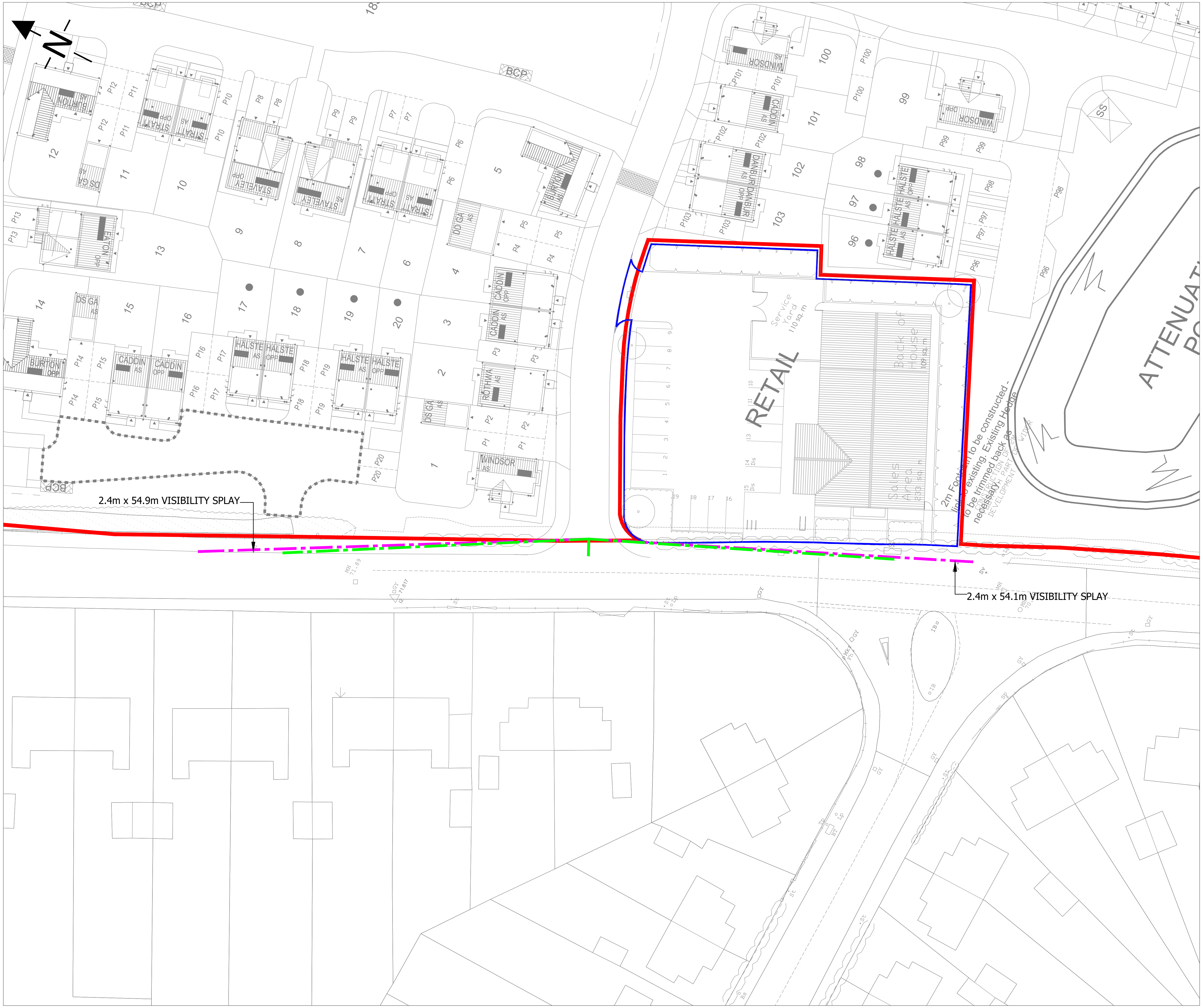
Drawings



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KEY

RESIDENTIAL SITE BOUNDARY

RETAIL SITE BOUNDARY

2.4m x 43m JUNCTION VISIBILITY

REV	DESCRIPTION	DATE	BY	AUTH
B	UPDATED TO LATEST SITE LAYOUT (REV K)	27/05/20	RDS	SM
A	UPDATED TO LATEST SITE LAYOUT (REV M)	29/11/19	RDS	SM

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www.travisbaker.co.uk

CLIENT
KEEPMOAT HOMES

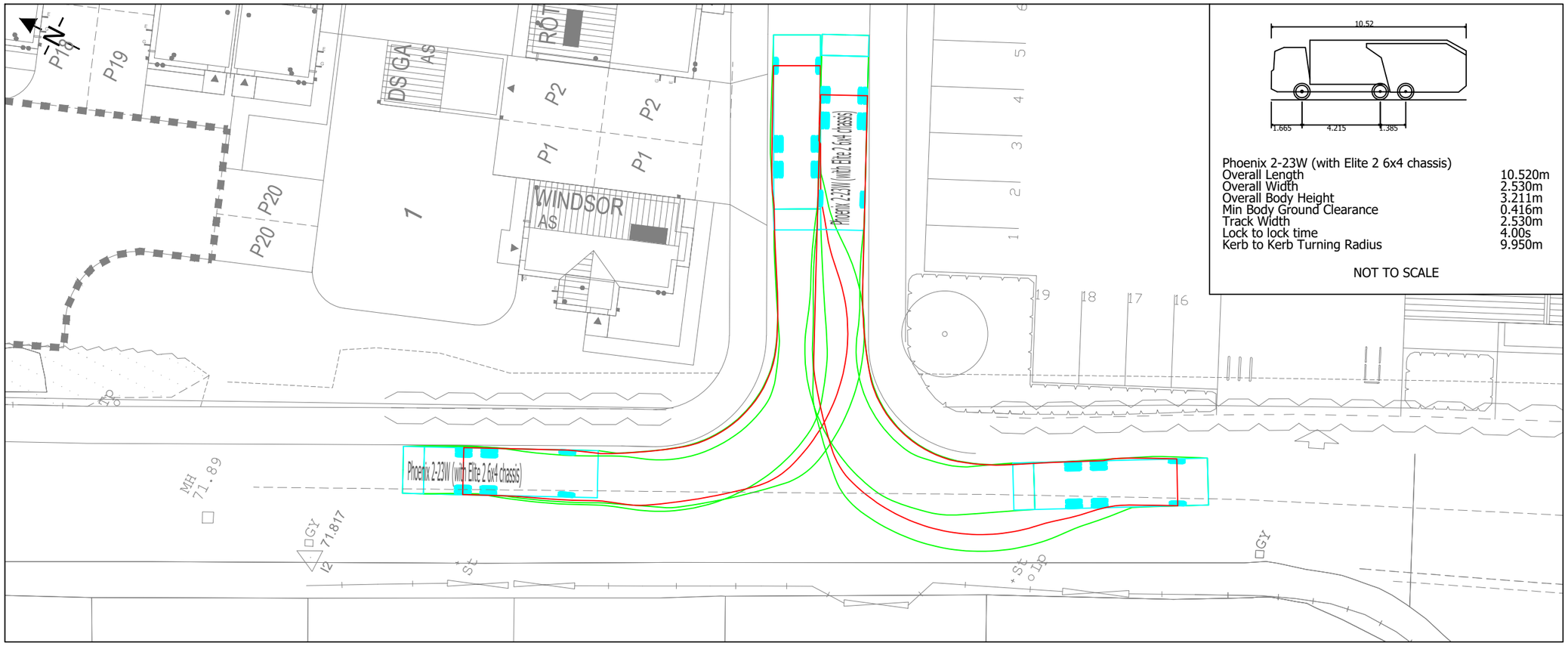
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
PROPOSED SITE ACCESS - VISIBILITY SPLAYS

DRAWN	AUTHORISED	SCALE	DATE
RDS	SM	1:500@A3	14/11/19

PROJECT NO.	DRAWING NO.	REV
T19017	SK01	B

STATUS.
FOR PLANNING



Phoenix 2-23W (with Elite 2 6x4 chassis)

Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

NOT TO SCALE

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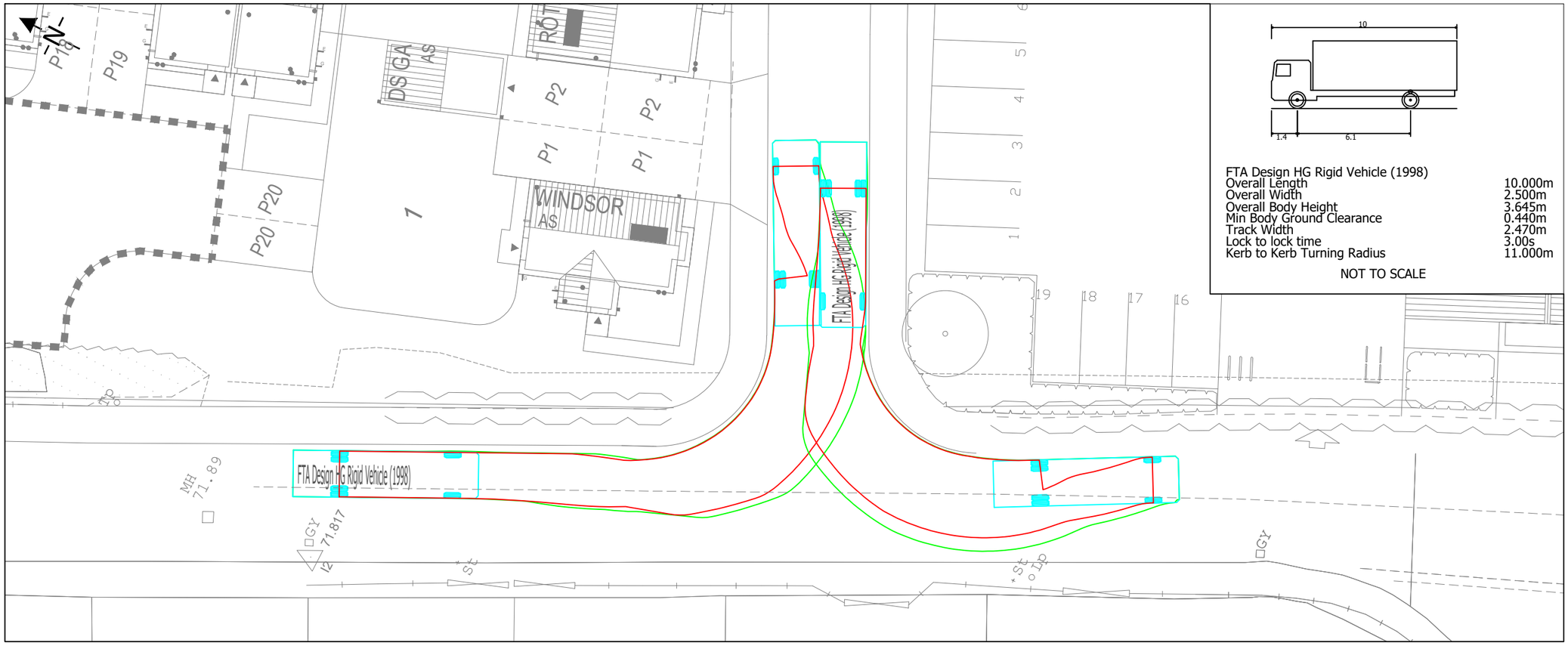

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

NOT TO SCALE

REV	DESCRIPTION	DATE	BY	AUTH
B	UPDATED TO LATEST SITE LAYOUT (REV K)	27/05/20	RDS	SM
A	UPDATED TO LATEST SITE LAYOUT (REV M)	29/11/19	RDS	SM

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CLIENT
KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
PROPOSED SITE ACCESS - VEHICLE SWEPT PATHS

DRAWN	AUTHORISED	SCALE	DATE
RDS	SM	1:250@A3	14/11/19

PROJECT NO.	DRAWING NO.	REV
T19017	SK02	B

STATUS.
FOR PLANNING

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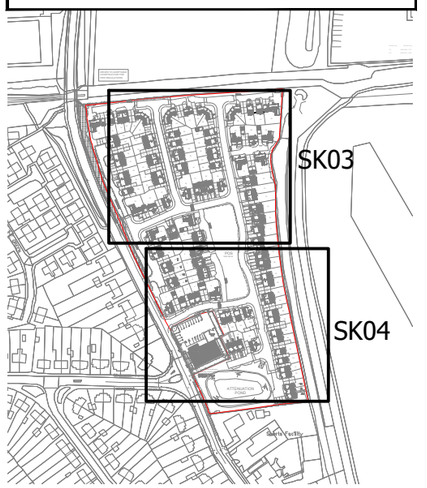
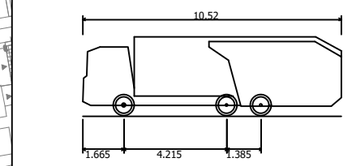


REV	DESCRIPTION	DATE	BY	AUTH
B	UPDATED TO LATEST SITE LAYOUT (REV K)	27/05/20	RDS	SM
A	UPDATED TO LATEST SITE LAYOUT (REV M)	29/11/19	RDS	SM



Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

NOT TO SCALE

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CLIENT
KEEPMOAT HOMES

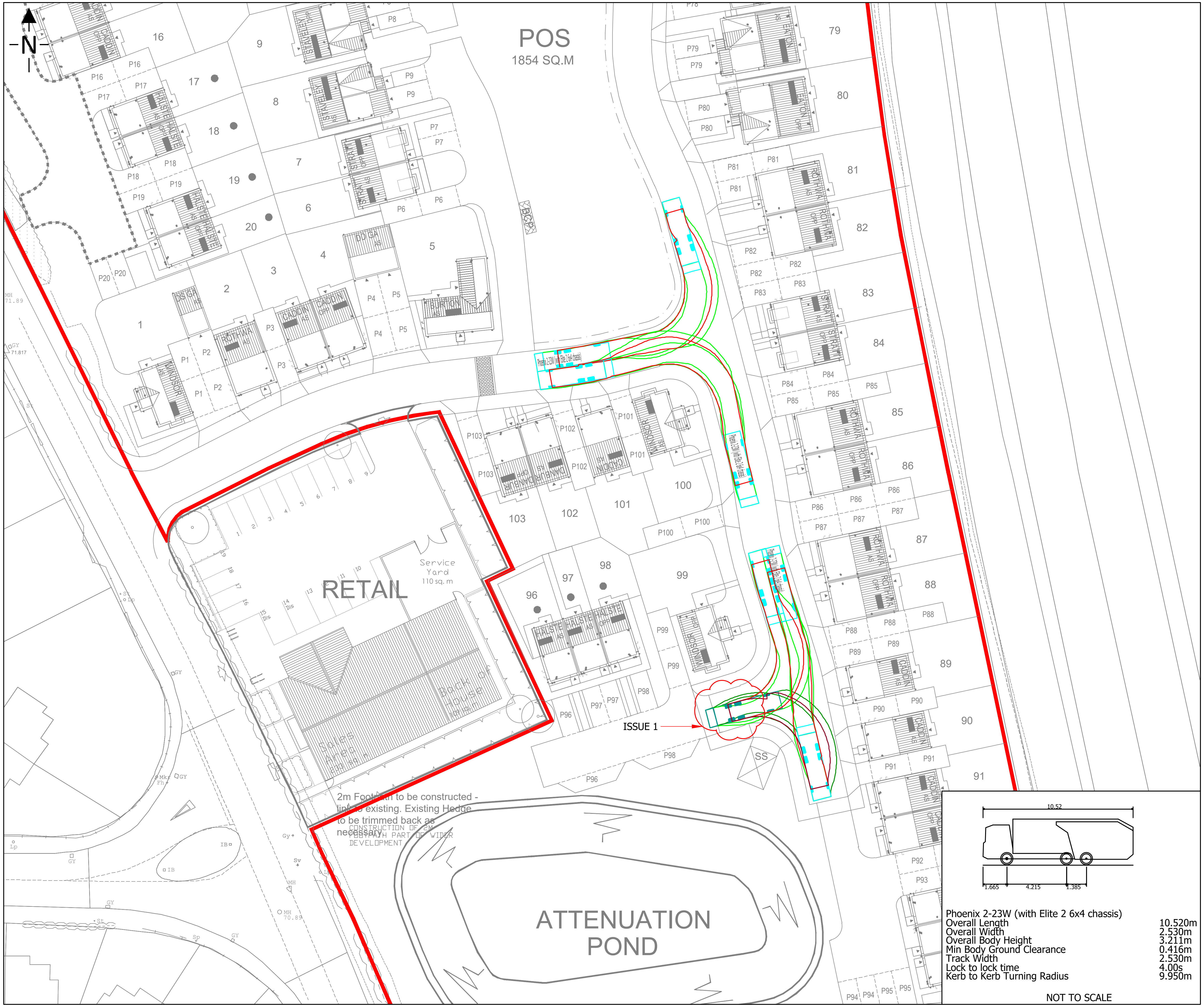
PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
INTERNAL ROAD LAYOUT - VEHICLE SWEPT PATHS (SHEET 1 OF 2)

DRAWN	AUTHORISED	SCALE	DATE
RDS	SM	1:500@A3	17/11/19

PROJECT NO.	DRAWING NO.	REV
T19017	SK03	B

STATUS.
FOR PLANNING



Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.520m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.950m

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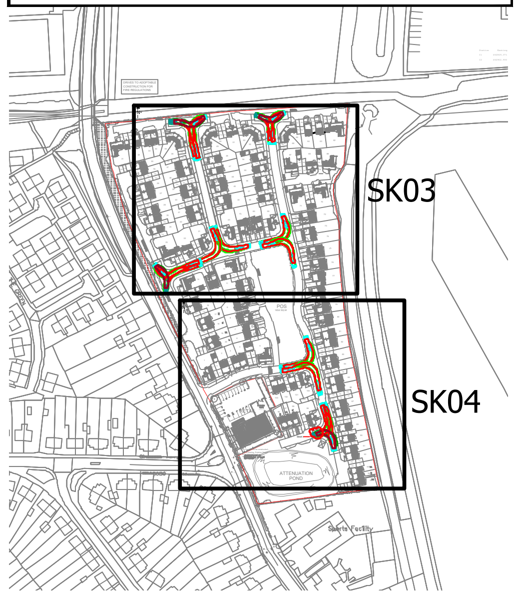

REV	DESCRIPTION	DATE	BY	AUTH
B	UPDATED TO LATEST SITE LAYOUT (REV K)	27/05/20	RDS	SM
A	UPDATED TO LATEST SITE LAYOUT (REV M)	29/11/19	RDS	SM

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CLIENT
KEEPMOAT HOMES

PROJECT
EAKRING ROAD, BILSTHORPE

TITLE
INTERNAL ROAD LAYOUT - VEHICLE SWEPT PATHS (SHEET 2 OF 2)

DRAWN	AUTHORISED	SCALE	DATE
RDS	SM	1:500@A3	17/11/19

PROJECT NO.	DRAWING NO.	REV
T19017	SK04	B

STATUS:
FOR PLANNING

APPENDIX A: Development Plans

ACCOMODATION SCHEDULE

Eakring Road, Bilsthorpe — **Rev K**

HOUSE TYPE	NUMBER	BEDS	SQ. FOOTAGE	
Danbury	2	3B5P	832	1664
Caddington	19	3B5P	850	16150
Wentworth	8	3B5P	842	6736
Warwick	3	3B5P	858	2574
Windsor	6	3B5P	869	5214
Stratten	16	3B5P	1061	16976
Stavely	4	3B6P	1031	4124
Rothway	19	4B6P	1028	19532
Eaton	6	4B6P	1279	7674
Burton	10	4B7P	1297	12970
AFFORDABLE				
Halstead - Rented	4	2B4P	651	2604
Halstead - Shared Ownership	6	2B4P	651	3906
TOTALS:	**103**			**100124**

Area Gross:	**36522**	**Sq.Metres**
Area Gross:	**9.02**	**Acres**
Undevelopable Area:	**5961.2**	**Sq.Metres**
Area Nett:	**30560.8**	**Sq.Metres**
Area Nett:	**7.55**	**Acres**
Density:	**13.64**	**Units / Acre**
Sq. Footage:	**13258.88**	**Sq Ft / Acre**

Comments:	Issued for comment 01-02-19. Ew
	Rev A - Comments incorporated 06-02-19 Ew
	Rev B - Internal comments incorporated 08-02-19 Ew
	Rev C - Internal comments incorporated 26-02-19 Ew
	Rev D - Revised numbers to 97 15.03.19
	Rev E - Pump stations added, layout adjusted 25.09.19
	Rev F - Official Issue 03.10.19
	Rev H - Layout revised, numbers increase to internal comments.
	Rev J - Buffer to nortnern boundary added 10.02.20
	Rev K - Pre app comment incorpoated 18.02.20
Signed:	

Legend.

- Application Boundary - to be verified by Land Registry / Client
- Indicates 1.8m high Close Boarded Fencing
- Indicates 1.8m Brick Screen Wall to match plot
- Pedestrian crossing points where footway ends - Charcoal block paviours
- All private drives to be Tarmac parking spaces to have block paved demarcation strip
- Private drives to adoptable standards - allow for fire attenuation turning
- Affordable dwellings
- Collapsible bollards

Rev.	Description	Date
L	Layout finished off by CPA.	15.05.20
K	Pre-App comments incorporated	18.02.20
J	Landscape buffer to Northern boundary	10.02.20
H	Layout revised, numbers increased to internal comments	14.01.20
G	Attenuation pond & pumpstation adjusted	10.10.19
F	Official Issue	03.10.19
E	Pump stations incorporated, layout adjusted	25.09.19
D	Scheme increased to 97 plots	15.03.19
C	Internal comments incorporated	26.02.19
B	Internal comments incorporated	08.02.19
A	First issue	06.02.19

Keepmoat Homes
Keepmoat Homes, Nottingham Business Park
Nottingham NG8 6PX
Tel: 0115 8587930 www.keepmoat.com

Development
EAKRING ROAD
BILSTHORPE

Drawing Title
PLANNING LAYOUT

Date	Scale	Drawn
01/02/2019	1:500 @ A1	EW

Dwg. Ref.	Rev.
P-01	L

APPENDIX B: Traffic Survey Data

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Vehicle Count Report **Week Begin: 09 October 2019** **Channel: Northbound**

	##########	Thu Oct 10	Fri Oct 11	Sat Oct 12	Sun Oct 13	##########	Tue Oct 15	5-Day Ave.	7-Day Ave.
00:00	5	6	4	7	5	1	5	4	5
01:00	11	8	10	2	3	3	10	8	7
02:00	7	4	4	2	1	5	4	5	4
03:00	3	3	1	4	1	3	4	3	3
04:00	4	4	8	5	3	5	9	6	5
05:00	27	27	27	12	6	22	21	25	20
06:00	83	93	69	22	12	100	89	87	67
07:00	155	145	148	24	21	148	145	148	112
08:00	132	135	138	53	37	135	113	131	106
09:00	102	110	99	102	44	94	81	97	90
10:00	82	73	82	89	43	78	90	81	77
11:00	95	70	94	72	51	86	85	86	79
12:00	79	97	96	65	51	73	69	83	76
13:00	89	99	78	92	48	103	79	90	84
14:00	94	118	96	76	49	89	86	97	87
15:00	119	94	107	56	54	116	119	111	95
16:00	125	128	132	61	51	106	105	119	101
17:00	98	104	95	58	40	100	101	100	85
18:00	68	59	57	57	38	53	57	59	56
19:00	33	27	36	28	19	28	31	31	29
20:00	15	20	17	17	17	23	17	18	18
21:00	21	24	28	19	14	12	14	20	19
22:00	12	14	15	12	20	13	18	14	15
23:00	9	8	11	5	5	5	8	8	7
Total									
12H(7-19)	1238	1232	1222	805	527	1181	1130	1201	1048
16H(6-22)	1390	1396	1372	891	589	1344	1281	1357	1180
18H(6-24)	1411	1418	1398	908	614	1362	1307	1379	1203
24H(0-24)	1468	1470	1452	940	633	1401	1360	1430	1246
AM Peak	07:00	07:00	07:00	09:00	11:00	07:00	07:00	07:00	07:00
	155	145	148	102	51	148	145	148	112
PM Peak	16:00	16:00	16:00	13:00	15:00	15:00	15:00	16:00	16:00
	125	128	132	92	54	116	119	119	101

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Vehicle Count Report **Week Begin: 09 October 2019** **Channel: Southbound**

	##########	Thu Oct 10	Fri Oct 11	Sat Oct 12	Sun Oct 13	##########	Tue Oct 15	5-Day Ave.	7-Day Ave.
00:00	2	1	1	8	3	1	1	1	2
01:00	3	2	1	3	1	2	2	2	2
02:00	2	1	0	0	1	0	0	1	1
03:00	8	8	9	8	9	9	12	9	9
04:00	7	8	8	3	1	8	11	8	7
05:00	32	32	31	17	9	32	27	31	26
06:00	25	51	34	10	8	38	37	37	29
07:00	94	94	98	28	24	96	95	95	76
08:00	86	96	82	37	17	95	100	92	73
09:00	65	79	105	57	36	78	83	82	72
10:00	77	77	65	69	36	88	62	74	68
11:00	73	100	92	71	41	71	80	83	75
12:00	84	95	103	95	45	87	85	91	85
13:00	94	114	99	76	67	108	93	102	93
14:00	110	108	112	67	56	112	86	106	93
15:00	155	139	142	59	57	142	132	142	118
16:00	163	150	121	61	56	151	138	145	120
17:00	143	147	106	69	49	145	125	133	112
18:00	97	82	70	35	44	73	66	78	67
19:00	42	39	37	39	27	38	47	41	38
20:00	30	22	24	23	25	21	24	24	24
21:00	22	21	27	24	23	16	39	25	25
22:00	11	11	16	15	10	11	14	13	13
23:00	5	4	4	7	4	4	8	5	5
Total									
12H(7-19)	1241	1281	1195	724	528	1246	1145	1222	1051
16H(6-22)	1360	1414	1317	820	611	1359	1292	1348	1168
18H(6-24)	1376	1429	1337	842	625	1374	1314	1366	1185
24H(0-24)	1430	1481	1387	881	649	1426	1367	1418	1232
AM Peak	07:00	11:00	09:00	11:00	11:00	07:00	08:00	07:00	07:00
	94	100	105	71	41	96	100	95	76
PM Peak	16:00	16:00	15:00	12:00	13:00	16:00	16:00	16:00	16:00
	163	150	142	95	67	151	138	145	120

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Vehicle Count Report **Week Begin: 09 October 2019** **Channel: Total Flow**

	##########	Thu Oct 10	Fri Oct 11	Sat Oct 12	Sun Oct 13	##########	Tue Oct 15	5-Day Ave.	7-Day Ave.
00:00	7	7	5	15	8	2	6	5	7
01:00	14	10	11	5	4	5	12	10	9
02:00	9	5	4	2	2	5	4	5	4
03:00	11	11	10	12	10	12	16	12	12
04:00	11	12	16	8	4	13	20	14	12
05:00	59	59	58	29	15	54	48	56	46
06:00	108	144	103	32	20	138	126	124	96
07:00	249	239	246	52	45	244	240	244	188
08:00	218	231	220	90	54	230	213	222	179
09:00	167	189	204	159	80	172	164	179	162
10:00	159	150	147	158	79	166	152	155	144
11:00	168	170	186	143	92	157	165	169	154
12:00	163	192	199	160	96	160	154	174	161
13:00	183	213	177	168	115	211	172	191	177
14:00	204	226	208	143	105	201	172	202	180
15:00	274	233	249	115	111	258	251	253	213
16:00	288	278	253	122	107	257	243	264	221
17:00	241	251	201	127	89	245	226	233	197
18:00	165	141	127	92	82	126	123	136	122
19:00	75	66	73	67	46	66	78	72	67
20:00	45	42	41	40	42	44	41	43	42
21:00	43	45	55	43	37	28	53	45	43
22:00	23	25	31	27	30	24	32	27	27
23:00	14	12	15	12	9	9	16	13	12
Total									
12H(7-19)	2479	2513	2417	1529	1055	2427	2275	2422	2099
16H(6-22)	2750	2810	2689	1711	1200	2703	2573	2705	2348
18H(6-24)	2787	2847	2735	1750	1239	2736	2621	2745	2388
24H(0-24)	2898	2951	2839	1821	1282	2827	2727	2848	2478
AM Peak	07:00	07:00	07:00	09:00	11:00	07:00	07:00	07:00	07:00
	249	239	246	159	92	244	240	244	188
PM Peak	16:00	16:00	16:00	13:00	13:00	15:00	15:00	16:00	16:00
	288	278	253	168	115	258	251	264	221

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 Site Ref. 505701
Bilsthorpe
Classification Report Week Begin: 09 October 2019 Channel: Northbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus	
Wed 9 Oct	1468	12	1371	42	42	1	
Thu 10 Oct	1470	10	1366	44	45	5	
Fri 11 Oct	1452	9	1348	53	42	0	
Sat 12 Oct	940	10	906	11	12	1	
Sun 13 Oct	633	3	613	10	7	0	
Mon 14 Oct	1401	5	1327	34	32	3	
Tue 15 Oct	1360	8	1257	47	48	0	
5 Day Ave.	1430	9	1334	44	42	2	
7 Day Ave.	1246	8	1170	34	33	1	HV % = 5.49%

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Classification Report Week Begin: 09 October 2019 Channel: Southbound

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus	
Wed 9 Oct	1430	5	1362	36	27	0	
Thu 10 Oct	1481	7	1397	41	33	3	
Fri 11 Oct	1387	8	1320	32	25	2	
Sat 12 Oct	881	12	842	16	11	0	
Sun 13 Oct	649	3	639	5	2	0	
Mon 14 Oct	1426	8	1362	26	28	2	
Tue 15 Oct	1367	7	1295	33	31	1	
5 Day Ave.	1418	7	1347	34	29	2	
7 Day Ave.	1232	7	1174	27	22	1	HV % = 4.11%

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Classification Report Week Begin: 09 October 2019 Channel: Total Flow

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/IVan	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus	
Wed 9 Oct	2898	17	2733	78	69	1	
Thu 10 Oct	2951	17	2763	85	78	8	
Fri 11 Oct	2839	17	2668	85	67	2	
Sat 12 Oct	1821	22	1748	27	23	1	
Sun 13 Oct	1282	6	1252	15	9	0	
Mon 14 Oct	2827	13	2689	60	60	5	
Tue 15 Oct	2727	15	2552	80	79	1	
5 Day Ave.	2848	16	2681	78	71	3	
7 Day Ave.	2478	15	2344	61	55	3	HV % = 4.80%

