d	-	-		-	1936	-
South Wigston	d	-	-		-	1941	-
Leicester	a	1913	-		-	1947	-
Leicester	d	1918	-		-	-	-
London St. Pancras ☹	a	2050g	-		-	2122g	-
Wilnecote	d	-	-		1905		-
Tamworth	d	-	-		1909		-
Burton-on-Trent	d	-	-		1921		1926
Willington	d	-	-		-	-	-
Derby	a	-	1900		1934		1940
Derby 6	d	-			1938		
Spondon	a	-			-		
Long Eaton	a	-	1922e		-		2011e
Attenborough	a	-	1934e		-		
Beeston	a	-	1938e		-		
Nottingham 8	a	-	1944e		1958		
Melton Mowbray	d	1934					
Oakham	d	1946					
Stamford	d	2000					
Peterborough 8	a	2013					
Peterborough	d	2019					
London Kings Cross ☹	a	2140b					
Whittlesea	d	1955j					
March	d	2034					
Manea	d	-					
Ely 6	d	2053					
Cambridge	d	2113					
Audley End	a	2127					
Stansted Airport ➔	a	2145					

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8

	F		J	O		J
Cardiff Ctl 7			1745			
Newport			1759			
Severn Tnl Jn			-			
Caldicot			-			
Chepstow			-			
Lydney			-			
Bristol TM 10		1800	-	1830	1900	
Bristol Pkwy 7		1809	-	1840	1909	
Gloucester 7		-	1848	-	-	
Cheltenham		1840	1859	1911	1940	
Ashchurch		-	-	-	1954qa	
University	1855n	1905n	-	1939	1930n	1955n 2005n
Bham New St 12		1927	1945	1950	2027	
Bham New St	1922	1930	1949	1952	2003	2022
Water Orton	-	-	-	-	-	-
Coleshill	1936	-	-	2006	-	2036
Nuneaton	1951	-	-	2021	-	2051
Hinckley	-	-	-	2028	-	-
Narborough	-	-	-	2036	-	-
South Wigston	-	-	-	2041	-	-
Leicester	2010	-	-	2047	-	2113
Leicester	2018	-	-	-	-	2118
London StP 6	2148g	-	-	-	2300g	
Wilnecote	-	-	-	-	-	-
Tamworth	-	-	2007	2019	-	-
Burton	-	-	2019	-	-	-
Willington	-	-	-	-	-	-
Derby	-	2000	2034	2040	-	-
Derby 6	-		2038		-	
Spondon	-		-		-	
Long Eaton	-	2023e	-	2122e	-	-
Attenborough	-	2031e	-		-	
Beeston	-	2034e	-		-	
Nottingham 8	-	2041e	2057		-	
Melton Mowbray	2034				2134	
Oakham	2046				2146	
Stamford	2100				2200	
Peterboro 8	2113				2213	
Peterboro	2119				2217	
London KgX 6	2239b				2317b	
Whittlesea	-				-	
March	2134				2232	
Manea	-				-	
Ely 6	2153				2251	
Cambridge	2215				2306a	
Audley End	2229					
Stansted Apt 7	2245					

Cardiff & Birmingham to Nottingham. Birmingham to Leicester, Cambridge & Stansted

(Includes all services between Bristol & Derby)

Sundays

Notes: see pages 80 and 81

Features		⌚				
Period of operation and Notes		○				
Cardiff Central 7	d	1845		1850c	1945	1950c
Newport (South Wales)	d	1859		1903c	1959	2003c
Severn Tunnel Junction	d	1856q			-	
Caldicot	d	1859q			-	
Chepstow	d	1908q			-	
Lydney	d	1917q			-	
Bristol Temple Meads 10	d	-		1930	2000	-
Bristol Parkway 7	d	-		1940	2009	-
Gloucester 7	d	1948		-	-	2048
Cheltenham Spa	d	1959		2011	2040	2059
Ashchurch for Tewkesbury	d	-		-	-	-
University	d	2039	2025n	2043n	-	2139
Birmingham New Street 12	a	2045		2054	2118	2145
Birmingham New Street	d	2049	2052	2103		2152
Water Orton	d	-	-	-		-
Coleshill Parkway	d	-	2106	-		2206
Nuneaton	d	-	2121	-		2221
Hinckley	d	-	2128	-		2228
Narborough	d	-	2136	-		2236
South Wigston	d	-	2141	-		2241
Leicester	a	-	2147	-		2247
Leicester	d	-		-		-
London St. Pancras ⊖	a	-	2324g	-		-
Wilnecote	d	-		-		-
Tamworth	d	2106		2119		2219
Burton-on-Trent	d	2119		2129		-
Willington	d	-		-		-
Derby	a	2134		2141		2240
Derby 6	d	2139				
Spondon	a	-				
Long Eaton	a	-		2231e		2323g
Attenborough	a	-		2238e		
Beeston	a	-		2241e		0034g
Nottingham 8	a	2159		2248e		0041g
Melton Mowbray	d					
Oakham	d					
Stamford	d					
Peterborough 8	a					
Peterborough	d					
London Kings Cross ⊖	a					
Whittlesea	d					
March	d					
Manea	d					
Ely 6	d					
Cambridge	d					
Audley End	a					
Stansted Airport →	a					

Times may vary at weekends to allow track improvement work to take place. Please check before travelling by visiting crosscountrytrains.co.uk or calling National Rail Enquiries on 03457 48 49 50

Please note : All direct services are shown in **bold**. An at-seat service of food and drink is available on services shown with dark shading.

