TRAFFIC FLOWS DERBY ROAD APPROACH TO B4668 SIGNAL CONTROLLED JUNCTION

The following figures are based on traffic counts carried out on 11 June 2008 (site entrances) and 24 June 2008 (Traffic signal controlled junction).
Traffic movements were split in the same proportions as the existing turning movements at the site entrance and the junction.

The traffic generation from the proposed development is based on 57 dwellings generating 7 movements per day with 10% of the generation being in the peak hour. It is anticipated that 25% of the movements will be via the Alma Road entrance having no effect on the junction. The remaining 75% being split on the same proportions as the existing turning movements.

There is no allowance for the reduction in traffic from the existing Alma Road uses.

Calculations.

Development traffic generation

Movements per day: -	57 * 7 = 399.
Peak hour movements: -	399 * 10% = 40
Less 25% departing via Alma Road	40 * 75% = 30

During the 8.00 – 9.00 peak hour, the count showed that the existing traffic generated was split 55% to/from the north and 45% to/from the south. Using these proportions, the split is: - 30 * 55% = 16 north away from the traffic signals and 30 * 45% = 14 south towards the traffic lights. This traffic is then split evenly between the 8.00 to 8.30 and the 8.30 to 9.00 segments. The traffic is then split in the same proportions as the existing traffic flow on the signal controlled junction.

Note: - All figures are rounded to the nearest whole number.

Conclusion.

As shown, the traffic generated by the proposal will increase the flow through the Derby Road leg of the signal controlled junction by fractionally over 1%. This increase cannot be considered material and is within the daily variation expected on any traffic flow. The impact on the other legs will be less, but tables could also be produced to demonstrate this if required.

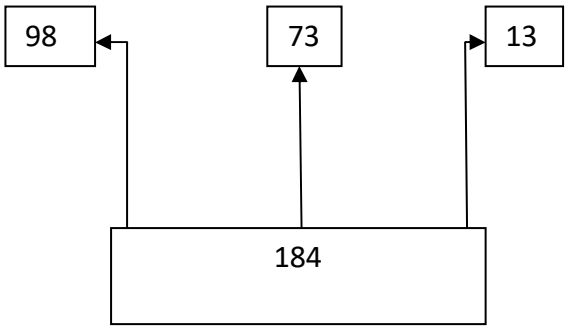
In view of the minor impact on the highway network, I would submit that a full Transport Assessment is not necessary nor would give any additional useful information. This

document, plus the Transport Statement already submitted, should be sufficient to assure the planning authority that their policies on traffic and safety will not be compromised.

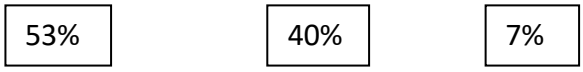
With regard to the level of car parking provision, if the Local authority require an assessment based on the Residential Car Parking Research undertaken for the Department for Communities and Local Government and published in May 2007, then this could be controlled by a condition requiring the assessment to be submitted before or with the submission of details application.

R Leonard IEng FIHIE
25 June 2008

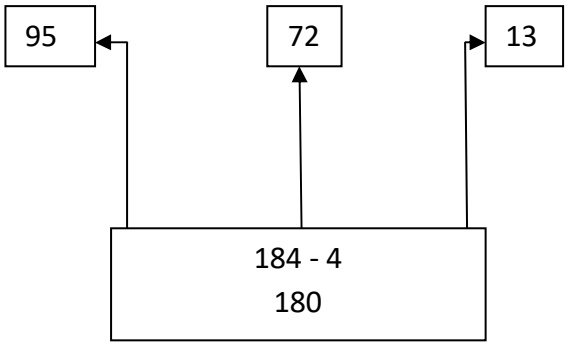
DERBY ROAD APPROACH TO TRAFFIC SIGNALS
8.00 – 8.30



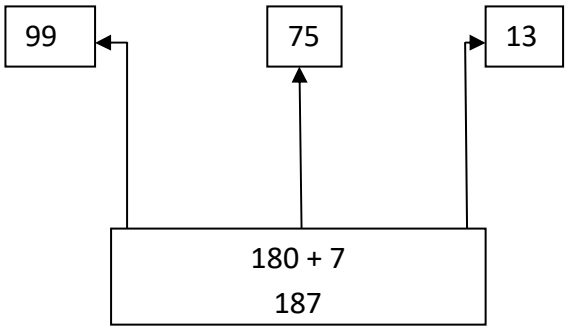
Existing Without Development



PERCENTAGE TURNING MOVEMENTS

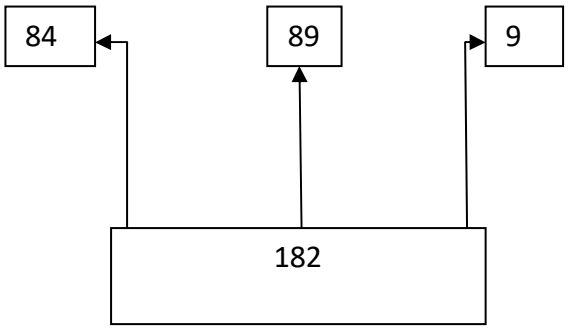


Existing Without Existing Site Traffic

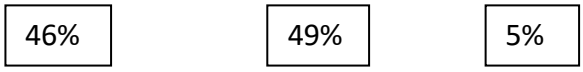


Base Flows With Development

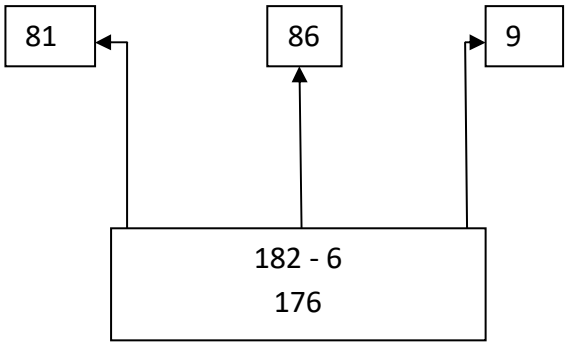
DERBY ROAD APPROACH TO TRAFFIC SIGNALS
8.30 – 9.00



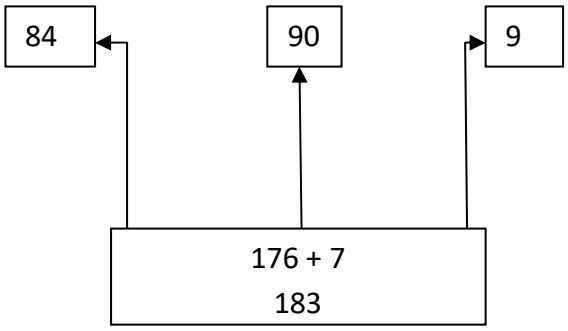
Existing Without Development



PERCENTAGE TURNING MOVEMENTS



Existing Without Existing Site Traffic



Base Flows With Development