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref.** 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **Week Begin: 09 October 2019** **Channel: Northbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Wed 9 Oct	1468	34	28	7	0	19	70	77	270	532	314	136	37	6	6	1	0
Thu 10 Oct	1470	34	27	7	0	30	74	79	301	502	328	101	39	13	2	0	1
Fri 11 Oct	1452	34	28	7	0	18	51	70	314	504	315	118	46	12	2	1	1
Sat 12 Oct	940	35	28	7	0	15	34	47	160	322	222	98	29	7	4	1	1
Sun 13 Oct	633	36	28	8	0	13	23	34	130	207	116	63	34	9	3	1	0
Mon 14 Oct	1401	34	28	7	0	16	52	69	299	533	273	107	36	11	3	2	0
Tue 15 Oct	1360	34	27	7	0	25	61	78	278	497	270	110	32	5	3	1	0
5 Day Ave.	1430	34	27	7	0	22	62	75	292	514	300	114	38	9	3	1	0
7 Day Ave.	1246	34	28	7	0	19	52	65	250	442	263	105	36	9	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref.** 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **Week Begin: 09 October 2019** **Channel: Southbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Wed 9 Oct	1430	35	30	6	0	7	23	26	165	590	411	150	49	7	2	0	0
Thu 10 Oct	1481	35	29	6	0	18	28	34	203	567	411	179	31	3	2	2	3
Fri 11 Oct	1387	35	30	6	0	4	10	16	209	553	397	145	42	9	1	1	0
Sat 12 Oct	881	35	30	7	0	9	14	23	86	333	276	99	23	12	5	0	1
Sun 13 Oct	649	36	30	6	0	6	6	8	88	231	194	85	21	9	1	0	0
Mon 14 Oct	1426	35	29	6	0	11	21	23	238	563	373	155	37	4	1	0	0
Tue 15 Oct	1367	35	29	6	0	5	10	28	201	557	373	146	36	8	2	1	0
5 Day Ave.	1418	35	29	6	0	9	18	25	203	566	393	155	39	6	2	1	1
7 Day Ave.	1232	35	29	6	0	9	16	23	170	485	348	137	34	7	2	1	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref.** 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **Week Begin: 09 October 2019** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Wed 9 Oct	2898	35	29	7	0	26	93	103	435	1122	725	286	86	13	8	1	0
Thu 10 Oct	2951	35	28	7	0	48	102	113	504	1069	739	280	70	16	4	2	4
Fri 11 Oct	2839	35	29	6	0	22	61	86	523	1057	712	263	88	21	3	2	1
Sat 12 Oct	1821	35	29	7	0	24	48	70	246	655	498	197	52	19	9	1	2
Sun 13 Oct	1282	36	29	7	0	19	29	42	218	438	310	148	55	18	4	1	0
Mon 14 Oct	2827	34	28	6	0	27	73	92	537	1096	646	262	73	15	4	2	0
Tue 15 Oct	2727	34	28	7	0	30	71	106	479	1054	643	256	68	13	5	2	0
5 Day Ave.	2848	35	28	7	0	31	80	100	496	1080	693	269	77	16	5	2	1
7 Day Ave.	2478	35	29	7	0	28	68	87	420	927	610	242	70	16	5	2	1

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **09 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	11	0	11	0	0	0
02:00	7	1	6	0	0	0
03:00	3	0	3	0	0	0
04:00	4	0	4	0	0	0
05:00	27	0	27	0	0	0
06:00	83	0	72	2	9	0
07:00	155	2	143	6	4	0
08:00	132	0	125	2	5	0
09:00	102	1	93	4	4	0
10:00	82	0	78	3	1	0
11:00	95	0	87	6	2	0
12:00	79	2	71	3	3	0
13:00	89	2	83	3	1	0
14:00	94	0	85	5	3	1
15:00	119	2	111	4	2	0
16:00	125	1	118	1	5	0
17:00	98	1	96	0	1	0
18:00	68	0	64	2	2	0
19:00	33	0	33	0	0	0
20:00	15	0	15	0	0	0
21:00	21	0	21	0	0	0
22:00	12	0	12	0	0	0
23:00	9	0	8	1	0	0
Total						
12H(7-19)	1238	11	1154	39	33	1
16H(6-22)	1390	11	1295	41	42	1
18H(6-24)	1411	11	1315	42	42	1
24H(0-24)	1468	12	1371	42	42	1
AM Peak	07:00	07:00	07:00	11:00	06:00	11:00
	155	2	143	6	9	0
PM Peak	16:00	15:00	16:00	14:00	16:00	14:00
	125	2	118	5	5	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **09 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	2	0	2	0	0	0
01:00	3	0	3	0	0	0
02:00	2	0	2	0	0	0
03:00	8	0	8	0	0	0
04:00	7	0	7	0	0	0
05:00	32	1	31	0	0	0
06:00	25	0	23	0	2	0
07:00	94	0	89	4	1	0
08:00	86	0	80	6	0	0
09:00	65	0	57	6	2	0
10:00	77	0	72	4	1	0
11:00	73	0	67	3	3	0
12:00	84	0	80	2	2	0
13:00	94	0	94	0	0	0
14:00	110	1	104	1	4	0
15:00	155	1	146	3	5	0
16:00	163	1	156	4	2	0
17:00	143	0	139	1	3	0
18:00	97	1	93	2	1	0
19:00	42	0	42	0	0	0
20:00	30	0	29	0	1	0
21:00	22	0	22	0	0	0
22:00	11	0	11	0	0	0
23:00	5	0	5	0	0	0
Total						
12H(7-19)	1241	4	1177	36	24	0
16H(6-22)	1360	4	1293	36	27	0
18H(6-24)	1376	4	1309	36	27	0
24H(0-24)	1430	5	1362	36	27	0
AM Peak	07:00	05:00	07:00	09:00	11:00	11:00
	94	1	89	6	3	0
PM Peak	16:00	18:00	16:00	16:00	15:00	23:00
	163	1	156	4	5	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **09 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	7	0	0	0
01:00	14	0	14	0	0	0
02:00	9	1	8	0	0	0
03:00	11	0	11	0	0	0
04:00	11	0	11	0	0	0
05:00	59	1	58	0	0	0
06:00	108	0	95	2	11	0
07:00	249	2	232	10	5	0
08:00	218	0	205	8	5	0
09:00	167	1	150	10	6	0
10:00	159	0	150	7	2	0
11:00	168	0	154	9	5	0
12:00	163	2	151	5	5	0
13:00	183	2	177	3	1	0
14:00	204	1	189	6	7	1
15:00	274	3	257	7	7	0
16:00	288	2	274	5	7	0
17:00	241	1	235	1	4	0
18:00	165	1	157	4	3	0
19:00	75	0	75	0	0	0
20:00	45	0	44	0	1	0
21:00	43	0	43	0	0	0
22:00	23	0	23	0	0	0
23:00	14	0	13	1	0	0
Total						
12H(7-19)	2479	15	2331	75	57	1
16H(6-22)	2750	15	2588	77	69	1
18H(6-24)	2787	15	2624	78	69	1
24H(0-24)	2898	17	2733	78	69	1
AM Peak	07:00	07:00	07:00	09:00	06:00	11:00
	249	2	232	10	11	0
PM Peak	16:00	15:00	16:00	15:00	16:00	14:00
	288	3	274	7	7	1

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **10 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	6	0	0	0
01:00	8	0	8	0	0	0
02:00	4	0	4	0	0	0
03:00	3	0	3	0	0	0
04:00	4	0	4	0	0	0
05:00	27	0	27	0	0	0
06:00	93	0	83	3	7	0
07:00	145	1	133	5	5	1
08:00	135	1	130	3	0	1
09:00	110	0	105	2	3	0
10:00	73	0	56	7	10	0
11:00	70	4	62	3	1	0
12:00	97	0	91	1	4	1
13:00	99	1	91	4	3	0
14:00	118	0	111	3	4	0
15:00	94	0	82	7	4	1
16:00	128	0	123	3	2	0
17:00	104	1	101	2	0	0
18:00	59	0	56	0	2	1
19:00	27	1	25	1	0	0
20:00	20	1	19	0	0	0
21:00	24	0	24	0	0	0
22:00	14	0	14	0	0	0
23:00	8	0	8	0	0	0
Total						
12H(7-19)	1232	8	1141	40	38	5
16H(6-22)	1396	10	1292	44	45	5
18H(6-24)	1418	10	1314	44	45	5
24H(0-24)	1470	10	1366	44	45	5
AM Peak	07:00	11:00	07:00	10:00	10:00	08:00
	145	4	133	7	10	1
PM Peak	16:00	20:00	16:00	15:00	15:00	18:00
	128	1	123	7	4	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **10 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	2	0	2	0	0	0
02:00	1	0	1	0	0	0
03:00	8	0	8	0	0	0
04:00	8	0	8	0	0	0
05:00	32	0	32	0	0	0
06:00	51	0	48	1	2	0
07:00	94	0	89	4	1	0
08:00	96	0	89	2	5	0
09:00	79	1	73	4	0	1
10:00	77	0	71	2	4	0
11:00	100	4	90	3	2	1
12:00	95	0	93	1	1	0
13:00	114	0	108	2	4	0
14:00	108	0	99	5	3	1
15:00	139	0	131	2	6	0
16:00	150	1	140	7	2	0
17:00	147	1	141	3	2	0
18:00	82	0	79	3	0	0
19:00	39	0	38	0	1	0
20:00	22	0	22	0	0	0
21:00	21	0	21	0	0	0
22:00	11	0	10	1	0	0
23:00	4	0	3	1	0	0
Total						
12H(7-19)	1281	7	1203	38	30	3
16H(6-22)	1414	7	1332	39	33	3
18H(6-24)	1429	7	1345	41	33	3
24H(0-24)	1481	7	1397	41	33	3
AM Peak	11:00	11:00	11:00	09:00	08:00	11:00
	100	4	90	4	5	1
PM Peak	16:00	17:00	17:00	16:00	15:00	14:00
	150	1	141	7	6	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **10 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	7	0	0	0
01:00	10	0	10	0	0	0
02:00	5	0	5	0	0	0
03:00	11	0	11	0	0	0
04:00	12	0	12	0	0	0
05:00	59	0	59	0	0	0
06:00	144	0	131	4	9	0
07:00	239	1	222	9	6	1
08:00	231	1	219	5	5	1
09:00	189	1	178	6	3	1
10:00	150	0	127	9	14	0
11:00	170	8	152	6	3	1
12:00	192	0	184	2	5	1
13:00	213	1	199	6	7	0
14:00	226	0	210	8	7	1
15:00	233	0	213	9	10	1
16:00	278	1	263	10	4	0
17:00	251	2	242	5	2	0
18:00	141	0	135	3	2	1
19:00	66	1	63	1	1	0
20:00	42	1	41	0	0	0
21:00	45	0	45	0	0	0
22:00	25	0	24	1	0	0
23:00	12	0	11	1	0	0
Total						
12H(7-19)	2513	15	2344	78	68	8
16H(6-22)	2810	17	2624	83	78	8
18H(6-24)	2847	17	2659	85	78	8
24H(0-24)	2951	17	2763	85	78	8
AM Peak	07:00	11:00	07:00	10:00	10:00	11:00
	239	8	222	9	14	1
PM Peak	16:00	17:00	16:00	16:00	15:00	18:00
	278	2	263	10	10	1

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **11 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	4	0	4	0	0	0
01:00	10	0	10	0	0	0
02:00	4	0	4	0	0	0
03:00	1	0	1	0	0	0
04:00	8	0	8	0	0	0
05:00	27	0	27	0	0	0
06:00	69	0	59	2	8	0
07:00	148	0	133	11	4	0
08:00	138	2	130	4	2	0
09:00	99	0	92	2	5	0
10:00	82	2	71	5	4	0
11:00	94	0	85	3	6	0
12:00	96	1	84	2	9	0
13:00	78	1	69	7	1	0
14:00	96	0	91	4	1	0
15:00	107	0	102	5	0	0
16:00	132	0	126	4	2	0
17:00	95	0	93	2	0	0
18:00	57	0	56	1	0	0
19:00	36	0	36	0	0	0
20:00	17	0	17	0	0	0
21:00	28	2	26	0	0	0
22:00	15	1	14	0	0	0
23:00	11	0	10	1	0	0
Total						
12H(7-19)	1222	6	1132	50	34	0
16H(6-22)	1372	8	1270	52	42	0
18H(6-24)	1398	9	1294	53	42	0
24H(0-24)	1452	9	1348	53	42	0
AM Peak	07:00	10:00	07:00	07:00	06:00	11:00
	148	2	133	11	8	0
PM Peak	16:00	21:00	16:00	13:00	12:00	23:00
	132	2	126	7	9	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **11 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	1	0	1	0	0	0
02:00	0	0	0	0	0	0
03:00	9	0	9	0	0	0
04:00	8	0	8	0	0	0
05:00	31	1	30	0	0	0
06:00	34	0	31	1	2	0
07:00	98	0	91	4	2	1
08:00	82	0	76	5	1	0
09:00	105	1	95	6	2	1
10:00	65	0	61	1	3	0
11:00	92	0	84	5	3	0
12:00	103	2	96	2	3	0
13:00	99	0	97	0	2	0
14:00	112	0	109	0	3	0
15:00	142	0	139	3	0	0
16:00	121	0	117	3	1	0
17:00	106	1	101	2	2	0
18:00	70	1	68	0	1	0
19:00	37	1	36	0	0	0
20:00	24	1	23	0	0	0
21:00	27	0	27	0	0	0
22:00	16	0	16	0	0	0
23:00	4	0	4	0	0	0
Total						
12H(7-19)	1195	5	1134	31	23	2
16H(6-22)	1317	7	1251	32	25	2
18H(6-24)	1337	7	1271	32	25	2
24H(0-24)	1387	8	1320	32	25	2
AM Peak	09:00	09:00	09:00	09:00	11:00	09:00
	105	1	95	6	3	1
PM Peak	15:00	12:00	15:00	16:00	14:00	23:00
	142	2	139	3	3	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **11 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	11	0	11	0	0	0
02:00	4	0	4	0	0	0
03:00	10	0	10	0	0	0
04:00	16	0	16	0	0	0
05:00	58	1	57	0	0	0
06:00	103	0	90	3	10	0
07:00	246	0	224	15	6	1
08:00	220	2	206	9	3	0
09:00	204	1	187	8	7	1
10:00	147	2	132	6	7	0
11:00	186	0	169	8	9	0
12:00	199	3	180	4	12	0
13:00	177	1	166	7	3	0
14:00	208	0	200	4	4	0
15:00	249	0	241	8	0	0
16:00	253	0	243	7	3	0
17:00	201	1	194	4	2	0
18:00	127	1	124	1	1	0
19:00	73	1	72	0	0	0
20:00	41	1	40	0	0	0
21:00	55	2	53	0	0	0
22:00	31	1	30	0	0	0
23:00	15	0	14	1	0	0
Total						
12H(7-19)	2417	11	2266	81	57	2
16H(6-22)	2689	15	2521	84	67	2
18H(6-24)	2735	16	2565	85	67	2
24H(0-24)	2839	17	2668	85	67	2
AM Peak	07:00	10:00	07:00	07:00	06:00	09:00
	246	2	224	15	10	1
PM Peak	16:00	12:00	16:00	15:00	12:00	23:00
	253	3	243	8	12	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **12 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	7	0	7	0	0	0
01:00	2	0	2	0	0	0
02:00	2	0	2	0	0	0
03:00	4	0	4	0	0	0
04:00	5	1	4	0	0	0
05:00	12	0	12	0	0	0
06:00	22	0	19	0	3	0
07:00	24	0	21	1	2	0
08:00	53	1	52	0	0	0
09:00	102	1	100	1	0	0
10:00	89	1	85	3	0	0
11:00	72	1	68	2	1	0
12:00	65	1	61	1	2	0
13:00	92	2	89	0	0	1
14:00	76	0	75	1	0	0
15:00	56	0	56	0	0	0
16:00	61	2	55	2	2	0
17:00	58	0	57	0	1	0
18:00	57	0	56	0	1	0
19:00	28	0	28	0	0	0
20:00	17	0	17	0	0	0
21:00	19	0	19	0	0	0
22:00	12	0	12	0	0	0
23:00	5	0	5	0	0	0
Total						
12H(7-19)	805	9	775	11	9	1
16H(6-22)	891	9	858	11	12	1
18H(6-24)	908	9	875	11	12	1
24H(0-24)	940	10	906	11	12	1
AM Peak	09:00	11:00	09:00	10:00	06:00	11:00
	102	1	100	3	3	0
PM Peak	13:00	16:00	13:00	16:00	16:00	13:00
	92	2	89	2	2	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **12 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	8	0	8	0	0	0
01:00	3	0	3	0	0	0
02:00	0	0	0	0	0	0
03:00	8	0	8	0	0	0
04:00	3	0	3	0	0	0
05:00	17	1	16	0	0	0
06:00	10	0	8	1	1	0
07:00	28	0	25	2	1	0
08:00	37	1	35	0	1	0
09:00	57	4	51	0	2	0
10:00	69	0	63	4	2	0
11:00	71	1	68	0	2	0
12:00	95	1	93	1	0	0
13:00	76	2	73	1	0	0
14:00	67	0	65	1	1	0
15:00	59	0	59	0	0	0
16:00	61	1	57	3	0	0
17:00	69	0	68	1	0	0
18:00	35	0	35	0	0	0
19:00	39	0	37	1	1	0
20:00	23	1	22	0	0	0
21:00	24	0	24	0	0	0
22:00	15	0	14	1	0	0
23:00	7	0	7	0	0	0
Total						
12H(7-19)	724	10	692	13	9	0
16H(6-22)	820	11	783	15	11	0
18H(6-24)	842	11	804	16	11	0
24H(0-24)	881	12	842	16	11	0
AM Peak	11:00	09:00	11:00	10:00	11:00	11:00
	71	4	68	4	2	0
PM Peak	12:00	13:00	12:00	16:00	19:00	23:00
	95	2	93	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **12 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car / Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	15	0	15	0	0	0
01:00	5	0	5	0	0	0
02:00	2	0	2	0	0	0
03:00	12	0	12	0	0	0
04:00	8	1	7	0	0	0
05:00	29	1	28	0	0	0
06:00	32	0	27	1	4	0
07:00	52	0	46	3	3	0
08:00	90	2	87	0	1	0
09:00	159	5	151	1	2	0
10:00	158	1	148	7	2	0
11:00	143	2	136	2	3	0
12:00	160	2	154	2	2	0
13:00	168	4	162	1	0	1
14:00	143	0	140	2	1	0
15:00	115	0	115	0	0	0
16:00	122	3	112	5	2	0
17:00	127	0	125	1	1	0
18:00	92	0	91	0	1	0
19:00	67	0	65	1	1	0
20:00	40	1	39	0	0	0
21:00	43	0	43	0	0	0
22:00	27	0	26	1	0	0
23:00	12	0	12	0	0	0
Total						
12H(7-19)	1529	19	1467	24	18	1
16H(6-22)	1711	20	1641	26	23	1
18H(6-24)	1750	20	1679	27	23	1
24H(0-24)	1821	22	1748	27	23	1
AM Peak	09:00	09:00	09:00	10:00	06:00	11:00
	159	5	151	7	4	0
PM Peak	13:00	13:00	13:00	16:00	16:00	13:00
	168	4	162	5	2	1

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **13 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	3	0	3	0	0	0
02:00	1	0	1	0	0	0
03:00	1	0	1	0	0	0
04:00	3	0	3	0	0	0
05:00	6	0	6	0	0	0
06:00	12	0	12	0	0	0
07:00	21	0	20	0	1	0
08:00	37	0	37	0	0	0
09:00	44	1	40	1	2	0
10:00	43	0	41	0	2	0
11:00	51	0	50	1	0	0
12:00	51	1	50	0	0	0
13:00	48	0	47	1	0	0
14:00	49	0	46	3	0	0
15:00	54	0	53	0	1	0
16:00	51	0	49	1	1	0
17:00	40	0	39	1	0	0
18:00	38	1	37	0	0	0
19:00	19	0	18	1	0	0
20:00	17	0	16	1	0	0
21:00	14	0	14	0	0	0
22:00	20	0	20	0	0	0
23:00	5	0	5	0	0	0
Total						
12H(7-19)	527	3	509	8	7	0
16H(6-22)	589	3	569	10	7	0
18H(6-24)	614	3	594	10	7	0
24H(0-24)	633	3	613	10	7	0
AM Peak	11:00	09:00	11:00	11:00	10:00	11:00
	51	1	50	1	2	0
PM Peak	15:00	18:00	15:00	14:00	16:00	23:00
	54	1	53	3	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **13 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	3	0	3	0	0	0
01:00	1	0	1	0	0	0
02:00	1	0	1	0	0	0
03:00	9	0	9	0	0	0
04:00	1	0	1	0	0	0
05:00	9	0	9	0	0	0
06:00	8	0	8	0	0	0
07:00	24	0	24	0	0	0
08:00	17	0	17	0	0	0
09:00	36	0	34	1	1	0
10:00	36	0	36	0	0	0
11:00	41	0	41	0	0	0
12:00	45	1	44	0	0	0
13:00	67	1	65	1	0	0
14:00	56	1	53	2	0	0
15:00	57	0	56	0	1	0
16:00	56	0	55	1	0	0
17:00	49	0	49	0	0	0
18:00	44	0	44	0	0	0
19:00	27	0	27	0	0	0
20:00	25	0	25	0	0	0
21:00	23	0	23	0	0	0
22:00	10	0	10	0	0	0
23:00	4	0	4	0	0	0
Total						
12H(7-19)	528	3	518	5	2	0
16H(6-22)	611	3	601	5	2	0
18H(6-24)	625	3	615	5	2	0
24H(0-24)	649	3	639	5	2	0
AM Peak	11:00	11:00	11:00	09:00	09:00	11:00
	41	0	41	1	1	0
PM Peak	13:00	14:00	13:00	14:00	15:00	23:00
	67	1	65	2	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **13 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car / Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	8	0	8	0	0	0
01:00	4	0	4	0	0	0
02:00	2	0	2	0	0	0
03:00	10	0	10	0	0	0
04:00	4	0	4	0	0	0
05:00	15	0	15	0	0	0
06:00	20	0	20	0	0	0
07:00	45	0	44	0	1	0
08:00	54	0	54	0	0	0
09:00	80	1	74	2	3	0
10:00	79	0	77	0	2	0
11:00	92	0	91	1	0	0
12:00	96	2	94	0	0	0
13:00	115	1	112	2	0	0
14:00	105	1	99	5	0	0
15:00	111	0	109	0	2	0
16:00	107	0	104	2	1	0
17:00	89	0	88	1	0	0
18:00	82	1	81	0	0	0
19:00	46	0	45	1	0	0
20:00	42	0	41	1	0	0
21:00	37	0	37	0	0	0
22:00	30	0	30	0	0	0
23:00	9	0	9	0	0	0
Total						
12H(7-19)	1055	6	1027	13	9	0
16H(6-22)	1200	6	1170	15	9	0
18H(6-24)	1239	6	1209	15	9	0
24H(0-24)	1282	6	1252	15	9	0
AM Peak	11:00	09:00	11:00	09:00	09:00	11:00
	92	1	91	2	3	0
PM Peak	13:00	12:00	13:00	14:00	15:00	23:00
	115	2	112	5	2	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **14 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	3	0	3	0	0	0
02:00	5	0	5	0	0	0
03:00	3	0	3	0	0	0
04:00	5	0	5	0	0	0
05:00	22	0	22	0	0	0
06:00	100	0	88	3	9	0
07:00	148	0	137	6	5	0
08:00	135	0	132	0	3	0
09:00	94	0	88	2	4	0
10:00	78	2	70	4	2	0
11:00	86	1	79	4	2	0
12:00	73	1	71	0	1	0
13:00	103	0	98	2	3	0
14:00	89	0	85	4	0	0
15:00	116	0	109	3	2	2
16:00	106	0	106	0	0	0
17:00	100	1	94	4	0	1
18:00	53	0	52	0	1	0
19:00	28	0	28	0	0	0
20:00	23	0	22	1	0	0
21:00	12	0	11	1	0	0
22:00	13	0	13	0	0	0
23:00	5	0	5	0	0	0
Total						
12H(7-19)	1181	5	1121	29	23	3
16H(6-22)	1344	5	1270	34	32	3
18H(6-24)	1362	5	1288	34	32	3
24H(0-24)	1401	5	1327	34	32	3
AM Peak	07:00	10:00	07:00	07:00	06:00	11:00
	148	2	137	6	9	0
PM Peak	15:00	17:00	15:00	17:00	13:00	15:00
	116	1	109	4	3	2

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **14 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	2	0	2	0	0	0
02:00	0	0	0	0	0	0
03:00	9	0	9	0	0	0
04:00	8	0	8	0	0	0
05:00	32	1	31	0	0	0
06:00	38	0	36	2	0	0
07:00	96	0	92	1	2	1
08:00	95	1	89	3	2	0
09:00	78	1	71	4	2	0
10:00	88	3	81	2	2	0
11:00	71	0	69	0	2	0
12:00	87	0	85	1	1	0
13:00	108	0	104	1	3	0
14:00	112	0	100	8	3	1
15:00	142	0	137	0	5	0
16:00	151	0	147	1	3	0
17:00	145	0	141	1	3	0
18:00	73	0	72	1	0	0
19:00	38	1	36	1	0	0
20:00	21	0	21	0	0	0
21:00	16	0	16	0	0	0
22:00	11	1	10	0	0	0
23:00	4	0	4	0	0	0
Total						
12H(7-19)	1246	5	1188	23	28	2
16H(6-22)	1359	6	1297	26	28	2
18H(6-24)	1374	7	1311	26	28	2
24H(0-24)	1426	8	1362	26	28	2
AM Peak	07:00	10:00	07:00	09:00	11:00	07:00
	96	3	92	4	2	1
PM Peak	16:00	22:00	16:00	14:00	15:00	14:00
	151	1	147	8	5	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **14 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	2	0	2	0	0	0
01:00	5	0	5	0	0	0
02:00	5	0	5	0	0	0
03:00	12	0	12	0	0	0
04:00	13	0	13	0	0	0
05:00	54	1	53	0	0	0
06:00	138	0	124	5	9	0
07:00	244	0	229	7	7	1
08:00	230	1	221	3	5	0
09:00	172	1	159	6	6	0
10:00	166	5	151	6	4	0
11:00	157	1	148	4	4	0
12:00	160	1	156	1	2	0
13:00	211	0	202	3	6	0
14:00	201	0	185	12	3	1
15:00	258	0	246	3	7	2
16:00	257	0	253	1	3	0
17:00	245	1	235	5	3	1
18:00	126	0	124	1	1	0
19:00	66	1	64	1	0	0
20:00	44	0	43	1	0	0
21:00	28	0	27	1	0	0
22:00	24	1	23	0	0	0
23:00	9	0	9	0	0	0
Total						
12H(7-19)	2427	10	2309	52	51	5
16H(6-22)	2703	11	2567	60	60	5
18H(6-24)	2736	12	2599	60	60	5
24H(0-24)	2827	13	2689	60	60	5
AM Peak	07:00	10:00	07:00	07:00	06:00	07:00
	244	5	229	7	9	1
PM Peak	15:00	22:00	16:00	14:00	15:00	15:00
	258	1	253	12	7	2

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **15 Oct 2019** **Channel: Northbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	5	0	5	0	0	0
01:00	10	0	10	0	0	0
02:00	4	0	4	0	0	0
03:00	4	0	4	0	0	0
04:00	9	0	8	0	1	0
05:00	21	0	21	0	0	0
06:00	89	1	77	4	7	0
07:00	145	1	130	7	7	0
08:00	113	0	111	0	2	0
09:00	81	0	78	2	1	0
10:00	90	1	80	4	5	0
11:00	85	0	77	5	3	0
12:00	69	0	63	4	2	0
13:00	79	2	72	3	2	0
14:00	86	0	75	7	4	0
15:00	119	0	106	5	8	0
16:00	105	1	101	1	2	0
17:00	101	0	94	4	3	0
18:00	57	0	55	1	1	0
19:00	31	2	29	0	0	0
20:00	17	0	17	0	0	0
21:00	14	0	14	0	0	0
22:00	18	0	18	0	0	0
23:00	8	0	8	0	0	0
Total						
12H(7-19)	1130	5	1042	43	40	0
16H(6-22)	1281	8	1179	47	47	0
18H(6-24)	1307	8	1205	47	47	0
24H(0-24)	1360	8	1257	47	48	0
AM Peak	07:00	10:00	07:00	07:00	07:00	11:00
	145	1	130	7	7	0
PM Peak	15:00	19:00	15:00	14:00	15:00	23:00
	119	2	106	7	8	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **15 Oct 2019** **Channel: Southbound**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car/Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	1	0	1	0	0	0
01:00	2	0	2	0	0	0
02:00	0	0	0	0	0	0
03:00	12	0	12	0	0	0
04:00	11	0	10	0	0	1
05:00	27	1	26	0	0	0
06:00	37	0	35	1	1	0
07:00	95	0	92	2	1	0
08:00	100	0	94	2	4	0
09:00	83	0	79	3	1	0
10:00	62	0	59	1	2	0
11:00	80	0	73	5	2	0
12:00	85	0	79	2	4	0
13:00	93	0	88	2	3	0
14:00	86	0	80	2	4	0
15:00	132	2	122	4	4	0
16:00	138	1	128	5	4	0
17:00	125	2	122	0	1	0
18:00	66	0	63	3	0	0
19:00	47	1	46	0	0	0
20:00	24	0	23	1	0	0
21:00	39	0	39	0	0	0
22:00	14	0	14	0	0	0
23:00	8	0	8	0	0	0
Total						
12H(7-19)	1145	5	1079	31	30	0
16H(6-22)	1292	6	1222	33	31	0
18H(6-24)	1314	6	1244	33	31	0
24H(0-24)	1367	7	1295	33	31	1
AM Peak	08:00	05:00	08:00	11:00	08:00	04:00
	100	1	94	5	4	1
PM Peak	16:00	17:00	16:00	16:00	16:00	23:00
	138	2	128	5	4	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Classification Report **15 Oct 2019** **Channel: Total Flow**