For help: see 'Using Your Timetable' on page 8



Cardiff Ctl 7	2045	2052c					
Newport	2059	2109c					
Severn Tnl Jn	-						
Caldicot	-						
Chepstow	-						
Lydney	-						
Bristol TM 10	-	2210					
Bristol Pkwy 7	-	2219					
Gloucester 7	2148	2229q					
Cheltenham	2159	2250					
Ashchurch	-	-					
University	2239	-					
Bham New St 12	2245	2339					
Bham New St							
Water Orton							
Colehill							
Nuneaton							
Hinckley							
Narborough							
South Wigston							
Leicester							
Leicester							
London StP ⊕							
Wilnecote							
Tamworth							
Burton							
Willington							
Derby							
Derby 6							
Spondon							
Long Eaton							
Attenborough							
Beeston							
Nottingham 8							
Melton Mwbray							
Oakham							
Stamford							
Peterboro 8							
Peterboro							
London KgX ⊕							
Whittlesea							
March							
Manea							
Ely 6							
Cambridge							
Audley End							
Stansted Apt →							

Notes

Additional services are provided by other train companies, contact National Rail Enquiries for full service information.

- a Arrival time
- b Change at Peterborough
- ba Arrival time. Change at Peterborough
- c Change at Bristol Parkway
- ca Mondays to Fridays only, Change at Bristol Parkway
- d Departure time
- e Change at Derby
- eb Change at Derby. Mondays to Fridays only
- f Change at Cambridge
- g Change at Leicester
- h Change at Ely
- ha Arrival time. Change at Ely
- j Change at March
- ja Arrival time. Change at March
- n Change at Birmingham New Street
- q Change at Cheltenham Spa
- qa Arrival time. Change at Cheltenham Spa
- v Change at Gloucester

Period of operations and notes

- A Mondays to Fridays and Saturdays from 14 September continues to Plymouth. Saturdays until 7 September continues to Paignton
- B Continues to Aberdeen
- C Continues to Glasgow Central
- D Continues to Dundee
- E Mondays to Fridays continues to Exeter St Davids
- E1 Service operated by East Midlands Trains
- E2 Service operated by East Midlands Trains and terminates at Norwich
- E3 Service operated by East Midlands Trains and terminates at London St Pancras International
- F Continues to Newcastle
- G Continues to Paignton
- H Continues to Edinburgh Waverley
- I Continues to York
- J Continues to Manchester Piccadilly
- J1 Until 7 September. Continues to Manchester Piccadilly
- K Continues to Plymouth
- K1 Continues to Penzance until 7 September
- L Continues to Southampton Central
- M Continues to Guildford
- N Until 7 September continues to Newquay. From 14 September continues to Plymouth
- N1 On Saturdays until 7 September continues to Newquay
- O Continues to Leeds
- O1 Until 7 September. Continues to Leeds
- O2 From 14 September. Continues to Leeds
- Q From 14 September
- R Continues to Penzance
- S Continues to Reading
- SO Saturdays Only
- SX Not Saturdays
- T Mondays to Fridays and Saturdays from 14 September continues to Penzance. Saturdays until 7 September continues to Plymouth
- U Continues to Bournemouth

- V Mondays to Fridays and Saturdays from 14 September continues to Exeter St Davids. Saturdays until 7 September continues to Paignton
- W Mondays to Fridays and Saturdays from 14 September continues to Paignton
- Y Mondays to Fridays and Saturdays from 14 September continues to Plymouth
- Z Also calls at Patchway 0736 and Filton Abbey Wood 0740
- Z1 Also calls at Filton Abbey Wood 2021 (2017 on Saturdays) and Patchway 2024 (2020 on Saturdays)

-  A seat reservation is strongly advised as these services are usually very busy.
-  Refreshments are not available on these services.
-  Service operated by rail replacement road transport.

After your journey

We hope you enjoyed travelling with us.



Lost property

We'll do all we can to help reunite you with any lost property. If you've left something on board it will be taken off at the station where the train ends its journey and handed to their lost property office. If you e-mail or call our Customer Relations Team we'll provide you with contact details of the train company responsible for that station. If you've left something at a station we will provide the contact details for the train company responsible for that station.

Email	lost.property@crosscountrytrains.co.uk
Telephone	03447 369 123



Your feedback

We always welcome your feedback. If you have any comments, complaints or suggestions regarding your journey with CrossCountry, there are a number of ways to get in touch:

Email	customer.relations@crosscountrytrains.co.uk
Telephone	03447 369 123
Fax	0121 200 6005
Textphone	0121 200 6420
Post	Customer Relations Manager CrossCountry, Cannon House 18 The Priory Queensway Birmingham B4 6BS
Twitter	@CrossCountryUK
Facebook	Facebook.com/Crosscountrytrains

If you have a complaint and are not satisfied with the response you receive, you can ask to hear directly from one of our Managers. If the issue is subsequently not resolved to your satisfaction, you can contact the Rail Ombudsman by:

Email	info@railombudsman.org
Telephone	0330 094 0362
Post	FREEPOST – RAIL OMBUDSMAN



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Book 2 19 May - 14 December 2019 XC1905

CrossCountry routes

Where can we take you?



Our services

The South West to Birmingham, Manchester, the North East and Scotland

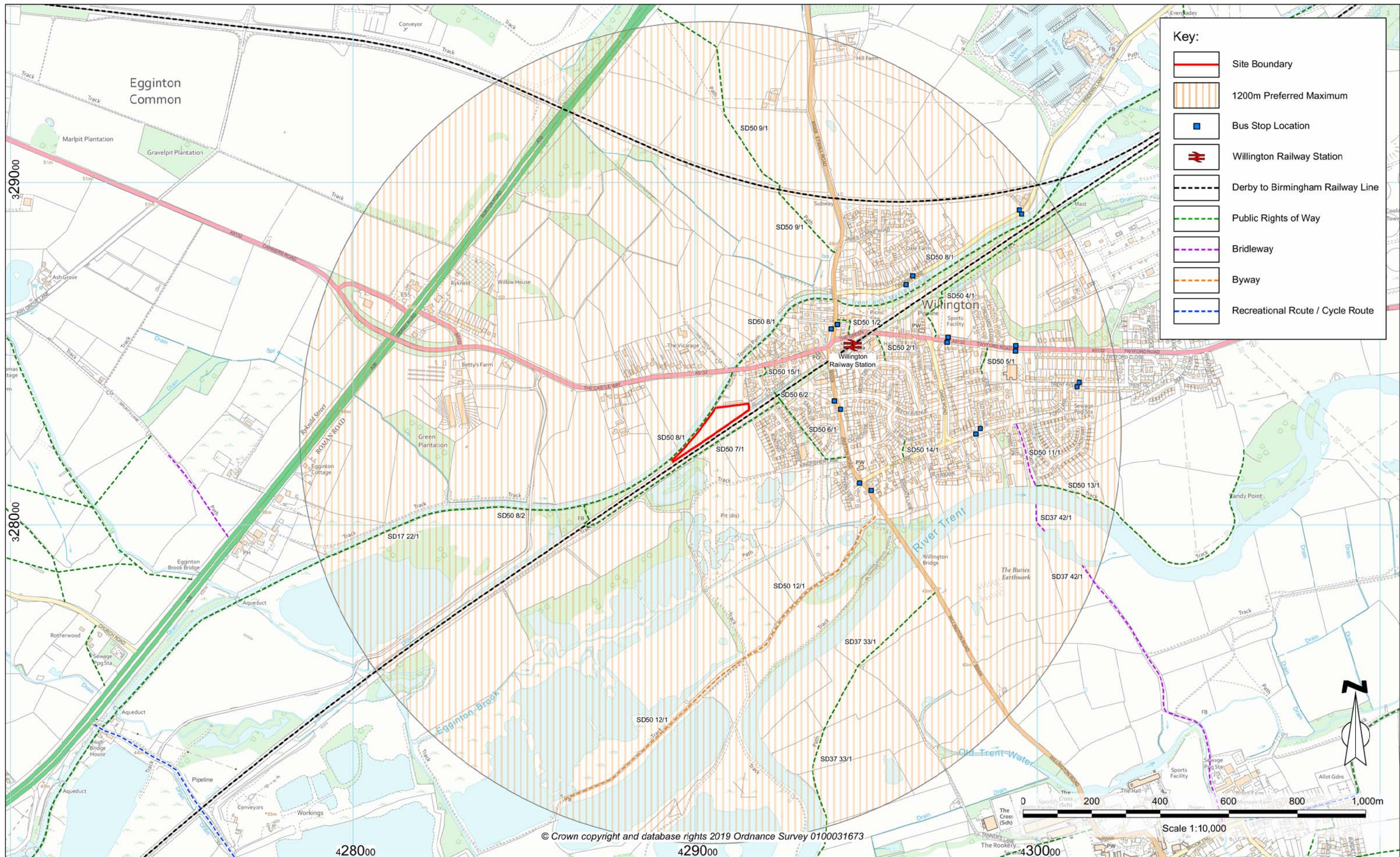
The South Coast and Reading to Birmingham and the North East