	Total Volume	Bin 1 M/Cycle	Bin 2 Car / Van	Bin 3 LGV	Bin 4 HGV	Bin 5 Bus
00:00	6	0	6	0	0	0
01:00	12	0	12	0	0	0
02:00	4	0	4	0	0	0
03:00	16	0	16	0	0	0
04:00	20	0	18	0	1	1
05:00	48	1	47	0	0	0
06:00	126	1	112	5	8	0
07:00	240	1	222	9	8	0
08:00	213	0	205	2	6	0
09:00	164	0	157	5	2	0
10:00	152	1	139	5	7	0
11:00	165	0	150	10	5	0
12:00	154	0	142	6	6	0
13:00	172	2	160	5	5	0
14:00	172	0	155	9	8	0
15:00	251	2	228	9	12	0
16:00	243	2	229	6	6	0
17:00	226	2	216	4	4	0
18:00	123	0	118	4	1	0
19:00	78	3	75	0	0	0
20:00	41	0	40	1	0	0
21:00	53	0	53	0	0	0
22:00	32	0	32	0	0	0
23:00	16	0	16	0	0	0
Total						
12H(7-19)	2275	10	2121	74	70	0
16H(6-22)	2573	14	2401	80	78	0
18H(6-24)	2621	14	2449	80	78	0
24H(0-24)	2727	15	2552	80	79	1
AM Peak	07:00	10:00	07:00	11:00	07:00	04:00
	240	1	222	10	8	1
PM Peak	15:00	19:00	16:00	15:00	15:00	23:00
	251	3	229	9	12	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 Site No. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 09 Oct 2019 Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	5		37	5	0	0	0	0	0	0	3	0	2	0	0	0	0
01:00	11	40	29	8	0	0	1	0	1	5	2	0	2	0	0	0	0
02:00	7		39	3	0	0	0	0	0	0	0	6	0	1	0	0	0
03:00	3		39	6	0	0	0	0	0	0	1	1	0	1	0	0	0
04:00	4		31	4	0	0	0	0	0	2	1	1	0	0	0	0	0
05:00	27	36	28	7	0	0	1	1	6	12	2	3	2	0	0	0	0
06:00	83	34	28	7	0	0	7	1	14	29	25	4	2	0	1	0	0
07:00	155	32	27	7	0	2	3	9	33	74	21	7	4	0	2	0	0
08:00	132	34	28	6	0	1	1	5	26	54	30	9	6	0	0	0	0
09:00	102	34	27	7	0	3	3	5	17	39	26	8	0	1	0	0	0
10:00	82	34	27	7	0	1	3	6	18	32	12	9	1	0	0	0	0
11:00	95	34	27	7	0	1	6	7	17	31	22	8	3	0	0	0	0
12:00	79	37	28	8	0	2	3	5	13	24	13	15	4	0	0	0	0
13:00	89	34	27	7	0	0	4	6	17	36	17	6	2	1	0	0	0
14:00	94	35	28	8	0	1	8	4	16	31	19	12	3	0	0	0	0
15:00	119	34	27	7	0	1	9	8	22	38	28	10	2	1	0	0	0
16:00	125	33	27	6	0	0	7	12	23	45	31	7	0	0	0	0	0
17:00	98	35	28	7	0	2	7	3	17	29	25	14	1	0	0	0	0
18:00	68	35	27	10	0	3	4	5	17	17	11	8	0	0	2	1	0
19:00	33	34	29	7	0	1	1	0	2	15	9	3	1	1	0	0	0
20:00	15	34	27	8	0	0	2	0	4	4	3	1	1	0	0	0	0
21:00	21	32	28	6	0	1	0	0	4	10	5	0	1	0	0	0	0
22:00	12	33	29	4	0	0	0	0	2	4	6	0	0	0	0	0	0
23:00	9		35	8	0	0	0	0	1	1	2	4	0	0	1	0	0
Total																	
12H(7-19)	1238	34	27	7	0	17	58	75	236	450	255	113	26	3	4	1	0
16H(6-22)	1390	34	27	7	0	19	68	76	260	508	297	121	31	4	5	1	0
18H(6-24)	1411	34	28	7	0	19	68	76	263	513	305	125	31	4	6	1	0
24H(0-24)	1468	34	28	7	0	19	70	77	270	532	314	136	37	6	6	1	0
AM Peak	07:00		03:00	01:00	11:00	09:00	06:00	07:00	07:00	07:00	08:00	10:00	08:00	09:00	07:00	11:00	11:00
	155		39	8	0	3	7	9	33	74	30	9	6	1	2	0	0
PM Peak	16:00	12:00	23:00	18:00	23:00	18:00	15:00	16:00	16:00	16:00	16:00	12:00	12:00	19:00	18:00	18:00	23:00
	125	37	35	10	0	3	9	12	23	45	31	15	4	1	2	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 09 Oct 2019 Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	2		28	0	0	0	0	0	0	2	0	0	0	0	0	0	0
01:00	3		28	4	0	0	0	0	1	1	1	0	0	0	0	0	0
02:00	2		28	0	0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	8		34	6	0	0	0	0	0	2	3	2	0	1	0	0	0
04:00	7		35	5	0	0	0	0	0	1	4	0	2	0	0	0	0
05:00	32	39	34	7	0	0	0	0	3	3	15	6	2	2	1	0	0
06:00	25	38	30	7	0	0	1	1	2	11	3	4	3	0	0	0	0
07:00	94	37	31	6	0	2	1	1	6	29	35	16	4	0	0	0	0
08:00	86	35	29	6	0	0	1	0	22	27	25	8	2	1	0	0	0
09:00	65	36	30	5	0	0	1	1	4	31	16	9	3	0	0	0	0
10:00	77	34	28	6	0	0	2	6	6	32	24	6	1	0	0	0	0
11:00	73	34	29	5	0	0	0	4	6	31	26	4	1	1	0	0	0
12:00	84	35	29	6	0	0	1	2	8	45	16	6	5	0	1	0	0
13:00	94	36	30	5	0	0	1	2	5	45	23	15	3	0	0	0	0
14:00	110	34	30	5	0	0	1	0	10	54	32	8	4	1	0	0	0
15:00	155	34	29	5	0	0	3	0	23	65	46	15	3	0	0	0	0
16:00	163	35	30	5	0	1	0	1	18	70	52	17	3	1	0	0	0
17:00	143	34	29	6	0	2	3	4	13	61	43	12	5	0	0	0	0
18:00	97	35	29	6	0	1	2	1	16	38	26	10	3	0	0	0	0
19:00	42	33	26	7	0	1	3	2	7	18	7	4	0	0	0	0	0
20:00	30	33	27	6	0	0	1	1	11	8	7	1	1	0	0	0	0
21:00	22	39	30	8	0	0	2	0	2	8	3	4	3	0	0	0	0
22:00	11	38	32	6	0	0	0	0	1	4	2	3	1	0	0	0	0
23:00	5		29	4	0	0	0	0	1	2	2	0	0	0	0	0	0
Total																	
12H(7-19)	1241	35	29	6	0	6	16	22	137	528	364	126	37	4	1	0	0
16H(6-22)	1360	35	29	6	0	7	23	26	159	573	384	139	44	4	1	0	0
18H(6-24)	1376	35	29	6	0	7	23	26	161	579	388	142	45	4	1	0	0
24H(0-24)	1430	35	30	6	0	7	23	26	165	590	411	150	49	7	2	0	0
AM Peak	07:00		04:00	06:00	11:00	07:00	10:00	10:00	08:00	10:00	07:00	07:00	07:00	05:00	05:00	11:00	11:00
	94		35	7	0	2	2	6	22	32	35	16	4	2	1	0	0
PM Peak	16:00	21:00	22:00	21:00	23:00	17:00	19:00	17:00	15:00	16:00	16:00	16:00	17:00	16:00	12:00	23:00	23:00
	163	39	32	8	0	2	3	4	23	70	52	17	5	1	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 09 Oct 2019 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	7		34	6	0	0	0	0	0	2	3	0	2	0	0	0	0
01:00	14	34	29	7	0	0	1	0	2	6	3	0	2	0	0	0	0
02:00	9		36	6	0	0	0	0	0	2	0	6	0	1	0	0	0
03:00	11	45	36	6	0	0	0	0	0	2	4	3	0	2	0	0	0
04:00	11	40	33	5	0	0	0	0	0	3	5	1	2	0	0	0	0
05:00	59	39	31	7	0	0	1	1	9	15	17	9	4	2	1	0	0
06:00	108	35	28	7	0	0	8	2	16	40	28	8	5	0	1	0	0
07:00	249	35	28	7	0	4	4	10	39	103	56	23	8	0	2	0	0
08:00	218	34	29	6	0	1	2	5	48	81	55	17	8	1	0	0	0
09:00	167	34	28	6	0	3	4	6	21	70	42	17	3	1	0	0	0
10:00	159	34	28	6	0	1	5	12	24	64	36	15	2	0	0	0	0
11:00	168	34	28	6	0	1	6	11	23	62	48	12	4	1	0	0	0
12:00	163	36	29	7	0	2	4	7	21	69	29	21	9	0	1	0	0
13:00	183	35	29	6	0	0	5	8	22	81	40	21	5	1	0	0	0
14:00	204	35	29	6	0	1	9	4	26	85	51	20	7	1	0	0	0
15:00	274	34	28	6	0	1	12	8	45	103	74	25	5	1	0	0	0
16:00	288	34	28	6	0	1	7	13	41	115	83	24	3	1	0	0	0
17:00	241	35	28	7	0	4	10	7	30	90	68	26	6	0	0	0	0
18:00	165	35	28	8	0	4	6	6	33	55	37	18	3	0	2	1	0
19:00	75	34	28	7	0	2	4	2	9	33	16	7	1	1	0	0	0
20:00	45	33	27	7	0	0	3	1	15	12	10	2	2	0	0	0	0
21:00	43	36	29	7	0	1	2	0	6	18	8	4	4	0	0	0	0
22:00	23	35	31	5	0	0	0	0	3	8	8	3	1	0	0	0	0
23:00	14	38	33	7	0	0	0	0	2	3	4	4	0	0	1	0	0
Total																	
12H(7-19)	2479	35	28	6	0	23	74	97	373	978	619	239	63	7	5	1	0
16H(6-22)	2750	35	28	7	0	26	91	102	419	1081	681	260	75	8	6	1	0
18H(6-24)	2787	35	28	7	0	26	91	102	424	1092	693	267	76	8	7	1	0
24H(0-24)	2898	35	29	7	0	26	93	103	435	1122	725	286	86	13	8	1	0
AM Peak	07:00		02:00	05:00	11:00	07:00	06:00	10:00	08:00	07:00	07:00	07:00	08:00	05:00	07:00	11:00	11:00
	249		36	7	0	4	8	12	48	103	56	23	8	2	2	0	0
PM Peak	16:00	23:00	23:00	18:00	23:00	18:00	15:00	16:00	15:00	16:00	16:00	17:00	12:00	19:00	18:00	18:00	23:00
	288	38	33	8	0	4	12	13	45	115	83	26	9	1	2	1	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 Site No. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 10 Oct 2019 Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	6		35	6	0	0	0	0	0	1	3	1	0	1	0	0	0
01:00	8		33	8	0	0	0	0	0	3	4	0	0	0	1	0	0
02:00	4		35	6	0	0	0	0	0	1	1	1	1	0	0	0	0
03:00	3		38	4	0	0	0	0	0	0	1	1	1	0	0	0	0
04:00	4		36	6	0	0	0	0	0	0	3	0	0	1	0	0	0
05:00	27	34	29	7	0	1	0	0	4	14	4	1	3	0	0	0	0
06:00	93	33	27	7	0	2	3	1	24	34	22	4	2	1	0	0	0
07:00	145	33	27	7	0	1	8	11	31	57	26	7	4	0	0	0	0
08:00	135	33	27	7	0	2	11	4	28	52	28	7	3	0	0	0	0
09:00	110	33	27	6	0	1	2	6	29	43	20	5	2	2	0	0	0
10:00	73	34	26	7	0	1	2	8	26	16	12	7	1	0	0	0	0
11:00	70	34	28	7	0	0	6	0	18	18	21	6	1	0	0	0	0
12:00	97	34	28	7	0	0	5	4	17	36	24	7	4	0	0	0	0
13:00	99	33	26	7	0	3	7	4	19	41	17	6	1	0	1	0	0
14:00	118	34	27	8	0	3	11	6	22	39	21	10	4	2	0	0	0
15:00	94	34	27	7	0	2	6	8	18	30	22	5	2	1	0	0	0
16:00	128	34	28	7	0	1	5	11	18	45	34	10	3	1	0	0	0
17:00	104	34	28	7	0	1	3	9	20	33	25	10	2	1	0	0	0
18:00	59	34	24	10	0	12	2	3	9	15	11	5	1	1	0	0	0
19:00	27	34	27	8	0	0	2	3	7	6	5	2	1	1	0	0	0
20:00	20	35	30	8	0	0	1	1	2	5	8	1	1	1	0	0	0
21:00	24	34	29	5	0	0	0	0	6	6	11	0	1	0	0	0	0
22:00	14	36	32	9	0	0	0	0	2	4	5	2	0	0	0	0	1
23:00	8		33	7	0	0	0	0	1	3	0	3	1	0	0	0	0
Total																	
12H(7-19)	1232	34	27	7	0	27	68	74	255	425	261	85	28	8	1	0	0
16H(6-22)	1396	34	27	7	0	29	74	79	294	476	307	92	33	11	1	0	0
18H(6-24)	1418	34	27	7	0	29	74	79	297	483	312	97	34	11	1	0	1
24H(0-24)	1470	34	27	7	0	30	74	79	301	502	328	101	39	13	2	0	1
AM Peak	07:00		03:00	01:00	11:00	08:00	08:00	07:00	07:00	07:00	08:00	10:00	07:00	09:00	01:00	11:00	11:00
	145		38	8	0	2	11	11	31	57	28	7	4	2	1	0	0
PM Peak	16:00	22:00	23:00	18:00	23:00	18:00	14:00	16:00	14:00	16:00	16:00	17:00	14:00	14:00	13:00	23:00	22:00
	128	36	33	10	0	12	11	11	22	45	34	10	4	2	1	0	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 10 Oct 2019 Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2		33	5	0	0	0	0	0	1	0	1	0	0	0	0	0
02:00	1		43	0	0	0	0	0	0	0	0	0	1	0	0	0	0
03:00	8		33	4	0	0	0	0	0	3	2	3	0	0	0	0	0
04:00	8		32	4	0	0	0	0	0	3	3	2	0	0	0	0	0
05:00	32	38	33	5	0	0	0	0	1	8	14	7	2	0	0	0	0
06:00	51	36	30	6	0	0	0	2	8	18	13	8	2	0	0	0	0
07:00	94	37	31	8	0	0	3	2	6	33	29	13	5	1	0	1	1
08:00	96	37	30	6	0	0	1	6	11	36	21	17	3	1	0	0	0
09:00	79	34	28	6	0	1	1	6	12	32	17	9	0	1	0	0	0
10:00	77	33	27	6	0	2	0	3	22	30	12	7	1	0	0	0	0
11:00	100	34	29	5	0	0	3	2	17	33	35	10	0	0	0	0	0
12:00	95	34	29	6	0	2	2	1	15	36	27	9	3	0	0	0	0
13:00	114	35	29	7	0	2	1	3	13	53	25	13	1	0	1	0	2
14:00	108	34	29	5	0	0	0	3	22	40	30	11	2	0	0	0	0
15:00	139	36	31	6	0	0	2	3	10	47	52	22	1	0	1	1	0
16:00	150	35	29	6	0	1	3	0	17	69	40	14	6	0	0	0	0
17:00	147	34	29	6	0	1	7	2	19	56	44	17	1	0	0	0	0
18:00	82	34	26	8	0	7	4	1	20	23	20	7	0	0	0	0	0
19:00	39	34	29	6	0	1	0	0	9	14	10	3	2	0	0	0	0
20:00	22	34	29	5	0	0	1	0	1	11	7	2	0	0	0	0	0
21:00	21	35	30	6	0	1	0	0	0	10	7	3	0	0	0	0	0
22:00	11	34	31	5	0	0	0	0	0	7	2	1	1	0	0	0	0
23:00	4		29	2	0	0	0	0	0	3	1	0	0	0	0	0	0
Total																	
12H(7-19)	1281	35	29	6	0	16	27	32	184	488	352	149	23	3	2	2	3
16H(6-22)	1414	35	29	6	0	18	28	34	202	541	389	165	27	3	2	2	3
18H(6-24)	1429	35	29	6	0	18	28	34	202	551	392	166	28	3	2	2	3
24H(0-24)	1481	35	29	6	0	18	28	34	203	567	411	179	31	3	2	2	3
AM Peak	11:00		02:00	07:00	11:00	10:00	11:00	09:00	10:00	08:00	11:00	08:00	07:00	09:00	11:00	07:00	07:00
	100		43	8	0	2	3	6	22	36	35	17	5	1	0	1	1
PM Peak	16:00	15:00	22:00	18:00	23:00	18:00	17:00	15:00	14:00	16:00	15:00	15:00	16:00	23:00	15:00	15:00	13:00
	150	36	31	8	0	7	7	3	22	69	52	22	6	0	1	1	2

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 10 Oct 2019 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	7		34	6	0	0	0	0	0	2	3	1	0	1	0	0	0
01:00	10	35	33	7	0	0	0	0	0	4	4	1	0	0	1	0	0
02:00	5		37	6	0	0	0	0	0	1	1	1	2	0	0	0	0
03:00	11	39	34	5	0	0	0	0	0	3	3	4	1	0	0	0	0
04:00	12	37	33	5	0	0	0	0	0	3	6	2	0	1	0	0	0
05:00	59	37	31	6	0	1	0	0	5	22	18	8	5	0	0	0	0
06:00	144	34	28	6	0	2	3	3	32	52	35	12	4	1	0	0	0
07:00	239	35	28	7	0	1	11	13	37	90	55	20	9	1	0	1	1
08:00	231	35	28	7	0	2	12	10	39	88	49	24	6	1	0	0	0
09:00	189	34	28	6	0	2	3	12	41	75	37	14	2	3	0	0	0
10:00	150	34	27	6	0	3	2	11	48	46	24	14	2	0	0	0	0
11:00	170	34	28	6	0	0	9	2	35	51	56	16	1	0	0	0	0
12:00	192	34	28	6	0	2	7	5	32	72	51	16	7	0	0	0	0
13:00	213	34	28	8	0	5	8	7	32	94	42	19	2	0	2	0	2
14:00	226	34	28	7	0	3	11	9	44	79	51	21	6	2	0	0	0
15:00	233	35	29	7	0	2	8	11	28	77	74	27	3	1	1	1	0
16:00	278	34	29	6	0	2	8	11	35	114	74	24	9	1	0	0	0
17:00	251	34	28	6	0	2	10	11	39	89	69	27	3	1	0	0	0
18:00	141	34	25	9	0	19	6	4	29	38	31	12	1	1	0	0	0
19:00	66	35	28	7	0	1	2	3	16	20	15	5	3	1	0	0	0
20:00	42	34	30	6	0	0	2	1	3	16	15	3	1	1	0	0	0
21:00	45	34	29	6	0	1	0	0	6	16	18	3	1	0	0	0	0
22:00	25	36	32	7	0	0	0	0	2	11	7	3	1	0	0	0	1
23:00	12	38	31	6	0	0	0	0	1	6	1	3	1	0	0	0	0
Total																	
12H(7-19)	2513	34	28	7	0	43	95	106	439	913	613	234	51	11	3	2	3
16H(6-22)	2810	34	28	7	0	47	102	113	496	1017	696	257	60	14	3	2	3
18H(6-24)	2847	34	28	7	0	47	102	113	499	1034	704	263	62	14	3	2	4
24H(0-24)	2951	35	28	7	0	48	102	113	504	1069	739	280	70	16	4	2	4
AM Peak	07:00		02:00	07:00	11:00	10:00	08:00	07:00	10:00	07:00	11:00	08:00	07:00	09:00	01:00	07:00	07:00
	239		37	7	0	3	12	13	48	90	56	24	9	3	1	1	1
PM Peak	16:00	23:00	22:00	18:00	23:00	18:00	14:00	17:00	14:00	16:00	16:00	17:00	16:00	14:00	13:00	15:00	13:00
	278	38	32	9	0	19	11	11	44	114	74	27	9	2	2	1	2

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 Site No. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **11 Oct 2019** **Channel: Northbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	4		34	11	0	0	0	0	2	0	0	0	1	1	0	0	0
01:00	10	45	36	7	0	0	0	0	0	2	3	3	0	2	0	0	0
02:00	4		28	13	0	1	0	0	0	1	1	0	1	0	0	0	0
03:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:00	8		32	7	0	0	0	0	2	1	2	2	1	0	0	0	0
05:00	27	41	30	8	0	0	0	1	10	6	3	2	4	1	0	0	0
06:00	69	34	29	6	0	0	0	1	10	39	11	3	4	0	0	1	0
07:00	148	32	27	5	0	2	2	2	41	69	24	5	3	0	0	0	0
08:00	138	34	29	6	0	1	0	5	26	58	31	10	6	1	0	0	0
09:00	99	33	27	6	0	1	3	3	25	35	24	7	1	0	0	0	0
10:00	82	35	27	8	0	2	4	8	17	23	16	9	2	0	0	0	1
11:00	94	35	28	7	0	0	6	3	16	30	27	7	5	0	0	0	0
12:00	96	34	28	7	0	1	4	7	12	35	26	8	3	0	0	0	0
13:00	78	34	28	7	0	0	2	4	17	29	18	4	1	3	0	0	0
14:00	96	32	27	5	0	0	5	3	22	44	17	5	0	0	0	0	0
15:00	107	34	27	7	0	2	5	5	28	33	23	9	1	0	1	0	0
16:00	132	34	25	9	0	4	12	17	34	25	22	12	5	1	0	0	0
17:00	95	34	28	7	0	1	2	7	21	27	27	8	0	2	0	0	0
18:00	57	35	28	7	0	0	2	1	15	18	13	5	2	0	1	0	0
19:00	36	35	26	9	0	2	3	1	10	8	6	5	1	0	0	0	0
20:00	17	33	28	5	0	0	0	2	1	7	7	0	0	0	0	0	0
21:00	28	38	33	5	0	0	0	0	1	9	9	7	2	0	0	0	0
22:00	15	39	30	10	0	1	1	0	2	2	4	3	2	0	0	0	0
23:00	11	39	34	7	0	0	0	0	1	3	1	4	1	1	0	0	0
Total																	
12H(7-19)	1222	34	27	7	0	14	47	65	274	426	268	89	29	7	2	0	1
16H(6-22)	1372	34	28	7	0	16	50	69	296	489	301	104	36	7	2	1	1
18H(6-24)	1398	34	28	7	0	17	51	69	299	494	306	111	39	8	2	1	1
24H(0-24)	1452	34	28	7	0	18	51	70	314	504	315	118	46	12	2	1	1
AM Peak	07:00		01:00	02:00	11:00	10:00	11:00	10:00	07:00	07:00	08:00	08:00	08:00	01:00	11:00	06:00	10:00
	148		36	13	0	2	6	8	41	69	31	10	6	2	0	1	1
PM Peak	16:00	23:00	23:00	22:00	23:00	16:00	16:00	16:00	16:00	14:00	17:00	16:00	16:00	13:00	18:00	23:00	23:00
	132	39	34	10	0	4	12	17	34	44	27	12	5	3	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **11 Oct 2019** **Channel: Southbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	1		43	0	0	0	0	0	0	0	0	0	1	0	0	0	0
01:00	1		23	0	0	0	0	0	1	0	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9		36	6	0	0	0	0	0	1	3	3	1	1	0	0	0
04:00	8		36	6	0	0	0	0	0	1	4	0	2	1	0	0	0
05:00	31	38	33	6	0	0	0	0	3	8	11	6	2	0	1	0	0
06:00	34	36	30	8	0	0	0	0	11	8	9	4	0	1	0	1	0
07:00	98	35	31	6	0	1	1	0	6	38	36	11	3	2	0	0	0
08:00	82	36	30	6	0	0	1	0	11	29	27	10	3	1	0	0	0
09:00	105	34	29	5	0	0	1	1	13	54	25	10	1	0	0	0	0
10:00	65	35	29	5	0	0	0	0	14	24	18	8	1	0	0	0	0
11:00	92	35	30	5	0	0	0	1	16	30	31	9	5	0	0	0	0
12:00	103	34	28	6	0	0	2	7	15	41	25	9	4	0	0	0	0
13:00	99	34	29	5	0	0	1	0	21	39	26	8	4	0	0	0	0
14:00	112	34	29	5	0	0	0	3	18	48	33	8	2	0	0	0	0
15:00	142	35	29	4	0	0	0	0	17	73	33	17	2	0	0	0	0
16:00	121	34	29	5	0	1	0	1	17	58	30	10	4	0	0	0	0
17:00	106	36	30	6	0	0	1	1	14	37	34	16	2	1	0	0	0
18:00	70	34	29	5	0	0	1	1	11	28	23	5	1	0	0	0	0
19:00	37	33	28	5	0	0	1	0	11	13	10	2	0	0	0	0	0
20:00	24	34	29	7	0	0	1	1	6	5	8	1	2	0	0	0	0
21:00	27	37	30	9	0	2	0	0	2	9	7	5	1	1	0	0	0
22:00	16	38	32	6	0	0	0	0	1	7	4	2	1	1	0	0	0
23:00	4		29	5	0	0	0	0	1	2	0	1	0	0	0	0	0
Total																	
12H(7-19)	1195	35	29	5	0	2	8	15	173	499	341	121	32	4	0	0	0
16H(6-22)	1317	35	29	5	0	4	10	16	203	534	375	133	35	6	0	1	0
18H(6-24)	1337	35	29	6	0	4	10	16	205	543	379	136	36	7	0	1	0
24H(0-24)	1387	35	30	6	0	4	10	16	209	553	397	145	42	9	1	1	0
AM Peak	09:00		00:00	06:00	11:00	07:00	09:00	11:00	11:00	09:00	07:00	07:00	11:00	07:00	05:00	06:00	11:00
	105		43	8	0	1	1	1	16	54	36	11	5	2	1	1	0
PM Peak	15:00	22:00	22:00	21:00	23:00	21:00	12:00	12:00	13:00	15:00	17:00	15:00	16:00	22:00	23:00	23:00	23:00
	142	38	32	9	0	2	2	7	21	73	34	17	4	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **11 Oct 2019** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	5		36	11	0	0	0	0	2	0	0	0	2	1	0	0	0
01:00	11	45	35	7	0	0	0	0	1	2	3	3	0	2	0	0	0
02:00	4		28	13	0	1	0	0	0	1	1	0	1	0	0	0	0
03:00	10	40	35	7	0	0	0	0	1	1	3	3	1	1	0	0	0
04:00	16	42	34	7	0	0	0	0	2	2	6	2	3	1	0	0	0
05:00	58	39	31	7	0	0	0	1	13	14	14	8	6	1	1	0	0
06:00	103	35	29	7	0	0	0	1	21	47	20	7	4	1	0	2	0
07:00	246	34	28	6	0	3	3	2	47	107	60	16	6	2	0	0	0
08:00	220	35	29	6	0	1	1	5	37	87	58	20	9	2	0	0	0
09:00	204	34	28	5	0	1	4	4	38	89	49	17	2	0	0	0	0
10:00	147	35	28	7	0	2	4	8	31	47	34	17	3	0	0	0	1
11:00	186	35	29	6	0	0	6	4	32	60	58	16	10	0	0	0	0
12:00	199	34	28	6	0	1	6	14	27	76	51	17	7	0	0	0	0
13:00	177	34	29	6	0	0	3	4	38	68	44	12	5	3	0	0	0
14:00	208	33	28	5	0	0	5	6	40	92	50	13	2	0	0	0	0
15:00	249	34	28	6	0	2	5	5	45	106	56	26	3	0	1	0	0
16:00	253	34	27	7	0	5	12	18	51	83	52	22	9	1	0	0	0
17:00	201	35	29	6	0	1	3	8	35	64	61	24	2	3	0	0	0
18:00	127	34	29	6	0	0	3	2	26	46	36	10	3	0	1	0	0
19:00	73	34	27	7	0	2	4	1	21	21	16	7	1	0	0	0	0
20:00	41	34	28	6	0	0	1	3	7	12	15	1	2	0	0	0	0
21:00	55	38	31	7	0	2	0	0	3	18	16	12	3	1	0	0	0
22:00	31	39	31	8	0	1	1	0	3	9	8	5	3	1	0	0	0
23:00	15	39	33	7	0	0	0	0	2	5	1	5	1	1	0	0	0
Total																	
12H(7-19)	2417	34	28	6	0	16	55	80	447	925	609	210	61	11	2	0	1
16H(6-22)	2689	34	28	6	0	20	60	85	499	1023	676	237	71	13	2	2	1
18H(6-24)	2735	34	29	6	0	21	61	85	504	1037	685	247	75	15	2	2	1
24H(0-24)	2839	35	29	6	0	22	61	86	523	1057	712	263	88	21	3	2	1
AM Peak	07:00		00:00	02:00	11:00	07:00	11:00	10:00	07:00	07:00	07:00	08:00	11:00	08:00	05:00	06:00	10:00
	246		36	13	0	3	6	8	47	107	60	20	10	2	1	2	1
PM Peak	16:00	23:00	23:00	22:00	23:00	16:00	16:00	16:00	16:00	15:00	17:00	15:00	16:00	17:00	18:00	23:00	23:00
	253	39	33	8	0	5	12	18	51	106	61	26	9	3	1	0	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 Site No. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 12 Oct 2019 Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	7		27	9	0	1	0	0	0	4	1	1	0	0	0	0	0
01:00	2		33	0	0	0	0	0	0	0	2	0	0	0	0	0	0
02:00	2		28	0	0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	4		35	6	0	0	0	0	0	1	1	1	1	0	0	0	0
04:00	5		23	8	0	1	0	0	2	1	1	0	0	0	0	0	0
05:00	12	34	28	5	0	0	0	0	4	4	2	2	0	0	0	0	0
06:00	22	33	28	5	0	0	0	1	3	12	4	2	0	0	0	0	0
07:00	24	37	29	7	0	0	1	1	2	11	4	3	2	0	0	0	0
08:00	53	34	28	8	0	1	1	7	10	13	15	3	1	2	0	0	0
09:00	102	32	26	7	0	4	1	7	27	40	17	4	1	1	0	0	0
10:00	89	33	27	6	0	0	7	4	14	34	24	5	1	0	0	0	0
11:00	72	34	28	8	0	1	5	4	11	21	21	8	0	0	0	0	1
12:00	65	35	29	6	0	0	4	1	7	27	17	8	1	0	0	0	0
13:00	92	34	27	9	0	3	7	2	22	30	16	6	3	1	2	0	0
14:00	76	35	30	6	0	0	0	2	11	29	22	8	3	0	1	0	0
15:00	56	37	30	7	0	1	1	1	6	23	13	7	3	0	0	1	0
16:00	61	39	30	9	0	2	3	2	9	16	9	12	6	1	1	0	0
17:00	58	34	27	6	0	1	0	4	17	17	11	7	1	0	0	0	0
18:00	57	36	29	7	0	0	2	7	7	16	15	7	2	1	0	0	0
19:00	28	35	30	5	0	0	0	1	3	11	9	4	0	0	0	0	0
20:00	17	37	28	9	0	0	2	1	4	4	1	4	0	1	0	0	0
21:00	19	38	34	4	0	0	0	0	0	3	10	5	1	0	0	0	0
22:00	12	34	32	5	0	0	0	0	1	3	6	1	1	0	0	0	0
23:00	5		31	11	0	0	0	2	0	0	1	0	2	0	0	0	0
Total																	
12H(7-19)	805	35	28	7	0	13	32	42	143	277	184	78	24	6	4	1	1
16H(6-22)	891	35	28	7	0	13	34	45	153	307	208	93	25	7	4	1	1
18H(6-24)	908	35	28	7	0	13	34	47	154	310	215	94	28	7	4	1	1
24H(0-24)	940	35	28	7	0	15	34	47	160	322	222	98	29	7	4	1	1
AM Peak	09:00		03:00	00:00	11:00	09:00	10:00	09:00	09:00	09:00	10:00	11:00	07:00	08:00	11:00	11:00	11:00
	102		35	9	0	4	7	7	27	40	24	8	2	2	0	0	1
PM Peak	13:00	16:00	21:00	23:00	23:00	13:00	13:00	18:00	13:00	13:00	14:00	16:00	16:00	20:00	13:00	15:00	23:00
	92	39	34	11	0	3	7	7	22	30	22	12	6	1	2	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 12 Oct 2019 Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	8		28	10	0	1	0	0	2	1	3	0	1	0	0	0	0
01:00	3		28	4	0	0	0	0	1	1	1	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	8		39	5	0	0	0	0	0	0	2	3	2	1	0	0	0
04:00	3		36	8	0	0	0	0	0	1	1	0	0	1	0	0	0
05:00	17	38	34	4	0	0	0	0	0	4	5	8	0	0	0	0	0
06:00	10	33	30	4	0	0	0	0	2	2	6	0	0	0	0	0	0
07:00	28	34	29	6	0	0	0	2	2	14	6	2	1	1	0	0	0
08:00	37	36	30	7	0	0	1	3	4	11	11	4	2	1	0	0	0
09:00	57	35	29	6	0	1	0	0	10	24	14	5	2	1	0	0	0
10:00	69	34	29	5	0	0	1	3	8	31	21	3	2	0	0	0	0
11:00	71	35	29	7	0	0	4	3	1	36	17	9	0	0	1	0	0
12:00	95	34	30	6	0	0	0	5	13	29	38	7	1	2	0	0	0
13:00	76	35	30	8	0	2	4	0	5	24	29	8	2	1	1	0	0
14:00	67	35	30	7	0	1	2	3	3	22	25	10	0	0	1	0	0
15:00	59	34	30	6	0	1	0	2	5	22	22	4	3	0	0	0	0
16:00	61	36	31	6	0	0	0	0	5	27	18	8	1	1	1	0	0
17:00	69	35	30	6	0	0	2	0	7	28	22	7	2	1	0	0	0
18:00	35	36	31	6	0	1	0	0	1	16	10	5	2	0	0	0	0
19:00	39	36	30	7	0	1	0	0	3	20	7	6	1	0	1	0	0
20:00	23	34	30	6	0	0	0	0	6	5	9	1	1	1	0	0	0
21:00	24	37	30	7	0	1	0	0	2	11	4	5	0	1	0	0	0
22:00	15	34	30	10	0	0	0	1	4	4	4	1	0	0	0	0	1
23:00	7		30	8	0	0	0	1	2	0	1	3	0	0	0	0	0
Total																	
12H(7-19)	724	35	30	6	0	6	14	21	64	284	233	72	18	8	4	0	0
16H(6-22)	820	35	30	6	0	8	14	21	77	322	259	84	20	10	5	0	0
18H(6-24)	842	35	30	6	0	8	14	23	83	326	264	88	20	10	5	0	1
24H(0-24)	881	35	30	7	0	9	14	23	86	333	276	99	23	12	5	0	1
AM Peak	11:00		03:00	00:00	11:00	09:00	11:00	11:00	09:00	11:00	10:00	11:00	10:00	09:00	11:00	11:00	11:00
	71		39	10	0	1	4	3	10	36	21	9	2	1	1	0	0
PM Peak	12:00	21:00	16:00	22:00	23:00	13:00	13:00	12:00	12:00	12:00	12:00	14:00	15:00	12:00	19:00	23:00	22:00
	95	37	31	10	0	2	4	5	13	29	38	10	3	2	1	0	1

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 12 Oct 2019 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	15	34	27	9	0	2	0	0	2	5	4	1	1	0	0	0	0
01:00	5		30	4	0	0	0	0	1	1	3	0	0	0	0	0	0
02:00	2		28	0	0	0	0	0	0	2	0	0	0	0	0	0	0
03:00	12	43	38	5	0	0	0	0	0	1	3	4	3	1	0	0	0
04:00	8		28	11	0	1	0	0	2	2	2	0	0	1	0	0	0
05:00	29	38	31	5	0	0	0	0	4	8	7	10	0	0	0	0	0
06:00	32	33	29	4	0	0	0	1	5	14	10	2	0	0	0	0	0
07:00	52	36	29	7	0	0	1	3	4	25	10	5	3	1	0	0	0
08:00	90	35	28	8	0	1	2	10	14	24	26	7	3	3	0	0	0
09:00	159	33	27	7	0	5	1	7	37	64	31	9	3	2	0	0	0
10:00	158	34	28	6	0	0	8	7	22	65	45	8	3	0	0	0	0
11:00	143	35	28	7	0	1	9	7	12	57	38	17	0	0	1	0	1
12:00	160	35	29	6	0	0	4	6	20	56	55	15	2	2	0	0	0
13:00	168	35	28	8	0	5	11	2	27	54	45	14	5	2	3	0	0
14:00	143	35	30	6	0	1	2	5	14	51	47	18	3	0	2	0	0
15:00	115	35	30	7	0	2	1	3	11	45	35	11	6	0	0	1	0
16:00	122	38	30	8	0	2	3	2	14	43	27	20	7	2	2	0	0
17:00	127	35	29	6	0	1	2	4	24	45	33	14	3	1	0	0	0
18:00	92	36	29	7	0	1	2	7	8	32	25	12	4	1	0	0	0
19:00	67	36	30	6	0	1	0	1	6	31	16	10	1	0	1	0	0
20:00	40	37	29	8	0	0	2	1	10	9	10	5	1	2	0	0	0
21:00	43	38	32	6	0	1	0	0	2	14	14	10	1	1	0	0	0
22:00	27	35	31	8	0	0	0	1	5	7	10	2	1	0	0	0	1
23:00	12	39	30	9	0	0	0	3	2	0	2	3	2	0	0	0	0
Total																	
12H(7-19)	1529	35	29	7	0	19	46	63	207	561	417	150	42	14	8	1	1
16H(6-22)	1711	35	29	7	0	21	48	66	230	629	467	177	45	17	9	1	1
18H(6-24)	1750	35	29	7	0	21	48	70	237	636	479	182	48	17	9	1	2
24H(0-24)	1821	35	29	7	0	24	48	70	246	655	498	197	52	19	9	1	2
AM Peak	09:00	03:00	03:00	04:00	11:00	09:00	11:00	08:00	09:00	10:00	10:00	11:00	10:00	08:00	11:00	11:00	11:00
	159	43	38	11	0	5	9	10	37	65	45	17	3	3	1	0	1
PM Peak	13:00	23:00	21:00	23:00	23:00	13:00	13:00	18:00	13:00	12:00	12:00	16:00	16:00	20:00	13:00	15:00	22:00
	168	39	32	9	0	5	11	7	27	56	55	20	7	2	3	1	1

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 Site No. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 13 Oct 2019 Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	5		24	7	0	0	1	0	2	1	1	0	0	0	0	0	0
01:00	3		33	8	0	0	0	0	1	0	1	0	1	0	0	0	0
02:00	1		53	0	0	0	0	0	0	0	0	0	0	0	1	0	0
03:00	1		33	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:00	3		29	6	0	0	0	0	1	1	0	1	0	0	0	0	0
05:00	6		22	7	0	0	2	0	2	1	1	0	0	0	0	0	0
06:00	12	34	28	7	0	0	0	1	3	4	2	1	1	0	0	0	0
07:00	21	39	30	7	0	0	0	1	3	10	1	3	3	0	0	0	0
08:00	37	33	28	6	0	1	0	1	6	16	10	2	1	0	0	0	0
09:00	44	37	29	6	0	0	1	1	7	20	6	6	3	0	0	0	0
10:00	43	31	25	6	0	1	1	3	17	13	5	2	1	0	0	0	0
11:00	51	34	26	9	0	4	2	3	11	15	11	1	4	0	0	0	0
12:00	51	34	28	7	0	1	0	5	6	22	10	5	2	0	0	0	0
13:00	48	39	29	10	0	2	3	4	9	8	7	10	3	2	0	0	0
14:00	49	33	27	9	0	0	4	3	16	15	5	3	1	0	1	1	0
15:00	54	37	29	8	0	0	1	4	10	20	7	7	2	3	0	0	0
16:00	51	34	27	8	0	1	5	2	9	16	11	5	2	0	0	0	0
17:00	40	39	31	8	0	1	0	1	4	12	12	5	3	2	0	0	0
18:00	38	35	28	7	0	0	0	4	11	10	7	3	3	0	0	0	0
19:00	19	37	30	9	0	0	0	1	6	4	4	2	0	1	1	0	0
20:00	17	33	28	8	0	1	1	0	1	9	3	1	1	0	0	0	0
21:00	14	31	25	9	0	1	2	0	3	5	2	0	1	0	0	0	0
22:00	20	38	32	5	0	0	0	0	2	5	7	5	1	0	0	0	0
23:00	5		39	6	0	0	0	0	0	0	2	1	1	1	0	0	0
Total																	
12H(7-19)	527	36	28	8	0	11	17	32	109	177	92	52	28	7	1	1	0
16H(6-22)	589	36	28	8	0	13	20	34	122	199	103	56	31	8	2	1	0
18H(6-24)	614	36	28	8	0	13	20	34	124	204	112	62	33	9	2	1	0
24H(0-24)	633	36	28	8	0	13	23	34	130	207	116	63	34	9	3	1	0
AM Peak	11:00		02:00	11:00	11:00	11:00	11:00	11:00	10:00	09:00	11:00	09:00	11:00	11:00	02:00	11:00	11:00
	51		53	9	0	4	2	3	17	20	11	6	4	0	1	0	0
PM Peak	15:00	13:00	23:00	13:00	23:00	13:00	16:00	12:00	14:00	12:00	17:00	13:00	18:00	15:00	19:00	14:00	23:00
	54	39	39	10	0	2	5	5	16	22	12	10	3	3	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 13 Oct 2019 Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	3		16	6	0	1	0	1	1	0	0	0	0	0	0	0	0
01:00	1		33	0	0	0	0	0	0	0	1	0	0	0	0	0	0
02:00	1		33	0	0	0	0	0	0	0	1	0	0	0	0	0	0
03:00	9		38	6	0	0	0	0	0	1	2	2	3	1	0	0	0
04:00	1		33	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	9		31	7	0	0	0	0	2	2	3	1	0	1	0	0	0
06:00	8		28	4	0	0	0	0	2	5	0	1	0	0	0	0	0
07:00	24	37	31	6	0	0	0	0	4	8	7	3	2	0	0	0	0
08:00	17	33	29	4	0	0	0	1	1	9	5	1	0	0	0	0	0
09:00	36	34	29	6	0	0	1	1	8	11	11	3	0	1	0	0	0
10:00	36	34	29	6	0	1	0	0	5	15	11	2	1	1	0	0	0
11:00	41	34	30	5	0	0	0	1	1	18	17	2	2	0	0	0	0
12:00	45	38	31	7	0	0	0	0	6	17	10	8	2	1	1	0	0
13:00	67	36	29	7	0	1	1	2	12	20	17	13	1	0	0	0	0
14:00	56	37	30	6	0	0	1	1	8	19	15	8	3	1	0	0	0
15:00	57	37	31	6	0	0	1	0	8	17	19	9	3	0	0	0	0
16:00	56	35	31	5	0	0	0	0	3	23	23	5	1	1	0	0	0
17:00	49	37	31	5	0	0	0	0	5	15	16	12	1	0	0	0	0
18:00	44	35	30	6	0	1	0	1	4	16	15	6	0	1	0	0	0
19:00	27	36	30	7	0	0	1	0	4	13	4	2	2	1	0	0	0
20:00	25	33	27	6	0	1	1	0	4	10	8	1	0	0	0	0	0
21:00	23	34	29	5	0	0	0	0	5	9	6	3	0	0	0	0	0
22:00	10	37	29	6	0	0	0	0	4	2	1	3	0	0	0	0	0
23:00	4		23	9	0	1	0	0	1	1	1	0	0	0	0	0	0
Total																	
12H(7-19)	528	36	30	6	0	3	4	7	65	188	166	72	16	6	1	0	0
16H(6-22)	611	36	30	6	0	4	6	7	80	225	184	79	18	7	1	0	0
18H(6-24)	625	36	30	6	0	5	6	7	85	228	186	82	18	7	1	0	0
24H(0-24)	649	36	30	6	0	6	6	8	88	231	194	85	21	9	1	0	0
AM Peak	11:00		03:00	05:00	11:00	10:00	09:00	11:00	09:00	11:00	11:00	09:00	03:00	10:00	11:00	11:00	11:00
	41		38	7	0	1	1	1	8	18	17	3	3	1	0	0	0
PM Peak	13:00	12:00	12:00	23:00	23:00	23:00	20:00	13:00	13:00	16:00	16:00	13:00	15:00	19:00	12:00	23:00	23:00
	67	38	31	9	0	1	1	2	12	23	23	13	3	1	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 13 Oct 2019 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	8		21	7	0	1	1	1	3	1	1	0	0	0	0	0	0
01:00	4		33	7	0	0	0	0	1	0	2	0	1	0	0	0	0
02:00	2		43	10	0	0	0	0	0	0	1	0	0	0	1	0	0
03:00	10	43	38	6	0	0	0	0	0	1	3	2	3	1	0	0	0
04:00	4		30	6	0	0	0	0	1	1	1	1	0	0	0	0	0
05:00	15	34	28	9	0	0	2	0	4	3	4	1	0	1	0	0	0
06:00	20	34	28	6	0	0	0	1	5	9	2	2	1	0	0	0	0
07:00	45	38	30	6	0	0	0	1	7	18	8	6	5	0	0	0	0
08:00	54	33	28	6	0	1	0	2	7	25	15	3	1	0	0	0	0
09:00	80	35	29	6	0	0	2	2	15	31	17	9	3	1	0	0	0
10:00	79	33	27	7	0	2	1	3	22	28	16	4	2	1	0	0	0
11:00	92	34	28	7	0	4	2	4	12	33	28	3	6	0	0	0	0
12:00	96	37	30	7	0	1	0	5	12	39	20	13	4	1	1	0	0
13:00	115	37	29	8	0	3	4	6	21	28	24	23	4	2	0	0	0
14:00	105	36	29	8	0	0	5	4	24	34	20	11	4	1	1	1	0
15:00	111	37	30	7	0	0	2	4	18	37	26	16	5	3	0	0	0
16:00	107	35	29	7	0	1	5	2	12	39	34	10	3	1	0	0	0
17:00	89	38	31	6	0	1	0	1	9	27	28	17	4	2	0	0	0
18:00	82	35	29	7	0	1	0	5	15	26	22	9	3	1	0	0	0
19:00	46	37	30	8	0	0	1	1	10	17	8	4	2	2	1	0	0
20:00	42	33	27	7	0	2	2	0	5	19	11	2	1	0	0	0	0
21:00	37	34	27	7	0	1	2	0	8	14	8	3	1	0	0	0	0
22:00	30	38	31	6	0	0	0	0	6	7	8	8	1	0	0	0	0
23:00	9		31	11	0	1	0	0	1	1	3	1	1	1	0	0	0
Total																	
12H(7-19)	1055	36	29	7	0	14	21	39	174	365	258	124	44	13	2	1	0
16H(6-22)	1200	36	29	7	0	17	26	41	202	424	287	135	49	15	3	1	0
18H(6-24)	1239	36	29	7	0	18	26	41	209	432	298	144	51	16	3	1	0
24H(0-24)	1282	36	29	7	0	19	29	42	218	438	310	148	55	18	4	1	0
AM Peak	11:00		02:00	02:00	11:00	11:00	11:00	11:00	10:00	11:00	11:00	09:00	11:00	10:00	02:00	11:00	11:00
	92		43	10	0	4	2	4	22	33	28	9	6	1	1	0	0
PM Peak	13:00	17:00	23:00	23:00	23:00	13:00	16:00	13:00	14:00	16:00	16:00	13:00	15:00	15:00	19:00	14:00	23:00
	115	38	31	11	0	3	5	6	24	39	34	23	5	3	1	1	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 Site No. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 14 Oct 2019 Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	1		33	0	0	0	0	0	0	0	1	0	0	0	0	0	0
01:00	3		38	8	0	0	0	0	0	1	0	1	0	1	0	0	0
02:00	5		34	7	0	0	0	0	1	0	2	1	1	0	0	0	0
03:00	3		36	2	0	0	0	0	0	0	1	2	0	0	0	0	0
04:00	5		36	5	0	0	0	0	0	1	1	2	1	0	0	0	0
05:00	22	39	30	9	0	0	0	1	7	6	0	6	0	1	1	0	0
06:00	100	34	29	6	0	0	0	2	19	46	20	8	4	1	0	0	0
07:00	148	33	27	6	0	3	5	5	30	67	24	11	3	0	0	0	0
08:00	135	32	27	6	0	0	5	5	36	54	29	4	1	1	0	0	0
09:00	94	33	27	6	0	0	2	4	23	41	15	6	3	0	0	0	0
10:00	78	33	28	5	0	0	2	1	18	33	18	4	2	0	0	0	0
11:00	86	33	27	7	0	1	2	7	20	31	18	3	4	0	0	0	0
12:00	73	33	26	7	0	3	3	3	19	29	9	6	0	1	0	0	0
13:00	103	34	27	6	0	0	4	5	27	37	20	6	3	1	0	0	0
14:00	89	34	26	8	0	4	6	8	18	25	20	7	1	0	0	0	0
15:00	116	33	26	7	0	2	5	12	34	32	23	7	1	0	0	0	0
16:00	106	34	28	6	0	0	5	7	18	43	22	9	1	1	0	0	0
17:00	100	35	28	8	0	0	10	4	15	35	20	10	4	1	1	0	0
18:00	53	35	29	8	0	2	1	3	7	21	10	6	1	1	0	1	0
19:00	28	33	27	7	0	1	1	2	3	12	7	1	1	0	0	0	0
20:00	23	34	29	5	0	0	1	0	3	10	7	2	0	0	0	0	0
21:00	12	39	32	7	0	0	0	0	1	5	3	1	1	1	0	0	0
22:00	13	43	38	9	0	0	0	0	0	4	2	1	4	1	0	1	0
23:00	5		40	7	0	0	0	0	0	0	1	3	0	0	1	0	0
Total																	
12H(7-19)	1181	34	27	7	0	15	50	64	265	448	228	79	24	6	1	1	0
16H(6-22)	1344	34	27	7	0	16	52	68	291	521	265	91	30	8	1	1	0
18H(6-24)	1362	34	27	7	0	16	52	68	291	525	268	95	34	9	2	2	0
24H(0-24)	1401	34	28	7	0	16	52	69	299	533	273	107	36	11	3	2	0
AM Peak	07:00		01:00	05:00	11:00	07:00	08:00	11:00	08:00	07:00	08:00	07:00	11:00	08:00	05:00	11:00	11:00
	148		38	9	0	3	5	7	36	67	29	11	4	1	1	0	0
PM Peak	15:00	22:00	23:00	22:00	23:00	14:00	17:00	15:00	15:00	16:00	15:00	17:00	22:00	22:00	23:00	22:00	23:00
	116	43	40	9	0	4	10	12	34	43	23	10	4	1	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 14 Oct 2019 Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	1		28	0	0	0	0	0	0	1	0	0	0	0	0	0	0
01:00	2		25	3	0	0	0	0	1	1	0	0	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	9		35	8	0	0	0	0	2	0	2	2	2	1	0	0	0
04:00	8		38	5	0	0	0	0	0	1	1	2	4	0	0	0	0
05:00	32	39	33	6	0	0	0	0	2	8	9	10	2	1	0	0	0
06:00	38	37	32	5	0	0	0	0	1	13	16	5	3	0	0	0	0
07:00	96	36	30	6	0	2	0	0	15	33	29	15	2	0	0	0	0
08:00	95	35	30	6	0	1	2	1	11	34	30	15	1	0	0	0	0
09:00	78	34	29	6	0	2	0	1	12	36	19	5	2	1	0	0	0
10:00	88	34	27	7	0	0	12	1	14	29	24	7	1	0	0	0	0
11:00	71	33	28	4	0	0	0	0	17	27	23	4	0	0	0	0	0
12:00	87	34	28	6	0	1	1	4	14	39	17	9	2	0	0	0	0
13:00	108	36	30	5	0	0	0	1	12	40	35	17	3	0	0	0	0
14:00	112	34	27	6	0	2	1	7	26	44	21	10	1	0	0	0	0
15:00	142	35	29	6	0	1	1	2	27	58	31	16	6	0	0	0	0
16:00	151	35	30	5	0	0	1	0	17	69	45	16	3	0	0	0	0
17:00	145	33	28	5	0	1	0	1	31	66	37	7	2	0	0	0	0
18:00	73	33	28	5	0	0	2	0	17	34	16	3	1	0	0	0	0
19:00	38	36	28	8	0	1	0	2	12	9	7	4	2	0	1	0	0
20:00	21	34	29	6	0	0	0	2	2	8	6	3	0	0	0	0	0
21:00	16	37	29	8	0	0	1	0	4	5	2	3	0	1	0	0	0
22:00	11	35	30	4	0	0	0	0	1	6	2	2	0	0	0	0	0
23:00	4		26	5	0	0	0	1	0	2	1	0	0	0	0	0	0
Total																	
12H(7-19)	1246	34	29	6	0	10	20	18	213	509	327	124	24	1	0	0	0
16H(6-22)	1359	35	29	6	0	11	21	22	232	544	358	139	29	2	1	0	0
18H(6-24)	1374	35	29	6	0	11	21	23	233	552	361	141	29	2	1	0	0
24H(0-24)	1426	35	29	6	0	11	21	23	238	563	373	155	37	4	1	0	0
AM Peak	07:00		04:00	03:00	11:00	09:00	10:00	10:00	11:00	09:00	08:00	08:00	04:00	09:00	11:00	11:00	11:00
	96		38	8	0	2	12	1	17	36	30	15	4	1	0	0	0
PM Peak	16:00	21:00	13:00	19:00	23:00	14:00	18:00	14:00	17:00	16:00	16:00	13:00	15:00	21:00	19:00	23:00	23:00
	151	37	30	8	0	2	2	7	31	69	45	17	6	1	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 Site Ref. 505701
Bilsthorpe
Speed Report (Speed Limit 30 Mph) 14 Oct 2019 Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	2		30	3	0	0	0	0	0	1	1	0	0	0	0	0	0
01:00	5		33	9	0	0	0	0	1	2	0	1	0	1	0	0	0
02:00	5		34	7	0	0	0	0	1	0	2	1	1	0	0	0	0
03:00	12	42	35	7	0	0	0	0	2	0	3	4	2	1	0	0	0
04:00	13	43	37	5	0	0	0	0	0	2	2	4	5	0	0	0	0
05:00	54	39	32	7	0	0	0	1	9	14	9	16	2	2	1	0	0
06:00	138	35	30	5	0	0	0	2	20	59	36	13	7	1	0	0	0
07:00	244	34	28	6	0	5	5	5	45	100	53	26	5	0	0	0	0
08:00	230	34	28	6	0	1	7	6	47	88	59	19	2	1	0	0	0
09:00	172	34	28	6	0	2	2	5	35	77	34	11	5	1	0	0	0
10:00	166	34	27	6	0	0	14	2	32	62	42	11	3	0	0	0	0
11:00	157	33	28	6	0	1	2	7	37	58	41	7	4	0	0	0	0
12:00	160	34	27	7	0	4	4	7	33	68	26	15	2	1	0	0	0
13:00	211	35	29	6	0	0	4	6	39	77	55	23	6	1	0	0	0
14:00	201	34	27	7	0	6	7	15	44	69	41	17	2	0	0	0	0
15:00	258	34	28	6	0	3	6	14	61	90	54	23	7	0	0	0	0
16:00	257	34	29	6	0	0	6	7	35	112	67	25	4	1	0	0	0
17:00	245	34	28	6	0	1	10	5	46	101	57	17	6	1	1	0	0
18:00	126	34	28	7	0	2	3	3	24	55	26	9	2	1	0	1	0
19:00	66	35	28	8	0	2	1	4	15	21	14	5	3	0	1	0	0
20:00	44	34	29	5	0	0	1	2	5	18	13	5	0	0	0	0	0
21:00	28	38	30	8	0	0	1	0	5	10	5	4	1	2	0	0	0
22:00	24	42	34	8	0	0	0	0	1	10	4	3	4	1	0	1	0
23:00	9		34	9	0	0	0	1	0	2	2	3	0	0	1	0	0
Total																	
12H(7-19)	2427	34	28	6	0	25	70	82	478	957	555	203	48	7	1	1	0
16H(6-22)	2703	34	28	6	0	27	73	90	523	1065	623	230	59	10	2	1	0
18H(6-24)	2736	34	28	6	0	27	73	91	524	1077	629	236	63	11	3	2	0
24H(0-24)	2827	34	28	6	0	27	73	92	537	1096	646	262	73	15	4	2	0
AM Peak	07:00		04:00	01:00	11:00	07:00	10:00	11:00	08:00	07:00	08:00	07:00	06:00	05:00	05:00	11:00	11:00
	244		37	9	0	5	14	7	47	100	59	26	7	2	1	0	0
PM Peak	15:00	22:00	22:00	23:00	23:00	14:00	17:00	14:00	15:00	16:00	16:00	16:00	15:00	21:00	23:00	22:00	23:00
	258	42	34	9	0	6	10	15	61	112	67	25	7	2	1	1	0

PCC Traffic Information Consultancy Ltd.

Eakring Road, Bilsthorpe ATC

Site Ref. 505701 **Site No. 505701**
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **15 Oct 2019** **Channel: Northbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	5		34	6	0	0	0	0	0	2	1	1	1	0	0	0	0
01:00	10	45	33	14	0	1	0	1	0	2	2	1	1	1	0	1	0
02:00	4		31	6	0	0	0	0	1	1	0	2	0	0	0	0	0
03:00	4		28	0	0	0	0	0	0	4	0	0	0	0	0	0	0
04:00	9		31	7	0	0	0	0	2	3	1	2	1	0	0	0	0
05:00	21	37	29	7	0	0	0	1	7	5	2	6	0	0	0	0	0
06:00	89	34	27	7	0	2	3	1	24	34	15	5	4	1	0	0	0
07:00	145	30	25	6	0	1	6	17	44	55	16	6	0	0	0	0	0
08:00	113	34	27	7	0	0	7	11	25	34	23	8	5	0	0	0	0
09:00	81	33	27	5	0	0	2	4	16	37	16	6	0	0	0	0	0
10:00	90	33	27	6	0	1	6	5	15	39	19	4	1	0	0	0	0
11:00	85	31	27	5	0	1	1	4	21	42	10	5	1	0	0	0	0
12:00	69	36	29	8	0	1	1	6	9	25	15	5	6	1	0	0	0
13:00	79	33	27	6	0	0	3	2	20	29	19	6	0	0	0	0	0
14:00	86	34	28	7	0	2	3	2	15	34	19	5	5	0	1	0	0
15:00	119	35	28	8	0	3	7	8	15	43	26	13	3	1	0	0	0
16:00	105	33	25	8	0	4	14	10	17	28	23	8	1	0	0	0	0
17:00	101	35	28	7	0	2	4	4	17	29	30	14	1	0	0	0	0
18:00	57	33	26	8	0	4	3	1	16	18	10	3	1	0	1	0	0
19:00	31	34	27	7	0	2	0	1	7	10	7	4	0	0	0	0	0
20:00	17	33	28	6	0	0	1	0	4	6	5	1	0	0	0	0	0
21:00	14	36	31	5	0	0	0	0	1	5	5	2	1	0	0	0	0
22:00	18	34	28	7	0	1	0	0	2	8	5	2	0	0	0	0	0
23:00	8		35	9	0	0	0	0	0	4	1	1	0	1	1	0	0
Total																	
12H(7-19)	1130	34	27	7	0	19	57	74	230	413	226	83	24	2	2	0	0
16H(6-22)	1281	34	27	7	0	23	61	76	266	468	258	95	29	3	2	0	0
18H(6-24)	1307	34	27	7	0	24	61	76	268	480	264	98	29	4	3	0	0
24H(0-24)	1360	34	27	7	0	25	61	78	278	497	270	110	32	5	3	1	0
AM Peak	07:00		00:00	01:00	11:00	06:00	08:00	07:00	07:00	07:00	08:00	08:00	08:00	06:00	11:00	01:00	11:00
	145		34	14	0	2	7	17	44	55	23	8	5	1	0	1	0
PM Peak	15:00	12:00	23:00	23:00	23:00	18:00	16:00	16:00	13:00	15:00	17:00	17:00	12:00	23:00	23:00	23:00	23:00
	119	36	35	9	0	4	14	10	20	43	30	14	6	1	1	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **15 Oct 2019** **Channel: Southbound**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	1		38	0	0	0	0	0	0	0	0	1	0	0	0	0	0
01:00	2		30	8	0	0	0	0	1	0	0	1	0	0	0	0	0
02:00	0				0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	12	38	32	6	0	0	0	0	2	3	2	4	1	0	0	0	0
04:00	11	41	35	6	0	0	0	0	0	3	3	2	3	0	0	0	0
05:00	27	41	35	7	0	0	0	1	2	3	5	11	4	1	0	0	0
06:00	37	40	31	7	0	0	0	1	7	12	8	3	5	1	0	0	0
07:00	95	36	29	7	0	2	0	4	12	35	25	12	5	0	0	0	0
08:00	100	35	29	5	0	0	1	3	11	43	29	10	2	1	0	0	0
09:00	83	33	28	5	0	0	1	4	20	36	14	7	1	0	0	0	0
10:00	62	34	28	5	0	0	0	0	19	24	13	6	0	0	0	0	0
11:00	80	34	29	6	0	0	1	1	18	32	18	8	1	0	1	0	0
12:00	85	34	30	4	0	0	0	0	11	38	27	7	2	0	0	0	0
13:00	93	34	29	6	0	0	1	4	12	39	26	6	3	2	0	0	0
14:00	86	33	28	4	0	0	1	1	18	39	23	4	0	0	0	0	0
15:00	132	35	30	6	0	0	2	4	11	59	38	16	1	0	0	1	0
16:00	138	35	30	5	0	0	1	1	21	45	54	12	2	1	1	0	0
17:00	125	35	30	4	0	0	1	0	7	59	42	16	0	0	0	0	0
18:00	66	34	28	5	0	1	0	2	12	30	13	8	0	0	0	0	0
19:00	47	34	28	7	0	2	0	1	7	18	14	4	1	0	0	0	0
20:00	24	32	28	4	0	0	0	1	4	13	5	1	0	0	0	0	0
21:00	39	41	31	7	0	0	1	0	2	19	7	3	5	2	0	0	0
22:00	14	34	30	5	0	0	0	0	2	5	5	2	0	0	0	0	0
23:00	8		30	6	0	0	0	0	2	2	2	2	0	0	0	0	0
Total																	
12H(7-19)	1145	34	29	5	0	3	9	24	172	479	322	112	17	4	2	1	0
16H(6-22)	1292	35	29	6	0	5	10	27	192	541	356	123	28	7	2	1	0
18H(6-24)	1314	35	29	6	0	5	10	27	196	548	363	127	28	7	2	1	0
24H(0-24)	1367	35	29	6	0	5	10	28	201	557	373	146	36	8	2	1	0
AM Peak	08:00		00:00	01:00	11:00	07:00	11:00	09:00	09:00	08:00	08:00	07:00	07:00	08:00	11:00	11:00	11:00
	100		38	8	0	2	1	4	20	43	29	12	5	1	1	0	0
PM Peak	16:00	21:00	21:00	21:00	23:00	19:00	15:00	15:00	16:00	17:00	16:00	17:00	21:00	21:00	16:00	15:00	23:00
	138	41	31	7	0	2	2	4	21	59	54	16	5	2	1	1	0

PCC Traffic Information Consultancy Ltd.