The South Coast and Reading to Birmingham and Manchester

Birmingham to Leicester, Cambridge and Stansted Airport

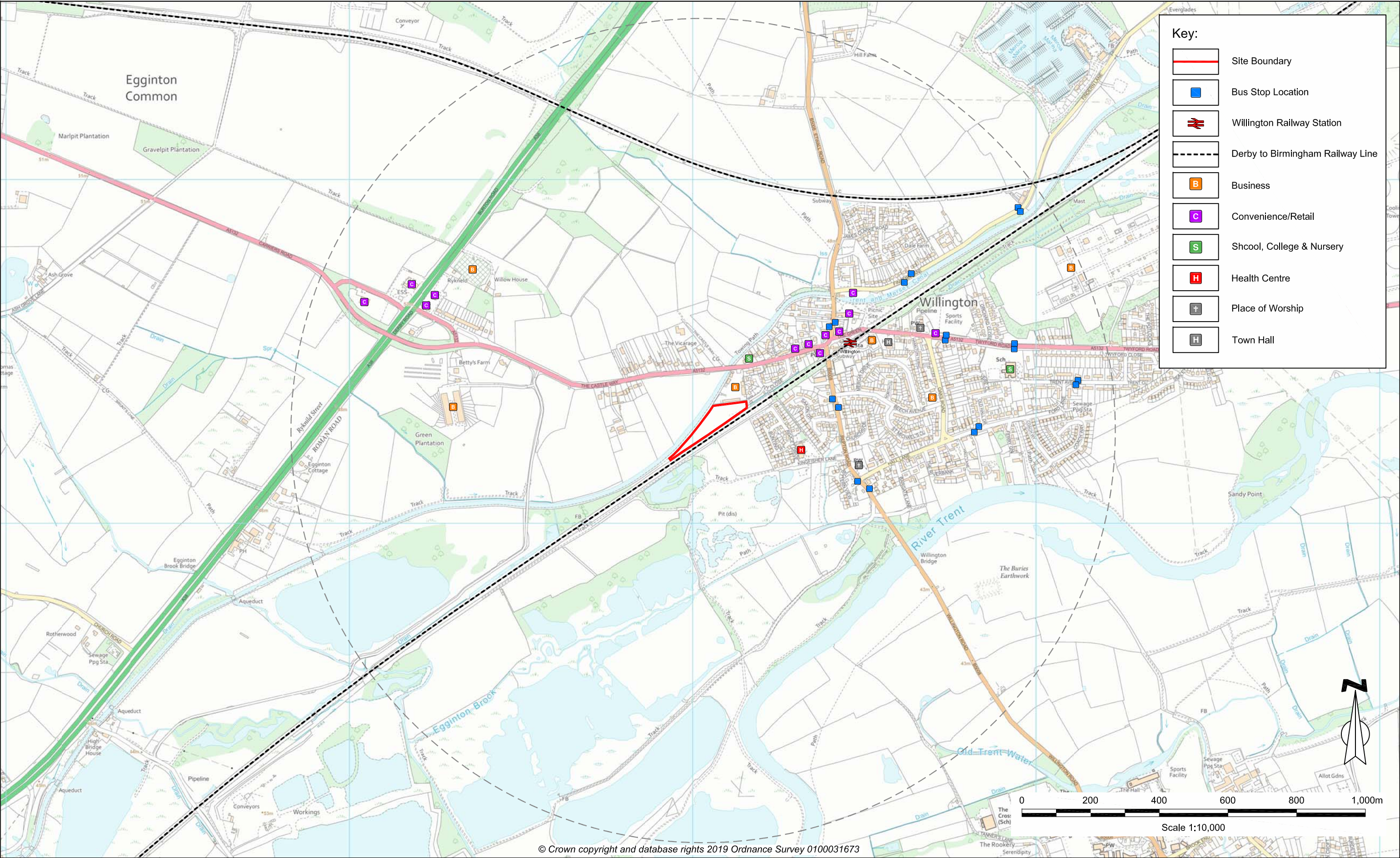
Cardiff to Birmingham and Nottingham

Please note: not all stations are shown



Proposed Care Home on Land off Ivy Close, Willington, DE65 6BS





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Proposed Care Home on Land off Ivy Close, Willington, DE65 6BS

TITLE:	Key Local Facilities within 1.2km 'Preferred Maximum' Walk Threshold of Site	CREATED:	12.06.2019
CLIENT:	MONUMENT FOUR LTD	SCALE:	1:10,000@A3
		DRAWN / APPROVED:	MG / RB