Site No. 505701 **Site Ref. 505701**
Bilsthorpe
Speed Report (Speed Limit 30 Mph) **15 Oct 2019** **Channel: Total Flow**

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 >=60
00:00	6		34	6	0	0	0	0	0	2	1	2	1	0	0	0	0
01:00	12	44	33	13	0	1	0	1	1	2	2	2	1	1	0	1	0
02:00	4		31	6	0	0	0	0	1	1	0	2	0	0	0	0	0
03:00	16	38	31	6	0	0	0	0	2	7	2	4	1	0	0	0	0
04:00	20	41	33	7	0	0	0	0	2	6	4	4	4	0	0	0	0
05:00	48	39	32	7	0	0	0	2	9	8	7	17	4	1	0	0	0
06:00	126	35	28	7	0	2	3	2	31	46	23	8	9	2	0	0	0
07:00	240	33	27	6	0	3	6	21	56	90	41	18	5	0	0	0	0
08:00	213	34	28	7	0	0	8	14	36	77	52	18	7	1	0	0	0
09:00	164	33	27	5	0	0	3	8	36	73	30	13	1	0	0	0	0
10:00	152	33	27	6	0	1	6	5	34	63	32	10	1	0	0	0	0
11:00	165	33	28	6	0	1	2	5	39	74	28	13	2	0	1	0	0
12:00	154	35	29	6	0	1	1	6	20	63	42	12	8	1	0	0	0
13:00	172	34	28	6	0	0	4	6	32	68	45	12	3	2	0	0	0
14:00	172	34	28	6	0	2	4	3	33	73	42	9	5	0	1	0	0
15:00	251	35	29	7	0	3	9	12	26	102	64	29	4	1	0	1	0
16:00	243	34	28	7	0	4	15	11	38	73	77	20	3	1	1	0	0
17:00	226	35	29	6	0	2	5	4	24	88	72	30	1	0	0	0	0
18:00	123	34	27	7	0	5	3	3	28	48	23	11	1	0	1	0	0
19:00	78	34	28	7	0	4	0	2	14	28	21	8	1	0	0	0	0
20:00	41	33	28	5	0	0	1	1	8	19	10	2	0	0	0	0	0
21:00	53	40	31	7	0	0	1	0	3	24	12	5	6	2	0	0	0
22:00	32	34	29	6	0	1	0	0	4	13	10	4	0	0	0	0	0
23:00	16	39	33	8	0	0	0	0	2	6	3	3	0	1	1	0	0
Total																	
12H(7-19)	2275	34	28	6	0	22	66	98	402	892	548	195	41	6	4	1	0
16H(6-22)	2573	34	28	6	0	28	71	103	458	1009	614	218	57	10	4	1	0
18H(6-24)	2621	34	28	6	0	29	71	103	464	1028	627	225	57	11	5	1	0
24H(0-24)	2727	34	28	7	0	30	71	106	479	1054	643	256	68	13	5	2	0
AM Peak	07:00		00:00	01:00	11:00	07:00	08:00	07:00	07:00	07:00	08:00	08:00	06:00	06:00	11:00	01:00	11:00
	240		34	13	0	3	8	21	56	90	52	18	9	2	1	1	0
PM Peak	15:00	21:00	23:00	23:00	23:00	18:00	16:00	15:00	16:00	15:00	16:00	17:00	12:00	21:00	23:00	15:00	23:00
	251	40	33	8	0	5	15	12	38	102	77	30	8	2	1	1	0

PCC Traffic Information Consultancy Ltd.

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (1) Eakring Road / Mickledale Lane

Approach: Eakring Road (North)

	Ahead to Eakring Road (South)								Right to Mickledale Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	15	3	4	1	1	24	0	0	1	0	0	0	0	1
0745 - 0800	0	0	24	6	0	0	0	30	0	0	1	1	1	0	0	3
Hourly Total	**0**	**0**	**39**	**9**	**4**	**1**	**1**	**54**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**4**
0800 - 0815	0	0	10	7	0	0	2	19	0	0	2	2	0	0	0	4
0815 - 0830	0	0	21	2	0	0	0	23	0	0	0	1	0	0	0	1
0830 - 0845	0	0	17	4	0	0	0	21	0	0	2	1	0	0	0	3
0845 - 0900	0	0	10	2	0	1	0	13	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**58**	**15**	**0**	**1**	**2**	**76**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**11**
0900 - 0915	0	0	13	2	1	1	0	17	0	0	1	1	0	0	0	2
0915 - 0930	0	0	15	0	0	0	1	16	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**28**	**2**	**1**	**1**	**1**	**33**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**125**	**26**	**5**	**3**	**4**	**163**	**0**	**0**	**12**	**6**	**1**	**0**	**0**	**19**
1630 - 1645	0	1	27	5	0	0	0	33	0	1	14	4	0	0	0	19
1645 - 1700	0	3	12	1	1	0	1	18	0	0	6	4	0	0	0	10
Hourly Total	**0**	**4**	**39**	**6**	**1**	**0**	**1**	**51**	**0**	**1**	**20**	**8**	**0**	**0**	**0**	**29**
1700 - 1715	0	0	16	4	1	0	0	21	0	0	14	2	0	0	0	16
1715 - 1730	1	0	27	1	1	0	0	30	0	0	10	2	0	0	0	12
1730 - 1745	0	2	19	1	0	1	0	23	0	1	15	1	0	0	0	17
1745 - 1800	3	0	14	0	0	0	1	18	0	0	7	0	0	0	0	7
Hourly Total	**4**	**2**	**76**	**6**	**2**	**1**	**1**	**92**	**0**	**1**	**46**	**5**	**0**	**0**	**0**	**52**
1800 - 1815	1	0	17	3	0	0	0	21	0	0	7	0	0	0	0	7
1815 - 1830	0	0	21	2	0	0	0	23	0	0	5	1	0	0	0	6
Hourly Total	**1**	**0**	**38**	**5**	**0**	**0**	**0**	**44**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**
Session Total	**5**	**6**	**153**	**17**	**3**	**1**	**2**	**187**	**0**	**2**	**78**	**14**	**0**	**0**	**0**	**94**

ARM TOTAL
25
33
23
24
24
16
19
18
52
28
37
42
40
25
28
29

	HOURLY FLOWS			HV HOURLY FLOWS			HV PERCENTAGES	
TIME	AHEAD	RIGHT	TOTAL	TIME	AHEAD	RIGHT	TOTAL	TIME	AHEAD	RIGHT
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-
0730 - 0830	96	9	105	0730 - 0830	8	1	9	0730 - 0830	8.33%	11.11%
0745 - 0845	93	11	104	0745 - 0845	2	1	3	0745 - 0845	2.15%	9.09%
0800 - 0900	76	11	87	0800 - 0900	3	0	3	0800 - 0900	3.95%	0.00%
0815 - 0915	74	9	83	0815 - 0915	3	0	3	0815 - 0915	4.05%	0.00%
0830 - 0930	67	10	77	0830 - 0930	4	0	4	0830 - 0930	5.97%	0.00%
-	-	-	-	-	-		-	-		
-	-	-	-	-	-		-	-		
-	-	-	-	-	-		-	-		
-	-	-	-	-	-		-	-		
-	-	-	-	-	-		-	-		
-	-	-	-	-	-		-	-		
-	-	-	-	-	-		-	-		
1630 - 1730	102	57	159	1630 - 1730	4	0	4	1630 - 1730	3.92%	0.00%
1645 - 1745	92	55	147	1645 - 1745	5	0	5	1645 - 1745	5.43%	0.00%
1700 - 1800	92	52	144	1700 - 1800	4	0	4	1700 - 1800	4.35%	0.00%
1715 - 1815	92	43	135	1715 - 1815	3	0	3	1715 - 1815	3.26%	0.00%
1730 - 1830	85	37	122	1730 - 1830	2	0	2	1730 - 1830	2.35%	0.00%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Ahead to Eakring Road (South)								Right to Mickledale Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	15	3	6	2	2	28	0	0	1	0	0	0	0	1
0745 - 0800	0	0	24	6	0	0	0	30	0	0	1	1	2	0	0	4
Hourly Total	**0**	**0**	**39**	**9**	**6**	**2**	**2**	**58**	**0**	**0**	**2**	**1**	**2**	**0**	**0**	**5**
0800 - 0815	0	0	10	7	0	0	4	21	0	0	2	2	0	0	0	4
0815 - 0830	0	0	21	2	0	0	0	23	0	0	0	1	0	0	0	1
0830 - 0845	0	0	17	4	0	0	0	21	0	0	2	1	0	0	0	3
0845 - 0900	0	0	10	2	0	2	0	14	0	0	3	0	0	0	0	3
Hourly Total	**0**	**0**	**58**	**15**	**0**	**2**	**4**	**79**	**0**	**0**	**7**	**4**	**0**	**0**	**0**	**11**
0900 - 0915	0	0	13	2	2	2	0	19	0	0	1	1	0	0	0	2
0915 - 0930	0	0	15	0	0	0	2	17	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**28**	**2**	**2**	**2**	**2**	**36**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**125**	**26**	**8**	**7**	**8**	**173**	**0**	**0**	**12**	**6**	**2**	**0**	**0**	**20**
1630 - 1645	0	0	27	5	0	0	0	32	0	0	14	4	0	0	0	18
1645 - 1700	0	1	12	1	2	0	2	18	0	0	6	4	0	0	0	10
Hourly Total	**0**	**2**	**39**	**6**	**2**	**0**	**2**	**50**	**0**	**0**	**20**	**8**	**0**	**0**	**0**	**28**
1700 - 1715	0	0	16	4	2	0	0	22	0	0	14	2	0	0	0	16
1715 - 1730	0	0	27	1	2	0	0	30	0	0	10	2	0	0	0	12
1730 - 1745	0	1	19	1	0	2	0	23	0	0	15	1	0	0	0	16
1745 - 1800	1	0	14	0	0	0	2	17	0	0	7	0	0	0	0	7
Hourly Total	**1**	**1**	**76**	**6**	**3**	**2**	**2**	**91**	**0**	**0**	**46**	**5**	**0**	**0**	**0**	**51**
1800 - 1815	0	0	17	3	0	0	0	20	0	0	7	0	0	0	0	7
1815 - 1830	0	0	21	2	0	0	0	23	0	0	5	1	0	0	0	6
Hourly Total	**0**	**0**	**38**	**5**	**0**	**0**	**0**	**43**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**13**
Session Total	**1**	**2**	**153**	**17**	**5**	**2**	**4**	**184**	**0**	**1**	**78**	**14**	**0**	**0**	**0**	**93**

ARM TOTAL
29
34
25
24
24
17
21
19
51
28
38
42
40
24
27
29

	HOURLY FLOWS			
TIME	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	102	10	112	345
0745 - 0845	95	12	107	345
0800 - 0900	79	11	90	321
0815 - 0915	77	9	86	296
0830 - 0930	71	10	81	276
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
1630 - 1730	101	56	158	391
1645 - 1745	92	54	146	362
1700 - 1800	91	51	142	331
1715 - 1815	90	42	132	317
1730 - 1830	83	36	119	297

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (1) Eakring Road / Mickledale Lane

Approach: Eakring Road (South)

	Left to Mickledale Lane								Ahead to Eakring Road (North)								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	7	1	0	0	0	8	0	0	15	4	0	0	0	19	27
0745 - 0800	0	0	9	1	0	0	1	11	0	1	21	4	0	2	0	28	39
Hourly Total	**0**	**0**	**16**	**2**	**0**	**0**	**1**	**19**	**0**	**1**	**36**	**8**	**0**	**2**	**0**	**47**	
0800 - 0815	0	0	7	0	0	0	0	7	0	0	14	5	1	0	0	20	27
0815 - 0830	0	0	6	1	0	1	0	8	0	0	12	4	1	2	0	19	27
0830 - 0845	0	0	8	1	1	0	0	10	1	0	12	0	1	0	0	14	24
0845 - 0900	1	0	7	1	0	0	0	9	0	0	18	3	2	0	0	23	32
Hourly Total	**1**	**0**	**28**	**3**	**1**	**1**	**0**	**34**	**1**	**0**	**56**	**12**	**5**	**2**	**0**	**76**	
0900 - 0915	0	0	8	1	0	0	1	10	0	0	10	3	1	0	0	14	24
0915 - 0930	0	0	9	0	0	0	0	9	1	0	12	1	0	0	0	14	23
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**1**	**19**	**1**	**0**	**22**	**4**	**1**	**0**	**0**	**28**	
Session Total	**1**	**0**	**61**	**6**	**1**	**1**	**2**	**72**	**2**	**1**	**114**	**24**	**6**	**4**	**0**	**151**	
1630 - 1645	0	0	12	2	0	0	0	14	0	0	16	3	0	2	0	21	35
1645 - 1700	0	0	10	4	0	0	0	14	3	0	17	3	0	0	0	23	37
Hourly Total	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**28**	**3**	**0**	**33**	**6**	**0**	**2**	**0**	**44**	
1700 - 1715	0	0	13	1	0	0	0	14	1	0	26	3	0	0	0	30	44
1715 - 1730	0	1	10	2	0	0	1	14	0	1	14	2	0	0	0	17	31
1730 - 1745	1	0	15	1	0	0	1	18	0	0	13	0	1	0	0	14	32
1745 - 1800	0	0	6	0	0	0	0	6	0	1	9	1	0	0	0	11	17
Hourly Total	**1**	**1**	**44**	**4**	**0**	**0**	**2**	**52**	**1**	**2**	**62**	**6**	**1**	**0**	**0**	**72**	
1800 - 1815	0	0	16	2	0	0	1	19	0	0	18	1	0	0	0	19	38
1815 - 1830	0	0	10	2	0	0	0	12	3	0	7	1	0	0	0	11	23
Hourly Total	**0**	**0**	**26**	**4**	**0**	**0**	**1**	**31**	**3**	**0**	**25**	**2**	**0**	**0**	**0**	**30**	
Session Total	**1**	**1**	**92**	**14**	**0**	**0**	**3**	**111**	**7**	**2**	**120**	**14**	**1**	**2**	**0**	**146**	

HOURLY FLOWS

TIME	LEFT	AHEAD	TOTAL
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	34	86	120
0745 - 0845	36	81	117
0800 - 0900	34	76	110
0815 - 0915	37	70	107
0830 - 0930	38	65	103
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	56	91	147
1645 - 1745	60	84	144
1700 - 1800	52	72	124
1715 - 1815	57	61	118
1730 - 1830	55	55	110

HV HOURLY FLOWS

TIME	LEFT	AHEAD	TOTAL
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	2	6	8
0745 - 0845	3	7	10
0800 - 0900	2	7	9
0815 - 0915	3	7	10
0830 - 0930	2	4	6
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	1	2	3
1645 - 1745	2	1	3
1700 - 1800	2	1	3
1715 - 1815	3	1	4
1730 - 1830	2	1	3

HV PERCENTAGES

TIME	LEFT	AHEAD
-	-	-
-	-	-
-	-	-
0730 - 0830	5.88%	6.98%
0745 - 0845	8.33%	8.64%
0800 - 0900	5.88%	9.21%
0815 - 0915	8.11%	10.00%
0830 - 0930	5.26%	6.15%
-		
-		
-		
-		
-		
1630 - 1730	1.79%	2.20%
1645 - 1745	3.33%	1.19%
1700 - 1800	3.85%	1.39%
1715 - 1815	5.26%	1.64%
1730 - 1830	3.64%	0.00%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to Mickledale Lane								Ahead to Eakring Road (North)								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	7	1	0	0	0	8	0	0	15	4	0	0	0	19	27
0745 - 0800	0	0	9	1	0	0	2	12	0	0	21	4	0	5	0	30	42
Hourly Total	**0**	**0**	**16**	**2**	**0**	**0**	**2**	**20**	**0**	**0**	**36**	**8**	**0**	**5**	**0**	**49**	
0800 - 0815	0	0	7	0	0	0	0	7	0	0	14	5	2	0	0	21	28
0815 - 0830	0	0	6	1	0	2	0	9	0	0	12	4	2	5	0	22	31
0830 - 0845	0	0	8	1	2	0	0	11	0	0	12	0	2	0	0	14	24
0845 - 0900	0	0	7	1	0	0	0	8	0	0	18	3	3	0	0	24	32
Hourly Total	**0**	**0**	**28**	**3**	**2**	**2**	**0**	**35**	**0**	**0**	**56**	**12**	**8**	**5**	**0**	**80**	
0900 - 0915	0	0	8	1	0	0	2	11	0	0	10	3	2	0	0	15	26
0915 - 0930	0	0	9	0	0	0	0	9	0	0	12	1	0	0	0	13	22
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**2**	**20**	**0**	**0**	**22**	**4**	**2**	**0**	**0**	**28**	
Session Total	**0**	**0**	**61**	**6**	**2**	**2**	**4**	**75**	**0**	**0**	**114**	**24**	**9**	**9**	**0**	**157**	
1630 - 1645	0	0	12	2	0	0	0	14	0	0	16	3	0	5	0	24	38
1645 - 1700	0	0	10	4	0	0	0	14	1	0	17	3	0	0	0	21	35
Hourly Total	**0**	**0**	**22**	**6**	**0**	**0**	**0**	**28**	**1**	**0**	**33**	**6**	**0**	**5**	**0**	**44**	
1700 - 1715	0	0	13	1	0	0	0	14	0	0	26	3	0	0	0	29	43
1715 - 1730	0	0	10	2	0	0	2	14	0	0	14	2	0	0	0	16	31
1730 - 1745	0	0	15	1	0	0	2	18	0	0	13	0	2	0	0	15	33
1745 - 1800	0	0	6	0	0	0	0	6	0	0	9	1	0	0	0	10	16
Hourly Total	**0**	**0**	**44**	**4**	**0**	**0**	**4**	**53**	**0**	**1**	**62**	**6**	**2**	**0**	**0**	**71**	
1800 - 1815	0	0	16	2	0	0	2	20	0	0	18	1	0	0	0	19	39
1815 - 1830	0	0	10	2	0	0	0	12	1	0	7	1	0	0	0	9	21
Hourly Total	**0**	**0**	**26**	**4**	**0**	**0**	**2**	**32**	**1**	**0**	**25**	**2**	**0**	**0**	**0**	**28**	
Session Total	**0**	**0**	**92**	**14**	**0**	**0**	**6**	**113**	**1**	**1**	**120**	**14**	**2**	**5**	**0**	**142**	

HOURLY FLOWS

TIME	LEFT	AHEAD	TOTAL	JUNCTION TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	36	92	128	345
0745 - 0845	39	86	125	345
0800 - 0900	35	80	115	321
0815 - 0915	39	74	113	296
0830 - 0930	39	65	104	276
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
1630 - 1730	56	90	146	391
1645 - 1745	61	81	141	362
1700 - 1800	53	71	123	331
1715 - 1815	59	60	119	317
1730 - 1830	56	53	109	297

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (1) Eakring Road / Mickledale Lane

Approach: Mickledale Lane

	Left to Eakring Road (North)								Right to Eakring Road (South)								U-Turn								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	12	1	1	0	0	14	0	0	5	2	0	0	1	8	0	0	0	0	0	0	0	0	22
0745 - 0800	0	0	7	5	1	0	0	13	0	0	7	0	0	0	1	8	0	0	1	0	0	0	0	1	22
Hourly Total	**0**	**0**	**19**	**6**	**2**	**0**	**0**	**27**	**0**	**0**	**12**	**2**	**0**	**0**	**2**	**16**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0800 - 0815	0	0	11	4	0	0	0	15	0	0	15	1	0	1	0	17	0	0	0	0	0	0	0	0	32
0815 - 0830	0	0	11	1	0	0	1	13	0	0	6	0	1	0	1	8	0	0	1	0	0	0	0	1	22
0830 - 0845	0	0	11	2	0	0	0	13	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0	32
0845 - 0900	0	0	13	1	1	0	0	15	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	25
Hourly Total	**0**	**0**	**46**	**8**	**1**	**0**	**1**	**56**	**0**	**0**	**47**	**4**	**1**	**1**	**1**	**54**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0900 - 0915	0	0	5	1	0	0	0	6	0	0	5	0	1	0	1	7	0	0	0	0	0	0	0	0	13
0915 - 0930	0	0	4	2	0	0	0	6	0	0	9	1	0	0	1	11	0	0	1	0	0	0	0	1	18
Hourly Total	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**14**	**1**	**1**	**0**	**2**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**0**	**74**	**17**	**3**	**0**	**1**	**95**	**0**	**0**	**73**	**7**	**2**	**1**	**5**	**88**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	
1630 - 1645	0	0	12	1	0	0	1	14	0	1	9	3	0	0	1	14	0	0	0	0	0	0	0	0	28
1645 - 1700	0	2	7	2	0	1	0	12	0	0	9	4	0	0	1	14	0	0	0	0	0	0	0	0	26
Hourly Total	**0**	**2**	**19**	**3**	**0**	**1**	**1**	**26**	**0**	**1**	**18**	**7**	**0**	**0**	**2**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1700 - 1715	0	0	5	2	0	0	0	7	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	15
1715 - 1730	0	0	5	0	0	0	0	5	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	16
1730 - 1745	0	0	5	0	0	0	1	6	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	15
1745 - 1800	0	0	4	2	0	0	0	6	0	0	9	0	0	0	2	11	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**0**	**19**	**4**	**0**	**0**	**1**	**24**	**0**	**0**	**34**	**3**	**0**	**0**	**2**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1800 - 1815	0	0	2	0	0	0	0	2	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	15
1815 - 1830	0	0	4	1	0	0	1	6	0	0	8	1	0	0	1	10	0	0	1	0	0	0	0	1	17
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**1**	**8**	**0**	**0**	**20**	**2**	**0**	**0**	**1**	**23**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**2**	**44**	**8**	**0**	**1**	**3**	**58**	**0**	**1**	**72**	**12**	**0**	**0**	**5**	**90**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

HOURLY FLOWS				
TIME	LEFT	RIGHT	UTURN	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	55	41	2	98
0745 - 0845	54	52	2	108
0800 - 0900	56	54	1	111
0815 - 0915	47	44	1	92
0830 - 0930	40	47	1	88
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	38	47	0	85
1645 - 1745	30	42	0	72
1700 - 1800	24	39	0	63
1715 - 1815	19	44	0	63
1730 - 1830	20	43	1	64

HV HOURLY FLOWS				
TIME	LEFT	RIGHT	UTURN	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	3	5	0	8
0745 - 0845	2	4	0	6
0800 - 0900	2	3	0	5
0815 - 0915	2	4	0	6
0830 - 0930	1	3	0	4
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	2	2	0	4
1645 - 1745	2	1	0	3
1700 - 1800	1	2	0	3
1715 - 1815	1	2	0	3
1730 - 1830	2	3	0	5

HV PERCENTAGES			
TIME	LEFT	RIGHT	UTURN
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	5.45%	12.20%	0.00%
0745 - 0845	3.70%	7.69%	0.00%
0800 - 0900	3.57%	5.56%	0.00%
0815 - 0915	4.26%	9.09%	0.00%
0830 - 0930	2.50%	6.38%	0.00%
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	5.26%	4.26%	0.00%
1645 - 1745	6.67%	2.38%	0.00%
1700 - 1800	4.17%	5.13%	0.00%
1715 - 1815	5.26%	4.55%	0.00%
1730 - 1830	10.00%	6.98%	0.00%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to Eakring Road (North)								Right to Eakring Road (South)								U-Turn								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	12	1	2	0	0	15	0	0	5	2	0	0	2	9	0	0	0	0	0	0	0	0	24
0745 - 0800	0	0	7	5	2	0	0	14	0	0	7	0	0	0	2	9	0	0	1	0	0	0	0	1	24
Hourly Total	**0**	**0**	**19**	**6**	**3**	**0**	**0**	**28**	**0**	**0**	**12**	**2**	**0**	**0**	**4**	**18**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0800 - 0815	0	0	11	4	0	0	0	15	0	0	15	1	0	2	0	18	0	0	0	0	0	0	0	0	33
0815 - 0830	0	0	11	1	0	0	2	14	0	0	6	0	2	0	2	10	0	0	1	0	0	0	0	1	25
0830 - 0845	0	0	11	2	0	0	0	13	0	0	18	1	0	0	0	19	0	0	0	0	0	0	0	0	32
0845 - 0900	0	0	13	1	2	0	0	16	0	0	8	2	0	0	0	10	0	0	0	0	0	0	0	0	26
Hourly Total	**0**	**0**	**46**	**8**	**2**	**0**	**2**	**58**	**0**	**0**	**47**	**4**	**2**	**2**	**2**	**57**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0900 - 0915	0	0	5	1	0	0	0	6	0	0	5	0	2	0	2	9	0	0	0	0	0	0	0	0	15
0915 - 0930	0	0	4	2	0	0	0	6	0	0	9	1	0	0	2	12	0	0	1	0	0	0	0	1	19
Hourly Total	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**12**	**0**	**0**	**14**	**1**	**2**	**0**	**4**	**21**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**0**	**74**	**17**	**5**	**0**	**2**	**98**	**0**	**0**	**73**	**7**	**3**	**2**	**10**	**95**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	
1630 - 1645	0	0	12	1	0	0	2	15	0	0	9	3	0	0	2	14	0	0	0	0	0	0	0	0	29
1645 - 1700	0	1	7	2	0	2	0	12	0	0	9	4	0	0	2	15	0	0	0	0	0	0	0	0	27
Hourly Total	**0**	**1**	**19**	**3**	**0**	**2**	**2**	**27**	**0**	**0**	**18**	**7**	**0**	**0**	**4**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1700 - 1715	0	0	5	2	0	0	0	7	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	15
1715 - 1730	0	0	5	0	0	0	0	5	0	0	10	1	0	0	0	11	0	0	0	0	0	0	0	0	16
1730 - 1745	0	0	5	0	0	0	2	7	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	16
1745 - 1800	0	0	4	2	0	0	0	6	0	0	9	0	0	0	4	13	0	0	0	0	0	0	0	0	19
Hourly Total	**0**	**0**	**19**	**4**	**0**	**0**	**2**	**25**	**0**	**0**	**34**	**3**	**0**	**0**	**4**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1800 - 1815	0	0	2	0	0	0	0	2	0	0	12	1	0	0	0	13	0	0	0	0	0	0	0	0	15
1815 - 1830	0	0	4	1	0	0	2	7	0	0	8	1	0	0	2	11	0	0	1	0	0	0	0	1	19
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**2**	**9**	**0**	**0**	**20**	**2**	**0**	**0**	**2**	**24**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**1**	**44**	**8**	**0**	**2**	**6**	**61**	**0**	**0**	**72**	**12**	**0**	**0**	**10**	**94**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

HOURLY FLOWS					
TIME	LEFT	RIGHT	UTURN	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	57	46	2	105	345
0745 - 0845	56	56	2	113	345
0800 - 0900	58	57	1	115	321
0815 - 0915	49	47	1	97	296
0830 - 0930	41	50	1	91	276
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
1630 - 1730	39	48	0	88	391
1645 - 1745	31	43	0	74	362
1700 - 1800	25	41	0	66	331
1715 - 1815	20	46	0	66	317
1730 - 1830	22	46	1	69	297

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (2) A614 Old Rufford Road / Mickledale Lane / Inkersall Lane

Approach: A614 Old Rufford Road (North)

	Left to Mickledale Lane								Ahead to A614 Old Rufford Road (South)								Right to Inkersall Lane								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	4	0	0	0	0	4	0	0	210	36	10	8	0	264	0	0	1	0	0	0	0	1	269
0745 - 0800	0	0	2	1	0	0	0	3	0	1	229	42	6	5	0	283	0	0	1	0	0	1	0	2	288
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**1**	**439**	**78**	**16**	**13**	**0**	**547**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**3**	
0800 - 0815	0	0	2	2	0	0	0	4	0	1	208	34	7	4	1	255	0	0	2	0	0	0	0	2	261
0815 - 0830	0	0	2	1	0	0	0	3	0	2	208	29	10	7	0	256	0	0	0	0	0	0	0	0	259
0830 - 0845	0	0	9	0	0	0	0	9	0	2	180	39	9	12	0	242	0	0	0	0	0	0	0	0	251
0845 - 0900	0	0	4	3	2	1	1	11	0	0	147	28	5	16	1	197	0	0	0	0	0	0	0	0	208
Hourly Total	**0**	**0**	**17**	**6**	**2**	**1**	**1**	**27**	**0**	**5**	**743**	**130**	**31**	**39**	**2**	**950**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	
0900 - 0915	0	0	5	3	0	0	0	8	0	0	149	29	4	9	1	192	0	0	0	2	0	0	0	2	202
0915 - 0930	0	0	7	2	0	0	0	9	0	0	122	22	3	6	0	153	0	0	0	0	0	0	0	0	162
Hourly Total	**0**	**0**	**12**	**5**	**0**	**0**	**0**	**17**	**0**	**0**	**271**	**51**	**7**	**15**	**1**	**345**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	
Session Total	**0**	**0**	**35**	**12**	**2**	**1**	**1**	**51**	**0**	**6**	**1453**	**259**	**54**	**67**	**3**	**1842**	**0**	**0**	**4**	**2**	**0**	**1**	**0**	**7**	
1630 - 1645	0	1	6	5	1	0	0	13	0	2	202	49	1	10	0	264	0	0	0	0	0	0	0	0	277
1645 - 1700	0	0	20	3	0	0	0	23	0	2	195	22	3	7	0	229	0	0	0	0	0	0	0	0	252
Hourly Total	**0**	**1**	**26**	**8**	**1**	**0**	**0**	**36**	**0**	**4**	**397**	**71**	**4**	**17**	**0**	**493**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1700 - 1715	0	0	12	0	0	1	0	13	0	2	187	34	1	1	0	225	0	0	1	0	0	0	0	1	239
1715 - 1730	0	0	16	0	0	1	0	17	1	2	224	26	4	3	1	261	0	0	0	0	0	0	0	0	278
1730 - 1745	0	0	7	2	0	1	0	10	0	0	196	16	4	1	1	218	0	0	0	0	0	0	0	0	228
1745 - 1800	0	0	6	1	0	0	1	8	0	0	167	28	0	3	0	198	0	0	0	0	0	0	0	0	206
Hourly Total	**0**	**0**	**41**	**3**	**0**	**3**	**1**	**48**	**1**	**4**	**774**	**104**	**9**	**8**	**2**	**902**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
1800 - 1815	0	0	10	0	0	0	0	10	0	0	145	9	1	3	0	158	0	0	0	0	0	0	0	0	168
1815 - 1830	0	0	7	1	0	0	1	9	0	0	131	11	0	6	0	148	0	0	0	0	0	0	0	0	157
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**1**	**19**	**0**	**0**	**276**	**20**	**1**	**9**	**0**	**306**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Session Total	**0**	**1**	**84**	**12**	**1**	**3**	**2**	**103**	**1**	**8**	**1447**	**195**	**14**	**34**	**2**	**1701**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	14	1058	5	1077
0745 - 0845	19	1036	4	1059
0800 - 0900	27	950	2	979
0815 - 0915	31	887	2	920
0830 - 0930	37	784	2	823
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	66	979	1	1046
1645 - 1745	63	933	1	997
1700 - 1800	48	902	1	951
1715 - 1815	45	835	0	880
1730 - 1830	37	722	0	759

	HV HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	0	58	1	59
0745 - 0845	0	61	1	62
0800 - 0900	4	72	0	76
0815 - 0915	4	74	0	78
0830 - 0930	4	66	0	70
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	3	31	0	34
1645 - 1745	3	26	0	29
1700 - 1800	4	19	0	23
1715 - 1815	3	21	0	24
1730 - 1830	3	19	0	22

	HV PERCENTAGES		
TIME	LEFT	AHEAD	RIGHT
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	0.00%	5.48%	20.00%
0745 - 0845	0.00%	5.89%	25.00%
0800 - 0900	14.81%	7.58%	0.00%
0815 - 0915	12.90%	8.34%	0.00%
0830 - 0930	10.81%	8.42%	0.00%
-			
-			
-			
-			
-			
1630 - 1730	4.55%	3.17%	0.00%
1645 - 1745	4.76%	2.79%	0.00%
1700 - 1800	8.33%	2.11%	0.00%
1715 - 1815	6.67%	2.51%	0.00%
1730 - 1830	8.11%	2.63%	0.00%

	Left to Mickledale Lane								Ahead to A614 Old Rufford Road (South)								Right to Inkersall Lane								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	4	0	0	0	0	4	0	0	210	36	15	18	0	279	0	0	1	0	0	0	0	1	284
0745 - 0800	0	0	2	1	0	0	0	3	0	0	229	42	9	12	0	292	0	0	1	0	0	2	0	3	298
Hourly Total	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**	**0**	**0**	**439**	**78**	**24**	**30**	**0**	**571**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**4**	
0800 - 0815	0	0	2	2	0	0	0	4	0	0	208	34	11	9	2	264	0	0	2	0	0	0	0	2	270
0815 - 0830	0	0	2	1	0	0	0	3	0	1	208	29	15	16	0	269	0	0	0	0	0	0	0	0	272
0830 - 0845	0	0	9	0	0	0	0	9	0	1	180	39	14	28	0	261	0	0	0	0	0	0	0	0	270
0845 - 0900	0	0	4	3	3	2	2	14	0	0	147	28	8	37	2	221	0	0	0	0	0	0	0	0	236
Hourly Total	**0**	**0**	**17**	**6**	**3**	**2**	**2**	**30**	**0**	**2**	**743**	**130**	**47**	**90**	**4**	**1015**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	
0900 - 0915	0	0	5	3	0	0	0	8	0	0	149	29	6	21	2	207	0	0	0	2	0	0	0	2	217
0915 - 0930	0	0	7	2	0	0	0	9	0	0	122	22	5	14	0	162	0	0	0	0	0	0	0	0	171
Hourly Total	**0**	**0**	**12**	**5**	**0**	**0**	**0**	**17**	**0**	**0**	**271**	**51**	**11**	**35**	**2**	**369**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	
Session Total	**0**	**0**	**35**	**12**	**3**	**2**	**2**	**54**	**0**	**2**	**1453**	**259**	**81**	**154**	**6**	**1956**	**0**	**0**	**4**	**2**	**0**	**2**	**0**	**8**	
1630 - 1645	0	0	6	5	2	0	0	13	0	1	202	49	2	23	0	276	0	0	0	0	0	0	0	0	289
1645 - 1700	0	0	20	3	0	0	0	23	0	1	195	22	5	16	0	238	0	0	0	0	0	0	0	0	261
Hourly Total	**0**	**0**	**26**	**8**	**2**	**0**	**0**	**36**	**0**	**2**	**397**	**71**	**6**	**39**	**0**	**515**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1700 - 1715	0	0	12	0	0	2	0	14	0	1	187	34	2	2	0	226	0	0	1	0	0	0	0	1	241
1715 - 1730	0	0	16	0	0	2	0	18	0	1	224	26	6	7	2	266	0	0	0	0	0	0	0	0	284
1730 - 1745	0	0	7	2	0	2	0	11	0	0	196	16	6	2	2	222	0	0	0	0	0	0	0	0	234
1745 - 1800	0	0	6	1	0	0	2	9	0	0	167	28	0	7	0	202	0	0	0	0	0	0	0	0	211
Hourly Total	**0**	**0**	**41**	**3**	**0**	**7**	**2**	**53**	**0**	**2**	**774**	**104**	**14**	**18**	**4**	**916**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
1800 - 1815	0	0	10	0	0	0	0	10	0	0	145	9	2	7	0	162	0	0	0	0	0	0	0	0	172
1815 - 1830	0	0	7	1	0	0	2	10	0	0	131	11	0	14	0	156	0	0	0	0	0	0	0	0	166
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**2**	**20**	**0**	**0**	**276**	**20**	**2**	**21**	**0**	**318**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Session Total	**0**	**0**	**84**	**12**	**2**	**7**	**4**	**109**	**0**	**3**	**1447**	**195**	**21**	**78**	**4**	**1749**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	14	1104	6	1125	2381
0745 - 0845	19	1086	5	1110	2317
0800 - 0900	30	1015	2	1048	2210
0815 - 0915	34	958	2	994	2080
0830 - 0930	40	851	2	894	1878
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
1630 - 1730	69	1006	1	1076	2276
1645 - 1745	67	952	1	1020	2283
1700 - 1800	53	916	1	970	2248
1715 - 1815	49	853	0	901	2111
1730 - 1830	40	742	0	783	1878

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (2) A614 Old Rufford Road / Mickledale Lane / Inkersall Lane

Approach: Mickledale Lane

	Left to A614 Old Rufford Road (South)								Ahead to Inkersall Lane								Right to A614 Old Rufford Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	33	3	1	2	0	**39**	0	0	0	0	0	0	0	**0**	0	0	8	1	1	0	0	**10**
0745 - 0800	0	0	26	2	2	1	0	**31**	0	0	1	0	0	0	0	**1**	0	0	5	2	0	1	0	**8**
Hourly Total	**0**	**0**	**59**	**5**	**3**	**3**	**0**	**70**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**	**3**	**1**	**1**	**0**	**18**
0800 - 0815	0	0	23	4	1	1	0	**29**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	1	1	**9**
0815 - 0830	0	0	21	3	0	3	0	**27**	0	0	0	0	0	0	0	**0**	0	0	7	1	0	1	1	**10**
0830 - 0845	0	0	19	5	1	3	0	**28**	0	0	1	0	0	0	0	**1**	0	0	2	3	0	1	0	**6**
0845 - 0900	0	0	15	1	0	1	0	**17**	0	0	0	0	0	0	0	**0**	0	1	6	1	1	0	0	**9**
Hourly Total	**0**	**0**	**78**	**13**	**2**	**8**	**0**	**101**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**22**	**5**	**1**	**3**	**2**	**34**
0900 - 0915	0	0	16	1	0	0	0	**17**	0	0	1	1	0	0	0	**2**	0	0	7	0	0	0	1	**8**
0915 - 0930	0	0	16	1	0	1	0	**18**	0	0	1	0	0	0	0	**1**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**32**	**2**	**0**	**1**	**0**	**35**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**11**	**0**	**0**	**0**	**1**	**12**
Session Total	**0**	**0**	**169**	**20**	**5**	**12**	**0**	**206**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**1**	**46**	**8**	**2**	**4**	**3**	**64**
1630 - 1645	0	0	21	3	0	1	0	**25**	0	0	0	0	0	0	0	**0**	0	0	3	0	0	0	0	**3**
1645 - 1700	0	0	14	1	0	0	0	**15**	0	0	0	0	0	0	0	**0**	0	0	5	2	0	0	0	**7**
Hourly Total	**0**	**0**	**35**	**4**	**0**	**1**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**
1700 - 1715	0	0	30	1	0	0	0	**31**	0	0	1	0	0	0	0	**1**	0	0	7	1	0	1	0	**9**
1715 - 1730	0	0	23	3	0	2	0	**28**	0	2	1	0	0	0	0	**3**	0	0	2	1	0	0	1	**4**
1730 - 1745	0	0	41	1	0	0	1	**43**	0	0	0	0	0	0	0	**0**	0	0	5	1	0	0	0	**6**
1745 - 1800	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	1	0	**8**
Hourly Total	**0**	**0**	**106**	**6**	**0**	**2**	**1**	**115**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**21**	**3**	**0**	**2**	**1**	**27**
1800 - 1815	0	0	9	0	1	0	0	**10**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	0	0	**7**
1815 - 1830	0	1	15	2	0	0	0	**18**	0	0	0	0	0	0	0	**0**	0	0	5	0	0	0	1	**6**
Hourly Total	**0**	**1**	**24**	**2**	**1**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**1**	**13**
Session Total	**0**	**1**	**165**	**12**	**1**	**3**	**1**	**183**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**41**	**5**	**0**	**2**	**2**	**50**

ARM TOTAL
49
40
38
37
35
26
27
23
28
22
41
35
49
21
17
24

	HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	126	1	37	164
0745 - 0845	115	2	33	150
0800 - 0900	101	1	34	136
0815 - 0915	89	3	33	125
0830 - 0930	80	4	27	111
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
-	-	-	-	-
1630 - 1730	99	4	23	126
1645 - 1745	117	4	26	147
1700 - 1800	115	4	27	146
1715 - 1815	94	3	25	122
1730 - 1830	84	0	27	111

	HV HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	11	0	6	17
0745 - 0845	12	0	6	18
0800 - 0900	10	0	6	16
0815 - 0915	8	0	5	13
0830 - 0930	6	0	3	9
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
-	-	-	-	-
1630 - 1730	3	0	2	5
1645 - 1745	3	0	2	5
1700 - 1800	3	0	3	6
1715 - 1815	4	0	2	6
1730 - 1830	2	0	2	4

	HV PERCENTAGES		
TIME	LEFT	AHEAD	RIGHT
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	8.73%	0.00%	16.22%
0745 - 0845	10.43%	0.00%	18.18%
0800 - 0900	9.90%	0.00%	17.65%
0815 - 0915	8.99%	0.00%	15.15%
0830 - 0930	7.50%	0.00%	11.11%
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
-	-	-	-
1630 - 1730	3.03%	0.00%	8.70%
1645 - 1745	2.56%	0.00%	7.69%
1700 - 1800	2.61%	0.00%	11.11%
1715 - 1815	4.26%	0.00%	8.00%
1730 - 1830	2.38%	0.00%	7.41%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to A614 Old Rufford Road (South)								Ahead to Inkersall Lane								Right to A614 Old Rufford Road (North)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	33	3	2	5	0	**42**	0	0	0	0	0	0	0	**0**	0	0	8	1	2	0	0	**11**
0745 - 0800	0	0	26	2	3	2	0	**33**	0	0	1	0	0	0	0	**1**	0	0	5	2	0	2	0	**9**
Hourly Total	**0**	**0**	**59**	**5**	**5**	**7**	**0**	**75**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**13**	**3**	**2**	**2**	**0**	**20**
0800 - 0815	8	0	23	4	2	2	0	**39**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	2	2	**11**
0815 - 0830	0	0	21	3	0	7	0	**31**	0	0	0	0	0	0	0	**0**	0	0	7	1	0	2	2	**12**
0830 - 0845	0	0	19	5	2	7	0	**32**	0	0	1	0	0	0	0	**1**	0	0	2	3	0	2	0	**7**
0845 - 0900	0	0	15	1	0	2	0	**18**	0	0	0	0	0	0	0	**0**	0	0	6	1	2	0	0	**9**
Hourly Total	**8**	**0**	**78**	**13**	**3**	**18**	**0**	**120**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**22**	**5**	**2**	**7**	**4**	**40**
0900 - 0915	0	0	16	1	0	0	0	**17**	0	0	1	1	0	0	0	**2**	0	0	7	0	0	0	2	**9**
0915 - 0930	0	0	16	1	0	2	0	**19**	0	0	1	0	0	0	0	**1**	0	0	4	0	0	0	0	**4**
Hourly Total	**0**	**0**	**32**	**2**	**0**	**2**	**0**	**36**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**11**	**0**	**0**	**0**	**2**	**13**
Session Total	**8**	**0**	**169**	**20**	**8**	**28**	**0**	**232**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**	**0**	**0**	**46**	**8**	**3**	**9**	**6**	**73**
1630 - 1645	0	0	21	3	0	2	0	**26**	0	0	0	0	0	0	0	**0**	0	0	3	0	0	0	0	**3**
1645 - 1700	0	0	14	1	0	0	0	**15**	0	0	0	0	0	0	0	**0**	0	0	5	2	0	0	0	**7**
Hourly Total	**0**	**0**	**35**	**4**	**0**	**2**	**0**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**2**	**0**	**0**	**0**	**10**
1700 - 1715	0	0	30	1	0	0	0	**31**	0	0	1	0	0	0	0	**1**	0	0	7	1	0	2	0	**10**
1715 - 1730	0	0	23	3	0	5	0	**31**	0	1	1	0	0	0	0	**2**	0	0	2	1	0	0	2	**5**
1730 - 1745	0	0	41	1	0	0	2	**44**	0	0	0	0	0	0	0	**0**	0	0	5	1	0	0	0	**6**
1745 - 1800	0	0	12	1	0	0	0	**13**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	2	0	**9**
Hourly Total	**0**	**0**	**106**	**6**	**0**	**5**	**2**	**119**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**21**	**3**	**0**	**5**	**2**	**31**
1800 - 1815	0	0	9	0	2	0	0	**11**	0	0	0	0	0	0	0	**0**	0	0	7	0	0	0	0	**7**
1815 - 1830	0	0	15	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**	0	0	5	0	0	0	2	**7**
Hourly Total	**0**	**0**	**24**	**2**	**2**	**0**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**0**	**0**	**0**	**2**	**14**
Session Total	**0**	**0**	**165**	**12**	**2**	**7**	**2**	**188**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**41**	**5**	**0**	**5**	**4**	**55**

ARM TOTAL
53
44
50
43
41
27
28
24
29
22
42
37
50
22
18
24

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	145	1	43	190	2381
0745 - 0845	135	2	40	178	2317
0800 - 0900	120	1	40	161	2210
0815 - 0915	99	3	38	139	2080
0830 - 0930	87	4	29	120	1878
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
-	-	-	-	-	
1630 - 1730	103	3	25	131	2276
1645 - 1745	121	3	28	152	2283
1700 - 1800	119	3	31	152	2248
1715 - 1815	98	2	27	127	2111
1730 - 1830	85	0	29	114	1878

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (2) A614 Old Rufford Road / Mickledale Lane / Inkersall Lane

Approach: A614 Old Rufford Road (South)

	Left to Inkersall Lane								Ahead to A614 Old Rufford Road (North)								Right to Mickledale Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	2	0	0	0	0	2	0	1	183	45	4	13	0	246	0	0	19	5	1	3	1	29
0745 - 0800	0	0	1	0	0	0	0	1	0	0	181	37	8	7	0	233	0	0	9	4	0	1	0	14
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**1**	**364**	**82**	**12**	**20**	**0**	**479**	**0**	**0**	**28**	**9**	**1**	**4**	**1**	**43**
0800 - 0815	0	0	0	2	0	0	0	2	0	0	164	37	4	8	1	214	0	0	18	3	1	1	2	25
0815 - 0830	0	0	0	1	0	0	0	1	0	1	162	39	2	9	0	213	0	0	12	2	0	0	0	14
0830 - 0845	0	0	4	0	0	1	0	5	0	0	171	26	6	9	0	212	0	0	21	6	0	1	0	28
0845 - 0900	0	0	3	0	0	0	0	3	0	0	152	27	7	9	1	196	0	0	16	2	0	0	0	18
Hourly Total	**0**	**0**	**7**	**3**	**0**	**1**	**0**	**11**	**0**	**1**	**649**	**129**	**19**	**35**	**2**	**835**	**0**	**0**	**67**	**13**	**1**	**2**	**2**	**85**
0900 - 0915	0	0	4	1	1	0	0	6	0	0	137	30	5	5	0	177	0	0	9	2	0	0	0	11
0915 - 0930	0	0	1	0	0	0	0	1	0	2	102	25	5	4	0	138	0	0	10	3	0	0	0	13
Hourly Total	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**7**	**0**	**2**	**239**	**55**	**10**	**9**	**0**	**315**	**0**	**0**	**19**	**5**	**0**	**0**	**0**	**24**
Session Total	**0**	**0**	**15**	**4**	**1**	**1**	**0**	**21**	**0**	**4**	**1252**	**266**	**41**	**64**	**2**	**1629**	**0**	**0**	**114**	**27**	**2**	**6**	**3**	**152**
1630 - 1645	0	0	0	0	0	0	0	0	2	0	173	26	3	4	1	209	0	0	26	3	1	1	0	31
1645 - 1700	0	0	0	0	0	0	0	0	0	1	182	31	4	1	0	219	0	0	18	1	0	1	0	20
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**355**	**57**	**7**	**5**	**1**	**428**	**0**	**0**	**44**	**4**	**1**	**2**	**0**	**51**
1700 - 1715	0	0	4	0	0	0	0	4	0	2	201	30	2	3	0	238	0	0	15	3	0	2	0	20
1715 - 1730	0	0	1	0	0	0	0	1	0	3	228	41	1	3	0	276	0	0	22	1	0	0	0	23
1730 - 1745	0	0	0	0	0	0	0	0	0	0	219	34	3	5	1	262	0	0	16	2	0	1	0	19
1745 - 1800	0	0	0	0	0	0	0	0	0	0	192	27	2	5	0	226	0	0	22	3	0	0	0	25
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**5**	**840**	**132**	**8**	**16**	**1**	**1002**	**0**	**0**	**75**	**9**	**0**	**3**	**0**	**87**
1800 - 1815	0	0	0	1	0	0	0	1	0	0	165	26	1	2	0	194	0	0	22	1	1	1	0	25
1815 - 1830	0	0	0	0	0	0	0	0	0	1	137	31	2	4	0	175	0	0	22	1	0	0	0	23
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**302**	**57**	**3**	**6**	**0**	**369**	**0**	**0**	**44**	**2**	**1**	**1**	**0**	**48**
Session Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**2**	**7**	**1497**	**246**	**18**	**27**	**2**	**1799**	**0**	**0**	**163**	**15**	**2**	**6**	**0**	**186**

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

ARM TOTAL
277
248
241
228
245
217
194
152
240
239
262
300
281
251
220
198

HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	6	906	82	994
0745 - 0845	9	872	81	962
0800 - 0900	11	835	85	931
0815 - 0915	15	798	71	884
0830 - 0930	15	723	70	808
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	5	942	94	1041
1645 - 1745	5	995	82	1082
1700 - 1800	5	1002	87	1094
1715 - 1815	2	958	92	1052
1730 - 1830	1	857	92	950

HV HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	0	56	10	66
0745 - 0845	1	54	6	61
0800 - 0900	1	56	5	62
0815 - 0915	2	53	1	56
0830 - 0930	2	51	1	54
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	0	22	5	27
1645 - 1745	0	23	4	27
1700 - 1800	0	25	3	28
1715 - 1815	0	23	3	26
1730 - 1830	0	25	3	28

HV PERCENTAGES

TIME	LEFT	AHEAD	RIGHT
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	0.00%	6.18%	12.20%
0745 - 0845	11.11%	6.19%	7.41%
0800 - 0900	9.09%	6.71%	5.88%
0815 - 0915	13.33%	6.64%	1.41%
0830 - 0930	13.33%	7.05%	1.43%
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	0.00%	2.34%	5.32%
1645 - 1745	0.00%	2.31%	4.88%
1700 - 1800	0.00%	2.50%	3.45%
1715 - 1815	0.00%	2.40%	3.26%
1730 - 1830	0.00%	2.92%	3.26%

	Left to Inkersall Lane								Ahead to A614 Old Rufford Road (North)								Right to Mickledale Lane							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	2	0	0	0	0	2	0	0	183	45	6	30	0	264	0	0	19	5	2	7	2	34
0745 - 0800	0	0	1	0	0	0	0	1	0	0	181	37	12	16	0	246	0	0	9	4	0	2	0	15
Hourly Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**364**	**82**	**18**	**46**	**0**	**510**	**0**	**0**	**28**	**9**	**2**	**9**	**2**	**50**
0800 - 0815	0	0	0	2	0	0	0	2	0	0	164	37	6	18	2	227	0	0	18	3	2	2	4	29
0815 - 0830	0	0	0	1	0	0	0	1	0	0	162	39	3	21	0	225	0	0	12	2	0	0	0	14
0830 - 0845	0	0	4	0	0	2	0	6	0	0	171	26	9	21	0	227	0	0	21	6	0	2	0	29
0845 - 0900	0	0	3	0	0	0	0	3	0	0	152	27	11	21	2	212	0	0	16	2	0	0	0	18
Hourly Total	**0**	**0**	**7**	**3**	**0**	**2**	**0**	**12**	**0**	**0**	**649**	**129**	**29**	**81**	**4**	**891**	**0**	**0**	**67**	**13**	**2**	**5**	**4**	**90**
0900 - 0915	0	0	4	1	2	0	0	7	0	0	137	30	8	12	0	186	0	0	9	2	0	0	0	11
0915 - 0930	0	0	1	0	0	0	0	1	0	1	102	25	8	9	0	145	0	0	10	3	0	0	0	13
Hourly Total	**0**	**0**	**5**	**1**	**2**	**0**	**0**	**8**	**0**	**1**	**239**	**55**	**15**	**21**	**0**	**331**	**0**	**0**	**19**	**5**	**0**	**0**	**0**	**24**
Session Total	**0**	**0**	**15**	**4**	**2**	**2**	**0**	**23**	**0**	**2**	**1252**	**266**	**62**	**147**	**4**	**1732**	**0**	**0**	**114**	**27**	**3**	**14**	**6**	**164**
1630 - 1645	0	0	0	0	0	0	0	0	0	0	173	26	5	9	2	215	0	0	26	3	2	2	0	33
1645 - 1700	0	0	0	0	0	0	0	0	0	0	182	31	6	2	0	222	0	0	18	1	0	2	0	21
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**355**	**57**	**11**	**12**	**2**	**437**	**0**	**0**	**44**	**4**	**2**	**5**	**0**	**54**
1700 - 1715	0	0	4	0	0	0	0	4	0	1	201	30	3	7	0	242	0	0	15	3	0	5	0	23
1715 - 1730	0	0	1	0	0	0	0	1	0	1	228	41	2	7	0	279	0	0	22	1	0	0	0	23
1730 - 1745	0	0	0	0	0	0	0	0	0	0	219	34	5	12	2	271	0	0	16	2	0	2	0	20
1745 - 1800	0	0	0	0	0	0	0	0	0	0	192	27	3	12	0	234	0	0	22	3	0	0	0	25
Hourly Total	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**2**	**840**	**132**	**12**	**37**	**2**	**1025**	**0**	**0**	**75**	**9**	**0**	**7**	**0**	**91**
1800 - 1815	0	0	0	1	0	0	0	1	0	0	165	26	2	5	0	197	0	0	22	1	2	2	0	27
1815 - 1830	0	0	0	0	0	0	0	0	0	0	137	31	3	9	0	181	0	0	22	1	0	0	0	23
Hourly Total	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**302**	**57**	**5**	**14**	**0**	**378**	**0**	**0**	**44**	**2**	**2**	**2**	**0**	**50**
Session Total	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**6**	**0**	**3**	**1497**	**246**	**27**	**62**	**4**	**1839**	**0**	**0**	**163**	**15**	**3**	**14**	**0**	**195**

ARM TOTAL
301
262
258
240
262
233
204
159
248
243
268
303
291
259
225
204

HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	6	963	93	1061	2381
0745 - 0845	10	925	87	1023	2317
0800 - 0900	12	891	90	994	2210
0815 - 0915	17	850	72	939	2080
0830 - 0930	17	769	71	858	1878
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
1630 - 1730	5	957	100	1062	2276
1645 - 1745	5	1013	87	1105	2283
1700 - 1800	5	1025	91	1121	2248
1715 - 1815	2	980	95	1077	2111
1730 - 1830	1	882	95	978	1878

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Junction: (2) A614 Old Rufford Road / Mickledale Lane / Inkersall Lane

Approach: Inkersall Lane

	Left to A614 Old Rufford Road (North)								Ahead to Mickledale Lane								Right to A614 Old Rufford Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
1630 - 1645	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1715 - 1730	0	1	1	0	0	0	0	2	0	1	0	1	0	0	0	2	0	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
1800 - 1815	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
Session Total	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**4**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**2**	**1**	**0**	**0**	**5**

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

ARM TOTAL
1
1
0
2
2
0
3
1
1
1
5
0
0
2
1

TIME	HOURLY FLOWS LEFT	AHEAD	RIGHT	TOTAL
	-	-	-	-
	-	-	-	-
	-	-	-	-
0730 - 0830	3	0	1	4
0745 - 0845	2	1	2	5
0800 - 0900	2	1	3	6
0815 - 0915	2	1	3	6
0830 - 0930	1	2	4	7
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
1630 - 1730	3	2	3	8
1645 - 1745	2	2	3	7
1700 - 1800	2	2	2	6
1715 - 1815	3	2	2	7
1730 - 1830	1	0	2	3

TIME	HV HOURLY FLOWS LEFT	AHEAD	RIGHT	TOTAL
	-	-	-	-
	-	-	-	-
	-	-	-	-
0730 - 0830	1	0	0	1
0745 - 0845	1	0	0	1
0800 - 0900	1	0	0	1
0815 - 0915	1	0	0	1
0830 - 0930	0	0	0	0
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
1630 - 1730	0	0	1	1
1645 - 1745	0	0	1	1
1700 - 1800	0	0	1	1
1715 - 1815	0	0	0	0
1730 - 1830	0	0	0	0

TIME	HV PERCENTAGES LEFT	AHEAD	RIGHT
	-	-	-
	-	-	-
	-	-	-
0730 - 0830	33.33%	0.00%	0.00%
0745 - 0845	50.00%	0.00%	0.00%
0800 - 0900	50.00%	0.00%	0.00%
0815 - 0915	50.00%	0.00%	0.00%
0830 - 0930	0.00%	0.00%	0.00%
	-		
	-		
	-		
	-		
	-		
	-		
1630 - 1730	0.00%	0.00%	33.33%
1645 - 1745	0.00%	0.00%	33.33%
1700 - 1800	0.00%	0.00%	50.00%
1715 - 1815	0.00%	0.00%	0.00%
1730 - 1830	0.00%	0.00%	0.00%

	Left to A614 Old Rufford Road (North)								Ahead to Mickledale Lane								Right to A614 Old Rufford Road (South)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	1	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**3**	**0**	**0**	**2**	**0**	**5**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**5**
1630 - 1645	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**
Session Total	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**2**	**2**	**0**	**0**	**6**

ARM TOTAL
1
1
0
3
2
0
3
1
1
2
4
0
0
2
1

TIME	HOURLY FLOWS LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
0730 - 0830	4	0	1	5	2381
0745 - 0845	3	1	2	6	2317
0800 - 0900	3	1	3	7	2210
0815 - 0915	3	1	3	7	2080
0830 - 0930	1	2	4	7	1878
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
1630 - 1730	2	1	4	7	2276
1645 - 1745	1	1	4	6	2283
1700 - 1800	1	1	3	5	2248
1715 - 1815	2	1	2	6	2111
1730 - 1830	1	0	2	3	1878

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (3) A614 Old Rufford Road / A617 Kirklington Road

Approach: A614 Old Rufford Road (North)

	Left to A617 Kirklington Road (East)								Ahead to A614 Old Rufford Road (South)								Right to A617 Kirklington Road (West)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	6	1	2	5	0	14	0	0	139	27	5	4	0	175	0	0	89	9	3	2	0	103	0	0	0	0	0	0	0	0
0745 - 0800	0	0	11	3	2	2	0	18	0	0	153	30	4	2	0	189	0	0	102	11	6	2	0	121	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**17**	**4**	**4**	**7**	**0**	**32**	**0**	**0**	**292**	**57**	**9**	**6**	**0**	**364**	**0**	**0**	**191**	**20**	**9**	**4**	**0**	**224**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	7	1	0	1	0	9	0	2	144	24	5	2	1	178	0	0	76	14	1	2	0	93	0	0	0	0	0	0	0	0
0815 - 0830	0	0	7	2	0	1	0	10	0	1	139	25	6	3	0	174	0	1	75	6	4	2	0	88	0	0	0	0	1	0	0	1
0830 - 0845	0	0	7	3	1	7	0	18	0	1	114	25	4	4	0	148	0	0	83	15	4	5	0	107	0	0	1	0	0	0	0	1
0845 - 0900	0	0	8	3	0	6	0	17	0	2	106	19	4	7	0	138	0	0	68	9	1	5	1	84	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**29**	**9**	**1**	**15**	**0**	**54**	**0**	**6**	**503**	**93**	**19**	**16**	**1**	**638**	**0**	**1**	**302**	**44**	**10**	**14**	**1**	**372**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
0900 - 0915	0	0	6	4	0	5	0	15	0	0	103	13	2	2	1	121	0	0	61	11	2	4	0	78	0	0	2	1	0	0	0	3
0915 - 0930	0	0	9	2	0	1	0	12	0	0	84	15	1	3	0	103	0	0	39	7	1	2	0	49	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**15**	**6**	**0**	**6**	**0**	**27**	**0**	**0**	**187**	**28**	**3**	**5**	**1**	**224**	**0**	**0**	**100**	**18**	**3**	**6**	**0**	**127**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**61**	**19**	**5**	**28**	**0**	**113**	**0**	**6**	**982**	**178**	**31**	**27**	**2**	**1226**	**0**	**1**	**593**	**82**	**22**	**24**	**1**	**723**	**0**	**0**	**4**	**1**	**1**	**0**	**0**	**6**
1630 - 1645	0	1	6	3	0	2	0	12	0	2	139	33	0	3	0	177	0	0	81	12	1	5	0	99	0	0	0	0	0	0	0	0
1645 - 1700	0	0	11	0	0	1	0	12	0	1	118	16	1	1	0	137	0	1	76	11	0	6	0	94	0	0	2	0	0	0	0	2
Hourly Total	**0**	**1**	**17**	**3**	**0**	**3**	**0**	**24**	**0**	**3**	**257**	**49**	**1**	**4**	**0**	**314**	**0**	**1**	**157**	**23**	**1**	**11**	**0**	**193**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1700 - 1715	0	0	11	0	0	1	0	12	0	0	144	29	1	0	0	174	0	1	72	10	1	0	0	84	0	0	4	0	0	0	0	4
1715 - 1730	0	0	13	0	1	1	0	15	0	2	161	11	3	4	0	181	0	0	59	10	0	0	0	69	0	0	1	0	0	0	0	1
1730 - 1745	0	0	15	3	0	1	0	19	0	1	135	9	2	0	1	148	0	0	94	6	0	1	2	103	0	0	1	1	0	0	0	2
1745 - 1800	0	0	11	2	0	0	0	13	0	0	113	17	2	2	0	134	0	0	59	9	0	0	0	68	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**50**	**5**	**1**	**3**	**0**	**59**	**0**	**3**	**553**	**66**	**8**	**6**	**1**	**637**	**0**	**1**	**284**	**35**	**1**	**1**	**2**	**324**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
1800 - 1815	0	0	10	2	1	2	0	15	0	0	97	6	1	2	0	106	0	0	43	4	1	0	0	48	0	0	0	0	0	0	0	0
1815 - 1830	0	0	9	1	0	2	0	12	0	0	87	5	0	2	0	94	0	1	54	6	0	2	0	63	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**19**	**3**	**1**	**4**	**0**	**27**	**0**	**0**	**184**	**11**	**1**	**4**	**0**	**200**	**0**	**1**	**97**	**10**	**1**	**2**	**0**	**111**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**86**	**11**	**2**	**10**	**0**	**110**	**0**	**6**	**994**	**126**	**10**	**14**	**1**	**1151**	**0**	**3**	**538**	**68**	**3**	**14**	**2**	**628**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**

ARM TOTAL
292
328
280
273
274
239
217
165
288
245
274
266
272
215
169
169

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	51	716	405	1	1173
0745 - 0845	55	689	409	2	1155
0800 - 0900	54	638	372	2	1066
0815 - 0915	60	581	357	5	1003
0830 - 0930	62	510	318	5	895
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1630 - 1730	51	669	346	7	1073
1645 - 1745	58	640	350	9	1057
1700 - 1800	59	637	324	7	1027
1715 - 1815	62	569	288	3	922
1730 - 1830	59	482	282	2	825

	HV HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	13	32	22	1	68
0745 - 0845	14	31	26	1	72
0800 - 0900	16	36	25	1	78
0815 - 0915	20	33	28	1	82
0830 - 0930	20	28	25	0	73
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1630 - 1730	6	13	13	0	32
1645 - 1745	5	13	10	0	28
1700 - 1800	4	15	4	0	23
1715 - 1815	6	17	4	0	27
1730 - 1830	6	12	6	0	24

	HV PERCENTAGES (%)			
TIME	LEFT	AHEAD	RIGHT	U-TURN
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	25.49%	4.47%	5.43%	100.00%
0745 - 0845	25.45%	4.50%	6.36%	50.00%
0800 - 0900	29.63%	5.64%	6.72%	50.00%
0815 - 0915	33.33%	5.68%	7.84%	20.00%
0830 - 0930	32.26%	5.49%	7.86%	0.00%
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	11.76%	1.94%	3.76%	0.00%
1645 - 1745	8.62%	2.05%	3.86%	0.00%
1700 - 1800	6.78%	2.35%	1.23%	0.00%
1715 - 1815	9.68%	2.99%	1.39%	0.00%
1730 - 1830	10.17%	2.49%	2.13%	0.00%

PCU

PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to A617 Kirklington Road (East)								Ahead to A614 Old Rufford Road (South)								Right to A617 Kirklington Road (West)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	6	1	3	12	0	22	0	0	139	27	8	9	0	183	0	0	89	9	5	5	0	107	0	0	0	0	0	0	0	0
0745 - 0800	0	0	11	3	3	5	0	22	0	0	153	30	6	5	0	194	0	0	102	11	9	5	0	127	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**17**	**4**	**6**	**16**	**0**	**43**	**0**	**0**	**292**	**57**	**14**	**14**	**0**	**376**	**0**	**0**	**191**	**20**	**14**	**9**	**0**	**234**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	7	1	0	2	0	10	0	1	144	24	8	5	2	183	0	0	76	14	2	5	0	96	0	0	0	0	0	0	0	0
0815 - 0830	0	0	7	2	0	2	0	11	0	0	139	25	9	7	0	180	0	0	75	6	6	5	0	92	0	0	0	0	2	0	0	2
0830 - 0845	0	0	7	3	2	16	0	28	0	0	114	25	6	9	0	155	0	0	83	15	6	12	0	116	0	0	1	0	0	0	0	1
0845 - 0900	0	0	8	3	0	14	0	25	0	1	106	19	6	16	0	148	0	0	68	9	2	12	2	92	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**29**	**9**	**2**	**35**	**0**	**74**	**0**	**2**	**503**	**93**	**29**	**37**	**2**	**666**	**0**	**0**	**302**	**44**	**15**	**32**	**2**	**396**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**
0900 - 0915	0	0	6	4	0	12	0	22	0	0	103	13	3	5	2	126	0	0	61	11	3	9	0	84	0	0	2	1	0	0	0	3
0915 - 0930	0	0	9	2	0	2	0	13	0	0	84	15	2	7	0	107	0	0	39	7	2	5	0	52	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**15**	**6**	**0**	**14**	**0**	**35**	**0**	**0**	**187**	**28**	**5**	**12**	**2**	**233**	**0**	**0**	**100**	**18**	**5**	**14**	**0**	**136**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
Session Total	**0**	**0**	**61**	**19**	**8**	**64**	**0**	**152**	**0**	**2**	**982**	**178**	**47**	**62**	**4**	**1275**	**0**	**0**	**593**	**82**	**33**	**55**	**2**	**766**	**0**	**0**	**4**	**1**	**2**	**0**	**0**	**7**
1630 - 1645	0	0	6	3	0	5	0	14	0	1	139	33	0	7	0	180	0	0	81	12	2	12	0	106	0	0	0	0	0	0	0	0
1645 - 1700	0	0	11	0	0	2	0	13	0	0	118	16	2	2	0	138	0	0	76	11	0	14	0	101	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**17**	**3**	**0**	**7**	**0**	**27**	**0**	**1**	**257**	**49**	**2**	**9**	**0**	**318**	**0**	**0**	**157**	**23**	**2**	**25**	**0**	**207**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**
1700 - 1715	0	0	11	0	2	0	0	13	0	0	144	29	2	0	0	175	0	0	72	10	2	0	0	84	0	0	4	0	0	0	0	4
1715 - 1730	0	0	13	0	2	2	0	17	0	1	161	11	5	9	0	187	0	0	59	10	0	0	0	69	0	0	1	0	0	0	0	1
1730 - 1745	0	0	15	3	0	2	0	20	0	0	135	9	3	0	2	149	0	0	94	6	0	2	4	106	0	0	1	1	0	0	0	2
1745 - 1800	0	0	11	2	0	0	0	13	0	0	113	17	3	5	0	138	0	0	59	9	0	0	0	68	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**50**	**5**	**2**	**7**	**0**	**63**	**0**	**1**	**553**	**66**	**12**	**14**	**2**	**648**	**0**	**0**	**284**	**35**	**2**	**2**	**4**	**327**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**7**
1800 - 1815	0	0	10	2	2	5	0	18	0	0	97	6	2	5	0	109	0	0	43	4	2	0	0	49	0	0	0	0	0	0	0	0
1815 - 1830	0	0	9	1	0	5	0	15	0	0	87	5	0	5	0	97	0	0	54	6	0	5	0	65	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**19**	**3**	**2**	**9**	**0**	**33**	**0**	**0**	**184**	**11**	**2**	**9**	**0**	**206**	**0**	**0**	**97**	**10**	**2**	**5**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**86**	**11**	**3**	**23**	**0**	**123**	**0**	**2**	**994**	**126**	**15**	**32**	**2**	**1172**	**0**	**1**	**538**	**68**	**5**	**32**	**4**	**648**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**9**

ARM TOTAL
311
342
289
285
299
265
234
174
300
255
276
273
278
219
176
176

	HOURLY FLOWS					
TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL	JUNCTION TOTAL
-		-	-	-	-	-
-		-	-	-	-	-
-	-	-	-	-		
0730 - 0830	65	740	422	2	1228	3741
0745 - 0845	71	711	430	3	1215	3707
0800 - 0900	74	666	396	3	1138	3548
0815 - 0915	85	608	384	6	1083	3340
0830 - 0930	87	536	344	5	972	3053
						3741
-		-	-	-	-	
-		-	-	-	-	
-		-	-	-	-	
-		-	-	-	-	
-	-	-	-	-		
1630 - 1730	57	679	360	7	1103	3497
1645 - 1745	64	649	360	9	1082	3523
1700 - 1800	63	648	327	7	1046	3442
1715 - 1815	68	583	292	3	946	3244
1730 - 1830	66	493	288	2	849	2942
						3523

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (3) A614 Old Rufford Road / A617 Kirklington Road

Approach: A617 Kirklington Road (East)

	Left to A614 Old Rufford Road (South)								Ahead to A617 Kirklington Road (West)								Right to A614 Old Rufford Road (North)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	28	8	1	2	0	39	0	0	48	5	2	2	1	58	0	0	48	10	0	4	0	62	0	0	0	0	0	0	0	0
0745 - 0800	0	0	26	8	2	2	0	38	0	0	59	12	2	6	0	79	0	0	49	13	2	3	0	67	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**54**	**16**	**3**	**4**	**0**	**77**	**0**	**0**	**107**	**17**	**4**	**8**	**1**	**137**	**0**	**0**	**97**	**23**	**2**	**7**	**0**	**129**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	23	6	2	0	0	31	0	0	70	7	2	7	0	86	0	0	56	10	2	2	0	70	0	0	0	0	0	0	0	0
0815 - 0830	0	0	19	4	3	0	0	26	0	0	65	13	1	2	1	82	0	0	53	13	0	2	0	68	0	0	0	0	0	0	0	0
0830 - 0845	0	0	21	5	2	3	0	31	0	0	51	3	2	2	1	59	0	0	53	8	2	2	0	65	0	0	0	0	0	0	0	0
0845 - 0900	0	0	19	2	0	2	0	23	0	0	57	6	0	1	2	66	0	0	41	10	1	2	1	55	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**82**	**17**	**7**	**5**	**0**	**111**	**0**	**0**	**243**	**29**	**5**	**12**	**4**	**293**	**0**	**0**	**203**	**41**	**5**	**8**	**1**	**258**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	13	3	1	0	1	18	0	0	43	4	5	9	1	62	0	0	35	7	0	3	0	45	0	0	0	0	0	0	0	0
0915 - 0930	0	0	10	4	2	0	0	16	0	0	41	7	1	6	0	55	0	0	32	7	1	1	0	41	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**23**	**7**	**3**	**0**	**1**	**34**	**0**	**0**	**84**	**11**	**6**	**15**	**1**	**117**	**0**	**0**	**67**	**14**	**1**	**4**	**0**	**86**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**159**	**40**	**13**	**9**	**1**	**222**	**0**	**0**	**434**	**57**	**15**	**35**	**6**	**547**	**0**	**0**	**367**	**78**	**8**	**19**	**1**	**473**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1630 - 1645	0	0	27	5	1	0	0	33	0	0	71	17	2	5	0	95	0	0	50	13	1	3	0	67	0	0	0	0	0	0	0	0
1645 - 1700	0	0	27	7	0	0	0	34	0	1	58	19	1	6	1	86	0	0	49	11	1	2	0	63	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**54**	**12**	**1**	**0**	**0**	**67**	**0**	**1**	**129**	**36**	**3**	**11**	**1**	**181**	**0**	**0**	**99**	**24**	**2**	**5**	**0**	**130**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	29	7	0	0	0	36	0	3	51	14	2	1	1	72	0	0	57	12	0	3	0	72	0	0	0	0	0	0	0	0
1715 - 1730	0	0	22	9	0	0	0	31	0	0	52	15	2	3	0	72	0	1	54	11	2	2	0	70	0	0	0	0	0	0	0	0
1730 - 1745	0	0	40	4	1	0	0	45	0	2	73	20	0	1	1	97	0	0	59	13	0	4	0	76	0	0	0	0	0	0	0	0
1745 - 1800	0	0	29	1	0	1	0	31	0	0	50	4	0	3	1	58	0	0	44	7	1	3	0	55	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**120**	**21**	**1**	**1**	**0**	**143**	**0**	**5**	**226**	**53**	**4**	**8**	**3**	**299**	**0**	**1**	**214**	**43**	**3**	**12**	**0**	**273**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	27	4	0	0	0	31	0	1	42	4	2	1	2	52	0	0	44	6	0	1	0	51	0	0	0	0	0	0	0	0
1815 - 1830	0	0	23	0	0	1	0	24	0	0	44	7	0	1	0	52	0	0	39	7	0	1	0	47	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**50**	**4**	**0**	**1**	**0**	**55**	**0**	**1**	**86**	**11**	**2**	**2**	**2**	**104**	**0**	**0**	**83**	**13**	**0**	**2**	**0**	**98**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**224**	**37**	**2**	**2**	**0**	**265**	**0**	**7**	**441**	**100**	**9**	**21**	**6**	**584**	**0**	**1**	**396**	**80**	**5**	**19**	**0**	**501**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

ARM TOTAL
159
184
187
176
155
144
125
113
195
184
180
173
218
145
134
123

HOURLY FLOWS					
TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-		-	-	-	-
-		-	-	-	-
-	-	-	-	-	-
0730 - 0830	134	305	267	0	706
0745 - 0845	126	306	270	0	702
0800 - 0900	111	293	258	0	662
0815 - 0915	98	269	233	0	600
0830 - 0930	88	242	206	1	537
-		-	-	-	-
-		-	-	-	-
-		-	-	-	-
-		-	-	-	-
-		-	-	-	-
1630 - 1730	134	325	272	1	732
1645 - 1745	146	327	281	1	755
1700 - 1800	143	299	273	1	716
1715 - 1815	138	279	252	1	670
1730 - 1830	131	259	229	1	620

HV HOURLY FLOWS					
TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	12	26	15	0	53
0745 - 0845	14	26	15	0	55
0800 - 0900	12	21	14	0	47
0815 - 0915	12	27	13	0	52
0830 - 0930	11	30	13	0	54
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1630 - 1730	1	24	14	0	39
1645 - 1745	1	19	14	0	34
1700 - 1800	2	15	15	0	32
1715 - 1815	2	16	13	0	31
1730 - 1830	3	12	10	0	25

HV PERCENTAGES (%)				
TIME	LEFT	AHEAD	RIGHT	U-TURN
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	8.96%	8.52%	5.62%	0.00%
0745 - 0845	11.11%	8.50%	5.56%	0.00%
0800 - 0900	10.81%	7.17%	5.43%	0.00%
0815 - 0915	12.24%	10.04%	5.58%	0.00%
0830 - 0930	12.50%	12.40%	6.31%	0.00%
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	0.75%	7.38%	5.15%	0.00%
1645 - 1745	0.68%	5.81%	4.98%	0.00%
1700 - 1800	1.40%	5.02%	5.49%	0.00%
1715 - 1815	1.45%	5.73%	5.16%	0.00%
1730 - 1830	2.29%	4.63%	4.37%	0.00%

PCU

PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to A614 Old Rufford Road (South)								Ahead to A617 Kirklington Road (West)								Right to A614 Old Rufford Road (North)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	28	8	2	5	0	42	0	0	48	5	3	5	2	63	0	0	48	10	0	9	0	67	0	0	0	0	0	0	0	0
0745 - 0800	0	0	26	8	3	5	0	42	0	0	59	12	3	14	0	88	0	0	49	13	3	7	0	72	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**54**	**16**	**5**	**9**	**0**	**84**	**0**	**0**	**107**	**17**	**6**	**18**	**2**	**150**	**0**	**0**	**97**	**23**	**3**	**16**	**0**	**139**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	23	6	3	0	0	32	0	0	70	7	3	16	0	96	0	0	56	10	3	5	0	74	0	0	0	0	0	0	0	0
0815 - 0830	0	0	19	4	5	0	0	28	0	0	65	13	2	5	2	86	0	0	53	13	0	5	0	71	0	0	0	0	0	0	0	0
0830 - 0845	0	0	21	5	3	7	0	36	0	0	51	3	3	5	2	64	0	0	53	8	3	5	0	69	0	0	0	0	0	0	0	0
0845 - 0900	0	0	19	2	0	5	0	26	0	0	57	6	0	2	4	69	0	0	41	10	2	5	2	59	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**82**	**17**	**11**	**12**	**0**	**121**	**0**	**0**	**243**	**29**	**8**	**28**	**8**	**315**	**0**	**0**	**203**	**41**	**8**	**18**	**2**	**272**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	13	3	2	0	2	20	0	0	43	4	8	21	2	77	0	0	35	7	0	7	0	49	0	0	0	0	0	0	0	0
0915 - 0930	0	0	10	4	3	0	0	17	0	0	41	7	2	14	0	63	0	0	32	7	2	2	0	43	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**23**	**7**	**5**	**0**	**2**	**37**	**0**	**0**	**84**	**11**	**9**	**35**	**2**	**141**	**0**	**0**	**67**	**14**	**2**	**9**	**0**	**92**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**159**	**40**	**20**	**21**	**2**	**241**	**0**	**0**	**434**	**57**	**23**	**81**	**12**	**606**	**0**	**0**	**367**	**78**	**12**	**44**	**2**	**503**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1630 - 1645	0	0	27	5	2	0	0	34	0	0	71	17	3	12	0	103	0	0	50	13	2	7	0	72	0	0	0	0	0	0	0	0
1645 - 1700	0	0	27	7	0	0	0	34	0	0	58	19	2	14	2	95	0	0	49	11	2	5	0	66	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**54**	**12**	**2**	**0**	**0**	**68**	**0**	**0**	**129**	**36**	**5**	**25**	**2**	**197**	**0**	**0**	**99**	**24**	**3**	**12**	**0**	**138**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1700 - 1715	0	0	29	7	0	0	0	36	0	1	51	14	3	2	2	74	0	0	57	12	0	7	0	76	0	0	0	0	0	0	0	0
1715 - 1730	0	0	22	9	0	0	0	31	0	0	52	15	3	7	0	77	0	0	54	11	3	5	0	73	0	0	0	0	0	0	0	0
1730 - 1745	0	0	40	4	2	0	0	46	0	1	73	20	0	2	2	98	0	0	59	13	0	9	0	81	0	0	0	0	0	0	0	0
1745 - 1800	0	0	29	1	0	2	0	32	0	0	50	4	0	7	2	63	0	0	44	7	2	7	0	59	0	0	1	0	0	0	0	1
Hourly Total	**0**	**0**	**120**	**21**	**2**	**2**	**0**	**145**	**0**	**2**	**226**	**53**	**6**	**18**	**6**	**311**	**0**	**0**	**214**	**43**	**5**	**28**	**0**	**290**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	27	4	0	0	0	31	0	0	42	4	3	2	4	56	0	0	44	6	0	2	0	52	0	0	0	0	0	0	0	0
1815 - 1830	0	0	23	0	0	2	0	25	0	0	44	7	0	2	0	53	0	0	39	7	0	2	0	48	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**50**	**4**	**0**	**2**	**0**	**56**	**0**	**0**	**86**	**11**	**3**	**5**	**4**	**109**	**0**	**0**	**83**	**13**	**0**	**5**	**0**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**224**	**37**	**3**	**5**	**0**	**269**	**0**	**3**	**441**	**100**	**14**	**48**	**12**	**618**	**0**	**0**	**396**	**80**	**8**	**44**	**0**	**528**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**

ARM TOTAL
172
201
202
184
168
154
146
124
207
196
185
181
225
156
139
127

HOURLY FLOWS						
TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL	JUNCTION TOTAL
-		-	-	-	-	-
-		-	-	-	-	-
-		-	-	-		
0730 - 0830	143	333	283	0	759	3741
0745 - 0845	137	334	285	0	755	3707
0800 - 0900	121	315	272	0	708	3548
0815 - 0915	109	296	247	0	652	3340
0830 - 0930	98	273	219	1	592	3053
-		-	-	-	-	
-		-	-	-	-	
-		-	-	-	-	
-		-	-	-	-	
1630 - 1730	135	348	286	1	770	3497
1645 - 1745	147	343	296	1	787	3523
1700 - 1800	145	311	290	1	747	3442
1715 - 1815	140	294	266	1	700	3244
1730 - 1830	134	270	241	1	646	2942

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (3) A614 Old Rufford Road / A617 Kirklington Road

Approach: A614 Old Rufford Road (South)

	Left to A617 Kirklington Road (West)								Ahead to A614 Old Rufford Road (North)								Right to A617 Kirklington Road (East)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	18	4	0	4	0	26	0	0	103	20	0	7	0	130	0	1	66	13	4	3	0	87	0	0	0	0	0	0	0	0
0745 - 0800	0	0	22	1	0	1	0	24	0	0	91	15	2	2	0	110	0	0	70	19	2	2	0	93	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**40**	**5**	**0**	**5**	**0**	**50**	**0**	**0**	**194**	**35**	**2**	**9**	**0**	**240**	**0**	**1**	**136**	**32**	**6**	**5**	**0**	**180**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	33	4	2	2	1	42	0	0	65	16	2	3	2	88	0	0	73	17	1	4	0	95	0	0	0	0	0	0	0	0
0815 - 0830	0	0	31	3	0	2	0	36	0	1	91	16	0	4	0	112	0	0	71	19	2	2	0	94	0	0	1	0	0	0	0	1
0830 - 0845	0	0	41	3	1	1	0	46	0	0	84	10	1	4	0	99	0	0	64	4	2	2	0	72	0	0	0	0	0	0	0	0
0845 - 0900	0	0	22	5	0	3	0	30	0	0	73	13	3	4	0	93	0	0	68	12	2	3	0	85	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**127**	**15**	**3**	**8**	**1**	**154**	**0**	**1**	**313**	**55**	**6**	**15**	**2**	**392**	**0**	**0**	**276**	**52**	**7**	**11**	**0**	**346**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
0900 - 0915	0	0	26	2	2	3	0	33	0	0	66	19	3	1	0	89	0	0	61	9	3	3	0	76	0	0	0	0	0	0	0	0
0915 - 0930	0	0	16	3	3	4	0	26	0	1	46	10	2	0	0	59	0	0	46	10	1	2	0	59	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**42**	**5**	**5**	**7**	**0**	**59**	**0**	**1**	**112**	**29**	**5**	**1**	**0**	**148**	**0**	**0**	**107**	**19**	**4**	**5**	**0**	**135**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**209**	**25**	**8**	**20**	**1**	**263**	**0**	**2**	**619**	**119**	**13**	**25**	**2**	**780**	**0**	**1**	**519**	**103**	**17**	**21**	**0**	**661**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
1630 - 1645	0	0	17	6	1	0	0	24	0	0	81	9	3	1	1	95	0	0	72	13	3	3	0	91	0	0	0	0	0	0	0	0
1645 - 1700	0	0	19	2	2	1	0	24	0	0	80	13	2	0	0	95	0	0	68	10	2	4	0	84	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**36**	**8**	**3**	**1**	**0**	**48**	**0**	**0**	**161**	**22**	**5**	**1**	**1**	**190**	**0**	**0**	**140**	**23**	**5**	**7**	**0**	**175**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	18	1	0	2	1	22	0	1	108	17	0	0	0	126	0	0	69	14	1	2	0	86	0	0	0	0	0	0	0	0
1715 - 1730	0	0	22	3	2	1	0	28	0	2	119	18	0	1	1	141	0	0	76	5	1	1	0	83	0	0	1	0	0	0	0	1
1730 - 1745	0	0	18	2	0	0	0	20	0	0	102	15	1	0	0	118	0	0	79	8	1	1	0	89	0	0	0	0	0	0	0	0
1745 - 1800	0	0	13	2	1	0	0	16	0	0	102	17	2	1	0	122	0	0	72	6	1	0	0	79	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**71**	**8**	**3**	**3**	**1**	**86**	**0**	**3**	**431**	**67**	**3**	**2**	**1**	**507**	**0**	**0**	**296**	**33**	**4**	**4**	**0**	**337**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	23	5	0	0	0	28	0	0	85	16	0	0	0	101	0	0	66	4	0	1	0	71	0	0	0	0	0	0	0	0
1815 - 1830	0	0	17	1	0	0	0	18	0	1	68	16	2	2	0	89	0	0	54	4	0	1	0	59	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**40**	**6**	**0**	**0**	**0**	**46**	**0**	**1**	**153**	**32**	**2**	**2**	**0**	**190**	**0**	**0**	**120**	**8**	**0**	**2**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**147**	**22**	**6**	**4**	**1**	**180**	**0**	**4**	**745**	**121**	**10**	**5**	**2**	**887**	**0**	**0**	**556**	**64**	**9**	**13**	**0**	**642**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

PCU

PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

ARM TOTAL
243
227
225
243
217
210
198
145
210
203
234
253
227
217
200
166

HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-	-	-	-	-	-
0730 - 0830	128	440	369	1	938
0745 - 0845	148	409	354	1	912
0800 - 0900	154	392	346	3	895
0815 - 0915	145	393	327	3	868
0830 - 0930	135	340	292	3	770
1630 - 1730	98	457	344	1	900
1645 - 1745	94	480	342	1	917
1700 - 1800	86	507	337	1	931
1715 - 1815	92	482	322	1	897
1730 - 1830	82	430	298	0	810

HV HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-	-	-	-	-	-
0730 - 0830	12	22	20	0	54
0745 - 0845	10	20	17	0	47
0800 - 0900	12	23	18	0	53
0815 - 0915	12	20	19	0	51
0830 - 0930	17	18	18	0	53
1630 - 1730	10	9	17	0	36
1645 - 1745	9	5	13	0	27
1700 - 1800	7	6	8	0	21
1715 - 1815	4	6	6	0	16
1730 - 1830	1	8	5	0	14

HV PERCENTAGES (%)

TIME	LEFT	AHEAD	RIGHT	U-TURN
				=
-	-	-	-	-
0730 - 0830	9.38%	5.00%	5.42%	0.00%
0745 - 0845	6.76%	4.89%	4.80%	0.00%
0800 - 0900	7.79%	5.87%	5.20%	0.00%
0815 - 0915	8.28%	5.09%	5.81%	0.00%
0830 - 0930	12.59%	5.29%	6.16%	0.00%
1630 - 1730	10.20%	1.97%	4.94%	0.00%
1645 - 1745	9.37%	1.04%	3.80%	0.00%
1700 - 1800	8.14%	1.18%	2.37%	0.00%
1715 - 1815	4.35%	1.24%	1.86%	0.00%
1730 - 1830	1.22%	1.86%	1.68%	0.00%

	Left to A617 Kirklington Road (West)								Ahead to A614 Old Rufford Road (North)								Right to A617 Kirklington Road (East)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	18	4	0	9	0	31	0	0	103	20	0	16	0	139	0	0	66	13	6	7	0	92	0	0	0	0	0	0	0	0
0745 - 0800	0	0	22	1	0	2	0	25	0	0	91	15	3	5	0	114	0	0	70	19	3	5	0	97	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**40**	**5**	**0**	**12**	**0**	**57**	**0**	**0**	**194**	**35**	**3**	**21**	**0**	**253**	**0**	**0**	**136**	**32**	**9**	**12**	**0**	**189**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	33	4	3	5	2	47	0	0	65	16	3	7	4	95	0	0	73	17	2	9	0	101	0	0	0	0	0	0	0	0
0815 - 0830	0	0	31	3	0	5	0	39	0	0	91	16	0	9	0	117	0	0	71	19	3	5	0	98	0	0	1	0	0	0	0	1
0830 - 0845	0	0	41	3	2	2	0	48	0	0	84	10	2	9	0	105	0	0	64	4	3	5	0	76	0	0	0	0	0	0	0	0
0845 - 0900	0	0	22	5	0	7	0	34	0	0	73	13	5	9	0	100	0	0	68	12	3	7	0	90	0	0	2	0	0	0	0	2
Hourly Total	**0**	**0**	**127**	**15**	**5**	**19**	**2**	**167**	**0**	**0**	**313**	**55**	**9**	**35**	**4**	**415**	**0**	**0**	**276**	**52**	**11**	**25**	**0**	**364**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**
0900 - 0915	0	0	26	2	3	7	0	38	0	0	66	19	5	2	0	92	0	0	61	9	5	7	0	81	0	0	0	0	0	0	0	0
0915 - 0930	0	0	16	3	5	9	0	33	0	0	46	10	3	0	0	59	0	0	46	10	2	5	0	62	0	0	0	1	0	0	0	1
Hourly Total	**0**	**0**	**42**	**5**	**8**	**16**	**0**	**71**	**0**	**0**	**112**	**29**	**8**	**2**	**0**	**151**	**0**	**0**	**107**	**19**	**6**	**12**	**0**	**144**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**
Session Total	**0**	**0**	**209**	**25**	**12**	**46**	**2**	**294**	**0**	**1**	**619**	**119**	**20**	**58**	**4**	**820**	**0**	**0**	**519**	**103**	**26**	**48**	**0**	**696**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**4**
1630 - 1645	0	0	17	6	2	0	0	25	0	0	81	9	5	2	2	99	0	0	72	13	5	7	0	96	0	0	0	0	0	0	0	0
1645 - 1700	0	0	19	2	3	2	0	26	0	0	80	13	3	0	0	96	0	0	68	10	3	9	0	90	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**36**	**8**	**5**	**2**	**0**	**51**	**0**	**0**	**161**	**22**	**8**	**2**	**2**	**195**	**0**	**0**	**140**	**23**	**8**	**16**	**0**	**187**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	18	1	0	5	2	26	0	0	108	17	0	0	0	125	0	0	69	14	2	5	0	89	0	0	0	0	0	0	0	0
1715 - 1730	0	0	22	3	3	2	0	30	0	1	119	18	0	2	2	142	0	0	76	5	2	2	0	85	0	0	1	0	0	0	0	1
1730 - 1745	0	0	18	2	0	0	0	20	0	0	102	15	2	0	0	119	0	0	79	8	2	2	0	91	0	0	0	0	0	0	0	0
1745 - 1800	0	0	13	2	2	0	0	17	0	0	102	17	3	2	0	124	0	0	72	6	2	0	0	80	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**71**	**8**	**5**	**7**	**2**	**92**	**0**	**1**	**431**	**67**	**5**	**5**	**2**	**510**	**0**	**0**	**296**	**33**	**6**	**9**	**0**	**344**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	23	5	0	0	0	28	0	0	85	16	0	0	0	101	0	0	66	4	0	2	0	72	0	0	0	0	0	0	0	0
1815 - 1830	0	0	17	1	0	0	0	18	0	0	68	16	3	5	0	92	0	0	54	4	0	2	0	60	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**40**	**6**	**0**	**0**	**0**	**46**	**0**	**0**	**153**	**32**	**3**	**5**	**0**	**193**	**0**	**0**	**120**	**8**	**0**	**5**	**0**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**147**	**22**	**9**	**9**	**2**	**189**	**0**	**2**	**745**	**121**	**15**	**12**	**4**	**898**	**0**	**0**	**556**	**64**	**14**	**30**	**0**	**663**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

ARM TOTAL
263
236
242
254
228
226
211
155
220
213
240
258
229
220
201
170

HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL	JUNCTION TOTAL
-		-	-	-	-	-
-		-	-	-	-	-
-		-	-	-		
0730 - 0830	142	464	387	1	994	3741
0745 - 0845	158	430	371	1	960	3707
0800 - 0900	167	416	364	3	950	3548
0815 - 0915	158	413	345	3	919	3340
0830 - 0930	152	356	309	3	820	3053
-		-	-	-	-	-
-		-	-	-	-	-
-		-	-	-	-	-
-		-	-	-	-	
1630 - 1730	107	462	361	1	931	3497
1645 - 1745	102	482	365	1	940	3523
1700 - 1800	92	510	344	1	948	3442
1715 - 1815	95	486	327	1	909	3244
1730 - 1830	83	436	303	0	821	2942

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (3) A614 Old Rufford Road / A617 Kirklington Road

Approach: A617 Kirklington Road (West)

	Left to A614 Old Rufford Road (North)								Ahead to A617 Kirklington Road (East)								Right to A614 Old Rufford Road (South)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	54	15	2	6	1	**78**	0	1	54	23	2	2	2	**84**	0	0	6	0	0	1	0	**7**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	50	13	4	2	0	**69**	0	1	48	23	5	8	1	**86**	0	0	9	3	0	3	0	**15**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**104**	**28**	**6**	**8**	**1**	**147**	**0**	**2**	**102**	**46**	**7**	**10**	**3**	**170**	**0**	**0**	**15**	**3**	**0**	**4**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	61	14	4	6	1	**86**	0	0	65	24	3	3	1	**96**	0	0	14	3	3	0	0	**20**	0	0	0	0	1	0	0	**1**
0815 - 0830	0	0	39	13	0	1	0	**53**	0	0	57	11	2	5	0	**75**	0	0	13	4	0	3	0	**20**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	52	15	4	4	0	**75**	0	0	55	20	9	3	0	**87**	0	0	15	4	0	2	0	**21**	0	0	1	0	0	0	0	**1**
0845 - 0900	0	0	59	8	2	4	0	**73**	0	1	58	8	4	2	1	**74**	0	0	6	3	0	0	0	**9**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**211**	**50**	**10**	**15**	**1**	**287**	**0**	**1**	**235**	**63**	**18**	**13**	**2**	**332**	**0**	**0**	**48**	**14**	**3**	**5**	**0**	**70**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
0900 - 0915	0	0	48	14	2	1	0	**65**	0	0	56	7	4	2	0	**69**	0	0	10	1	0	2	0	**13**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	1	32	10	2	5	0	**50**	0	0	37	16	4	3	0	**60**	0	0	15	2	1	1	0	**19**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**80**	**24**	**4**	**6**	**0**	**115**	**0**	**0**	**93**	**23**	**8**	**5**	**0**	**129**	**0**	**0**	**25**	**3**	**1**	**3**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**395**	**102**	**20**	**29**	**2**	**549**	**0**	**3**	**430**	**132**	**33**	**28**	**5**	**631**	**0**	**0**	**88**	**20**	**4**	**12**	**0**	**124**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**2**
1630 - 1645	0	2	65	7	1	1	0	**76**	0	3	41	8	0	7	0	**59**	0	0	16	1	0	1	0	**18**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	1	73	9	0	0	0	**83**	0	0	51	5	1	6	0	**63**	0	0	17	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**3**	**138**	**16**	**1**	**1**	**0**	**159**	**0**	**3**	**92**	**13**	**1**	**13**	**0**	**122**	**0**	**0**	**33**	**1**	**0**	**1**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	50	5	1	2	0	**58**	0	0	54	16	2	4	1	**77**	0	0	15	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	69	12	1	1	0	**83**	0	0	67	6	1	5	1	**80**	0	0	23	1	0	0	1	**25**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	80	8	0	2	0	**90**	0	1	47	5	1	4	1	**59**	0	0	21	1	0	1	0	**23**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	66	7	0	2	0	**75**	0	0	52	5	0	1	0	**58**	0	0	18	4	0	0	0	**22**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**265**	**32**	**2**	**7**	**0**	**306**	**0**	**1**	**220**	**32**	**4**	**14**	**3**	**274**	**0**	**0**	**77**	**8**	**0**	**1**	**1**	**87**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	53	5	1	0	0	**59**	0	0	51	5	1	7	1	**65**	0	0	12	1	1	0	0	**14**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	49	11	0	2	0	**62**	0	0	45	5	1	2	1	**54**	0	0	11	0	1	0	0	**12**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**102**	**16**	**1**	**2**	**0**	**121**	**0**	**0**	**96**	**10**	**2**	**9**	**2**	**119**	**0**	**0**	**23**	**1**	**2**	**0**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**3**	**505**	**64**	**4**	**10**	**0**	**586**	**0**	**4**	**408**	**55**	**7**	**36**	**5**	**515**	**0**	**0**	**133**	**10**	**2**	**2**	**1**	**148**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

ARM TOTAL
169
170
203
148
184
156
147
129
153
163
152
188
172
155
138
128

HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-		-	-	-	-
-		-	-	-	-
-	-	-	-	-	-
0730 - 0830	286	341	62	1	690
0745 - 0845	283	344	76	2	705
0800 - 0900	287	332	70	2	691
0815 - 0915	266	305	63	1	635
0830 - 0930	263	290	62	1	616
-		-	-	-	-
-		-	-	-	-
-		-	-	-	-
-		-	-	-	-
-	-	-	-	-	-
1630 - 1730	300	279	77	0	656
1645 - 1745	314	279	82	0	675
1700 - 1800	306	274	87	0	667
1715 - 1815	307	262	84	0	653
1730 - 1830	286	236	71	0	593

HV HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	27	34	10	1	72
0745 - 0845	26	40	11	1	78
0800 - 0900	26	33	8	1	68
0815 - 0915	18	32	7	0	57
0830 - 0930	24	32	6	0	62
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
1630 - 1730	7	28	2	0	37
1645 - 1745	7	27	2	0	36
1700 - 1800	9	21	2	0	32
1715 - 1815	7	23	3	0	33
1730 - 1830	7	20	3	0	30

HV PERCENTAGES (%)

TIME	LEFT	AHEAD	RIGHT	U-TURN
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	9.44%	9.97%	16.13%	100.00%
0745 - 0845	9.19%	11.63%	14.47%	50.00%
0800 - 0900	9.06%	9.94%	11.43%	50.00%
0815 - 0915	6.77%	10.49%	11.11%	0.00%
0830 - 0930	9.13%	11.03%	9.68%	0.00%
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	2.33%	10.04%	2.60%	0.00%
1645 - 1745	2.23%	9.68%	2.44%	0.00%
1700 - 1800	2.94%	7.66%	2.30%	0.00%
1715 - 1815	2.28%	8.78%	3.57%	0.00%
1730 - 1830	2.45%	8.47%	4.23%	0.00%

PCU

PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to A614 Old Rufford Road (North)								Ahead to A617 Kirklington Road (East)								Right to A614 Old Rufford Road (South)								U-Turn							
TIME	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	MCYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	54	15	3	14	2	**88**	0	0	54	23	3	5	4	**89**	0	0	6	0	0	2	0	**8**	0	0	0	0	0	0	0	**0**
0745 - 0800	0	0	50	13	6	5	0	**74**	0	0	48	23	8	18	2	**99**	0	0	9	3	0	7	0	**19**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**104**	**28**	**9**	**18**	**2**	**161**	**0**	**1**	**102**	**46**	**11**	**23**	**6**	**188**	**0**	**0**	**15**	**3**	**0**	**9**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	61	14	6	14	2	**97**	0	0	65	24	5	7	2	**102**	0	0	14	3	5	0	0	**22**	0	0	0	0	2	0	0	**2**
0815 - 0830	0	0	39	13	0	2	0	**54**	0	0	57	11	3	12	0	**83**	0	0	13	4	0	7	0	**24**	0	0	0	0	0	0	0	**0**
0830 - 0845	0	0	52	15	6	9	0	**82**	0	0	55	20	14	7	0	**95**	0	0	15	4	0	5	0	**24**	0	0	1	0	0	0	0	**1**
0845 - 0900	0	0	59	8	3	9	0	**79**	0	0	58	8	6	5	2	**79**	0	0	6	3	0	0	0	**9**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**211**	**50**	**15**	**35**	**2**	**313**	**0**	**0**	**235**	**63**	**27**	**30**	**4**	**309**	**0**	**0**	**48**	**14**	**5**	**12**	**0**	**79**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**
0900 - 0915	0	0	48	14	3	2	0	**67**	0	0	56	7	6	5	0	**74**	0	0	10	1	0	5	0	**16**	0	0	0	0	0	0	0	**0**
0915 - 0930	0	0	32	10	3	12	0	**57**	0	0	37	16	6	7	0	**66**	0	0	15	2	2	2	0	**21**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**80**	**24**	**6**	**14**	**0**	**124**	**0**	**0**	**93**	**23**	**12**	**12**	**0**	**140**	**0**	**0**	**25**	**3**	**2**	**7**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**395**	**102**	**30**	**67**	**4**	**598**	**0**	**1**	**430**	**132**	**50**	**64**	**10**	**687**	**0**	**0**	**88**	**20**	**6**	**28**	**0**	**142**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**3**
1630 - 1645	0	1	65	7	2	2	0	**77**	0	1	41	8	0	16	0	**66**	0	0	16	1	0	2	0	**19**	0	0	0	0	0	0	0	**0**
1645 - 1700	0	0	73	9	0	0	0	**82**	0	0	51	5	2	14	0	**71**	0	0	17	0	0	0	0	**17**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**1**	**138**	**16**	**2**	**2**	**0**	**159**	**0**	**1**	**92**	**13**	**2**	**30**	**0**	**138**	**0**	**0**	**33**	**1**	**0**	**2**	**0**	**36**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	50	5	2	5	0	**61**	0	0	54	16	3	9	2	**84**	0	0	15	2	0	0	0	**17**	0	0	0	0	0	0	0	**0**
1715 - 1730	0	0	69	12	2	2	0	**85**	0	0	67	6	2	12	2	**88**	0	0	23	1	0	0	2	**26**	0	0	0	0	0	0	0	**0**
1730 - 1745	0	0	80	8	0	5	0	**93**	0	0	47	5	2	9	2	**65**	0	0	21	1	0	2	0	**24**	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	66	7	0	5	0	**78**	0	0	52	5	0	2	0	**59**	0	0	18	4	0	0	0	**22**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**265**	**32**	**3**	**16**	**0**	**316**	**0**	**0**	**220**	**32**	**6**	**32**	**6**	**297**	**0**	**0**	**77**	**8**	**0**	**2**	**2**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	53	5	2	0	0	**60**	0	0	51	5	2	16	2	**76**	0	0	12	1	2	0	0	**15**	0	0	0	0	0	0	0	**0**
1815 - 1830	0	0	49	11	0	5	0	**65**	0	0	45	5	2	5	2	**58**	0	0	11	0	2	0	0	**13**	0	0	0	0	0	0	0	**0**
Hourly Total	**0**	**0**	**102**	**16**	**2**	**5**	**0**	**124**	**0**	**0**	**96**	**10**	**3**	**21**	**4**	**134**	**0**	**0**	**23**	**1**	**3**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**505**	**64**	**6**	**23**	**0**	**599**	**0**	**2**	**408**	**55**	**11**	**83**	**10**	**568**	**0**	**0**	**133**	**10**	**3**	**5**	**2**	**153**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

ARM TOTAL
185
192
222
161
202
167
157
144
162
171
162
199
182
159
150
135

HOURLY FLOWS

TIME	LEFT	AHEAD	RIGHT	U-TURN	TOTAL	JUNCTION TOTAL
-		-	-	-	-	-
-		-	-	-	-	-
-	-	-	-	-	-	-
0730 - 0830	313	373	73	2	760	3741
0745 - 0845	307	380	88	3	777	3707
0800 - 0900	313	359	78	3	752	3548
						-
0815 - 0915	283	331	72	1	687	3340
0830 - 0930	286	314	69	1	670	3053
-		-	-	-	-	
-		-	-	-	-	
-		-	-	-	-	
-		-	-	-	-	
-	-	-	-	-	-	
1630 - 1730	305	310	79	0	694	3497
1645 - 1745	321	309	84	0	714	3523
1700 - 1800	316	297	89	0	702	3442
1715 - 1815	315	288	87	0	689	3244
1730 - 1830	294	258	73	0	626	2942

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (4) Farnsfield Road / A617 Kirklington Road

Approach: Farnsfield Road

	Left to A617 Kirklington Road (East)								Right to A617 Kirklington Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	13	3	0	0	1	17
0745 - 0800	0	0	1	0	0	0	0	1	0	0	26	7	0	1	2	36
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**39**	**10**	**0**	**1**	**3**	**53**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	22	8	0	0	0	30
0815 - 0830	0	0	0	1	0	0	0	1	0	0	20	3	0	0	0	23
0830 - 0845	0	0	0	1	0	0	0	1	0	0	32	1	0	0	0	33
0845 - 0900	0	0	1	0	0	0	0	1	0	0	16	2	0	0	0	18
Hourly Total	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**90**	**14**	**0**	**0**	**0**	**104**
0900 - 0915	0	0	1	0	0	0	0	1	0	0	13	3	0	0	1	17
0915 - 0930	0	0	0	0	0	0	0	0	0	0	8	3	0	0	1	12
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**21**	**6**	**0**	**0**	**2**	**29**
Session Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**150**	**30**	**0**	**1**	**5**	**186**
1630 - 1645	0	0	1	0	0	0	0	1	0	0	20	2	0	1	0	23
1645 - 1700	0	0	1	0	0	0	0	1	0	0	12	4	0	0	1	17
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**32**	**6**	**0**	**1**	**1**	**40**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	16	5	0	0	0	21
1715 - 1730	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15
1730 - 1745	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
1745 - 1800	0	0	2	0	0	0	0	2	0	0	14	0	0	0	0	14
Hourly Total	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**65**	**7**	**0**	**0**	**0**	**72**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	14	2	0	0	2	18
1815 - 1830	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**3**	**0**	**0**	**2**	**23**
Session Total	**0**	**0**	**5**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**115**	**16**	**0**	**1**	**3**	**135**

ARM TOTAL
17
37
30
24
34
19
18
12
24
18
22
16
22
16
18
5

	HOURLY FLOWS		
TIME	LEFT	RIGHT	TOTAL
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	2	106	108
0745 - 0845	3	122	125
0800 - 0900	3	104	107
0815 - 0915	4	91	95
0830 - 0930	3	80	83
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	4	76	80
1645 - 1745	3	75	78
1700 - 1800	4	72	76
1715 - 1815	3	69	72
1730 - 1830	2	59	61

	HV HOURLY FLOWS		
TIME	LEFT	RIGHT	TOTAL
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	0	4	4
0745 - 0845	0	3	3
0800 - 0900	0	0	0
0815 - 0915	0	1	1
0830 - 0930	0	2	2
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	1	2	3
1645 - 1745	1	1	2
1700 - 1800	1	0	1
1715 - 1815	0	2	2
1730 - 1830	0	2	2

	HV PERCENTAGES	
TIME	LEFT	RIGHT
-	-	-
-	-	-
-	-	-
0730 - 0830	0.00%	3.77%
0745 - 0845	0.00%	2.46%
0800 - 0900	0.00%	0.00%
0815 - 0915	0.00%	1.10%
0830 - 0930	0.00%	2.50%
-		
-		
-		
-		
-		
-		
1630 - 1730	25.00%	2.63%
1645 - 1745	33.33%	1.33%
1700 - 1800	25.00%	0.00%
1715 - 1815	0.00%	2.90%
1730 - 1830	0.00%	0.00%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to A617 Kirklington Road (East)								Right to A617 Kirklington Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	13	3	0	0	2	18
0745 - 0800	0	0	1	0	0	0	0	1	0	0	26	7	0	2	4	39
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**39**	**10**	**0**	**2**	**6**	**57**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	22	8	0	0	0	30
0815 - 0830	0	0	0	1	0	0	0	1	0	0	20	3	0	0	0	23
0830 - 0845	0	0	0	1	0	0	0	1	0	0	32	1	0	0	0	33
0845 - 0900	0	0	1	0	0	0	0	1	0	0	16	2	0	0	0	18
Hourly Total	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**90**	**14**	**0**	**0**	**0**	**104**
0900 - 0915	0	0	1	0	0	0	0	1	0	0	13	3	0	0	2	18
0915 - 0930	0	0	0	0	0	0	0	0	0	0	8	3	0	0	2	13
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**21**	**6**	**0**	**0**	**4**	**31**
Session Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**150**	**30**	**0**	**2**	**10**	**192**
1630 - 1645	0	0	1	0	0	0	0	1	0	0	20	2	0	2	0	24
1645 - 1700	0	0	1	0	0	0	0	1	0	0	12	4	0	0	2	18
Hourly Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**32**	**6**	**0**	**2**	**2**	**42**
1700 - 1715	0	0	0	0	2	0	0	2	0	0	16	5	0	0	0	21
1715 - 1730	0	0	1	0	0	0	0	1	0	0	14	1	0	0	0	15
1730 - 1745	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22
1745 - 1800	0	0	2	0	0	0	0	2	0	0	14	0	0	0	0	14
Hourly Total	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**5**	**0**	**0**	**65**	**7**	**0**	**0**	**0**	**72**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	14	2	0	0	4	20
1815 - 1830	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**3**	**0**	**0**	**4**	**25**
Session Total	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**7**	**0**	**0**	**115**	**16**	**0**	**2**	**6**	**139**

ARM TOTAL
18
40
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34
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23
16
22
16
20
5

	HOURLY FLOWS			
TIME	LEFT	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	2	110	112	1566
0745 - 0845	3	125	128	1566
0800 - 0900	3	104	107	1496
0815 - 0915	4	92	96	1403
0830 - 0930	3	82	85	1313
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
1630 - 1730	5	78	83	1488
1645 - 1745	4	76	80	1503
1700 - 1800	5	72	77	1460
1715 - 1815	3	71	74	1386
1730 - 1830	2	61	63	1281

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (4) Farnsfield Road / A617 Kirklington Road

Approach: A617 Kirklington Road (East)

	Ahead to A617 Kirklington Road (West)								Right to Farnsfield Road								U-Turn								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	104	20	3	8	0	**135**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	135
0745 - 0800	0	0	107	27	6	10	0	**150**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	152
Hourly Total	**0**	**0**	**211**	**47**	**9**	**18**	**0**	**285**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0800 - 0815	0	0	123	16	4	9	0	**152**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	152
0815 - 0830	0	0	114	23	5	5	1	**148**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	149
0830 - 0845	0	0	94	14	5	6	1	**120**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	121
0845 - 0900	0	0	102	16	1	5	3	**127**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	127
Hourly Total	**0**	**0**	**433**	**69**	**15**	**25**	**5**	**547**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0900 - 0915	0	0	72	16	6	12	0	**106**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	107
0915 - 0930	0	0	82	14	6	7	0	**109**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	110
Hourly Total	**0**	**0**	**154**	**30**	**12**	**19**	**0**	**215**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**0**	**798**	**146**	**36**	**62**	**5**	**1047**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	
1630 - 1645	0	1	124	31	4	7	0	**167**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	167
1645 - 1700	0	0	119	33	2	8	0	**162**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	163
Hourly Total	**0**	**1**	**243**	**64**	**6**	**15**	**0**	**329**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1700 - 1715	0	3	122	28	5	4	1	**163**	0	2	0	0	0	0	0	**2**	0	0	0	0	0	0	0	**0**	165
1715 - 1730	0	1	116	35	1	6	0	**159**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	159
1730 - 1745	0	2	144	35	1	4	1	**187**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	187
1745 - 1800	0	0	113	13	2	7	1	**136**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	136
Hourly Total	**0**	**6**	**495**	**111**	**9**	**21**	**3**	**645**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1800 - 1815	0	1	102	12	1	2	0	**118**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	118
1815 - 1830	0	1	101	13	0	3	0	**118**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	119
Hourly Total	**0**	**2**	**203**	**25**	**1**	**5**	**0**	**236**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**9**	**941**	**200**	**16**	**41**	**3**	**1210**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Ahead to A617 Kirklington Road (West)								Right to Farnsfield Road								U-Turn								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	104	20	5	18	0	**147**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	147
0745 - 0800	0	0	107	27	9	23	0	**166**	0	0	1	0	0	0	0	**1**	0	0	1	0	0	0	0	**1**	168
Hourly Total	**0**	**0**	**211**	**47**	**14**	**41**	**0**	**313**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0800 - 0815	0	0	123	16	6	21	0	**166**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	166
0815 - 0830	0	0	114	23	8	12	2	**159**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	159
0830 - 0845	0	0	94	14	8	14	2	**131**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	132
0845 - 0900	0	0	102	16	2	12	6	**137**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	137
Hourly Total	**0**	**0**	**433**	**69**	**23**	**58**	**10**	**592**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
0900 - 0915	0	0	72	16	9	28	0	**125**	0	0	0	1	0	0	0	**1**	0	0	0	0	0	0	0	**0**	126
0915 - 0930	0	0	82	14	9	16	0	**121**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	122
Hourly Total	**0**	**0**	**154**	**30**	**18**	**44**	**0**	**246**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**0**	**798**	**146**	**54**	**143**	**10**	**1151**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	
1630 - 1645	0	0	124	31	6	16	0	**178**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	178
1645 - 1700	0	0	119	33	3	18	0	**173**	0	0	1	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	174
Hourly Total	**0**	**0**	**243**	**64**	**9**	**35**	**0**	**351**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1700 - 1715	0	1	122	28	8	9	2	**170**	0	1	0	0	0	0	0	**1**	0	0	0	0	0	0	0	**0**	171
1715 - 1730	0	0	116	35	2	14	0	**167**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	167
1730 - 1745	0	1	144	35	2	9	2	**193**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	193
1745 - 1800	0	0	113	13	3	16	2	**147**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	147
Hourly Total	**0**	**2**	**495**	**111**	**14**	**48**	**6**	**676**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1800 - 1815	0	0	102	12	2	5	0	**121**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	121
1815 - 1830	0	0	101	13	0	7	0	**121**	0	0	0	0	0	0	0	**0**	0	0	1	0	0	0	0	**1**	122
Hourly Total	**0**	**1**	**203**	**25**	**2**	**12**	**0**	**242**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
Session Total	**0**	**4**	**941**	**200**	**24**	**94**	**6**	**1269**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	

	HOURLY FLOWS				
TIME	AHEAD	RIGHT	UTURN	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	637	1	2	640	1566
0745 - 0845	621	2	2	625	1566
0800 - 0900	592	1	1	594	1496
0815 - 0915	551	2	1	554	1403
0830 - 0930	514	2	1	517	1313
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
1630 - 1730	688	2	0	689	1488
1645 - 1745	703	2	0	704	1503
1700 - 1800	676	1	0	677	1460
1715 - 1815	627	0	0	627	1386
1730 - 1830	581	0	1	582	1281

	HOURLY FLOWS			
TIME	AHEAD	RIGHT	UTURN	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	585	1	2	588
0745 - 0845	570	2	2	574
0800 - 0900	547	1	1	549
0815 - 0915	501	2	1	504
0830 - 0930	462	2	1	465
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	651	3	0	654
1645 - 1745	671	3	0	674
1700 - 1800	645	2	0	647
1715 - 1815	600	0	0	600
1730 - 1830	559	0	1	560

	HV HOURLY FLOWS			
TIME	LEFT	RIGHT	UTURN	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	51	0	0	51
0745 - 0845	52	0	0	52
0800 - 0900	45	0	0	45
0815 - 0915	50	0	0	50
0830 - 0930	52	0	0	52
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	38	0	0	38
1645 - 1745	33	0	0	33
1700 - 1800	33	0	0	33
1715 - 1815	26	0	0	26
1730 - 1830	22	0	0	22

	HV PERCENTAGES		
TIME	LEFT	RIGHT	UTURN
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	8.72%	0.00%	0.00%
0745 - 0845	9.12%	0.00%	0.00%
0800 - 0900	8.23%	0.00%	0.00%
0815 - 0915	9.98%	0.00%	0.00%
0830 - 0930	11.26%	0.00%	0.00%
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	5.84%	0.00%	0.00%
1645 - 1745	4.92%	0.00%	0.00%
1700 - 1800	5.12%	0.00%	0.00%
1715 - 1815	4.33%	0.00%	0.00%
1730 - 1830	3.94%	0.00%	0.00%

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (4) Farnsfield Road / A617 Kirklington Road

Approach: A617 Kirklington Road (West)

	Left to Farnsfield Road								Ahead to A617 Kirklington Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	12	3	1	0	0	16	0	1	109	35	7	10	1	163
0745 - 0800	0	0	26	2	0	0	1	29	0	1	99	43	8	13	1	165
Hourly Total	**0**	**0**	**38**	**5**	**1**	**0**	**1**	**45**	**0**	**2**	**208**	**78**	**15**	**23**	**2**	**328**
0800 - 0815	0	0	15	5	0	0	0	20	0	0	131	38	4	8	1	182
0815 - 0830	0	0	14	3	0	0	0	17	0	0	117	28	5	7	0	157
0830 - 0845	0	0	13	0	1	0	0	14	0	1	114	25	9	12	0	161
0845 - 0900	0	0	27	0	0	0	1	28	0	1	108	24	8	11	0	152
Hourly Total	**0**	**0**	**69**	**8**	**1**	**0**	**1**	**79**	**0**	**2**	**470**	**115**	**26**	**38**	**1**	**652**
0900 - 0915	0	0	24	3	0	0	0	27	0	0	99	17	7	9	0	132
0915 - 0930	0	0	12	2	0	0	0	14	0	0	80	25	5	7	0	117
Hourly Total	**0**	**0**	**36**	**5**	**0**	**0**	**0**	**41**	**0**	**0**	**179**	**42**	**12**	**16**	**0**	**249**
Session Total	**0**	**0**	**143**	**18**	**2**	**0**	**2**	**165**	**0**	**4**	**857**	**235**	**53**	**77**	**3**	**1229**
1630 - 1645	0	0	25	7	0	0	0	32	0	4	95	19	3	12	0	133
1645 - 1700	0	0	22	3	0	0	0	25	0	0	104	11	3	10	0	128
Hourly Total	**0**	**0**	**47**	**10**	**0**	**0**	**0**	**57**	**0**	**4**	**199**	**30**	**6**	**22**	**0**	**261**
1700 - 1715	0	0	26	8	0	0	1	35	0	0	105	21	3	8	0	137
1715 - 1730	0	2	33	0	0	0	0	35	0	0	121	11	3	6	0	141
1730 - 1745	0	0	44	3	0	0	2	49	0	1	101	13	2	6	0	123
1745 - 1800	0	0	19	4	0	0	0	23	0	0	118	8	1	2	0	129
Hourly Total	**0**	**2**	**122**	**15**	**0**	**0**	**3**	**142**	**0**	**1**	**445**	**53**	**9**	**22**	**0**	**530**
1800 - 1815	0	0	21	1	0	0	1	23	0	0	103	11	2	10	0	126
1815 - 1830	0	0	24	2	0	0	1	27	0	0	85	8	1	5	0	99
Hourly Total	**0**	**0**	**45**	**3**	**0**	**0**	**2**	**50**	**0**	**0**	**188**	**19**	**3**	**15**	**0**	**225**
Session Total	**0**	**2**	**214**	**28**	**0**	**0**	**5**	**249**	**0**	**5**	**832**	**102**	**18**	**59**	**0**	**1016**

ARM TOTAL
179
194
202
174
175
180
159
131
165
153
172
176
172
152
149
126

	HOURLY FLOWS		
TIME	LEFT	AHEAD	TOTAL
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	82	667	749
0745 - 0845	80	665	745
0800 - 0900	79	652	731
0815 - 0915	86	602	688
0830 - 0930	83	562	645
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	127	539	666
1645 - 1745	144	529	673
1700 - 1800	142	530	672
1715 - 1815	130	519	649
1730 - 1830	122	477	599

	HV HOURLY FLOWS		
TIME	LEFT	AHEAD	TOTAL
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	2	65	67
0745 - 0845	2	68	70
0800 - 0900	2	65	67
0815 - 0915	2	68	70
0830 - 0930	2	68	70
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	1	48	49
1645 - 1745	3	41	44
1700 - 1800	3	31	34
1715 - 1815	3	32	35
1730 - 1830	4	29	33

	HV PERCENTAGES	
TIME	LEFT	AHEAD
-	-	-
-	-	-
-	-	-
0730 - 0830	2.44%	9.75%
0745 - 0845	2.50%	10.23%
0800 - 0900	2.53%	9.97%
0815 - 0915	2.33%	11.30%
0830 - 0930	2.41%	12.10%
-	-	-
1630 - 1730	0.79%	8.91%
1645 - 1745	2.08%	7.75%
1700 - 1800	2.11%	5.85%
1715 - 1815	2.31%	6.17%
1730 - 1830	3.28%	0.00%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to Farnsfield Road								Ahead to A617 Kirklington Road (East)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	12	3	2	0	0	17	0	0	109	35	11	23	2	180
0745 - 0800	0	0	26	2	0	0	2	30	0	0	99	43	12	30	2	186
Hourly Total	**0**	**0**	**38**	**5**	**2**	**0**	**2**	**47**	**0**	**1**	**208**	**78**	**23**	**53**	**4**	**366**
0800 - 0815	0	0	15	5	0	0	0	20	0	0	131	38	6	18	2	195
0815 - 0830	0	0	14	3	0	0	0	17	0	0	117	28	8	16	0	169
0830 - 0845	0	0	13	0	2	0	0	15	0	0	114	25	14	28	0	181
0845 - 0900	0	0	27	0	0	0	2	29	0	0	108	24	12	25	0	170
Hourly Total	**0**	**0**	**69**	**8**	**2**	**0**	**2**	**81**	**0**	**1**	**470**	**115**	**39**	**87**	**2**	**714**
0900 - 0915	0	0	24	3	0	0	0	27	0	0	99	17	11	21	0	147
0915 - 0930	0	0	12	2	0	0	0	14	0	0	80	25	8	16	0	129
Hourly Total	**0**	**0**	**36**	**5**	**0**	**0**	**0**	**41**	**0**	**0**	**179**	**42**	**18**	**37**	**0**	**276**
Session Total	**0**	**0**	**143**	**18**	**3**	**0**	**4**	**168**	**0**	**2**	**857**	**235**	**80**	**177**	**6**	**1356**
1630 - 1645	0	0	25	7	0	0	0	32	0	2	95	19	5	28	0	148
1645 - 1700	0	0	22	3	0	0	0	25	0	0	104	11	5	23	0	143
Hourly Total	**0**	**0**	**47**	**10**	**0**	**0**	**0**	**57**	**0**	**2**	**199**	**30**	**9**	**51**	**0**	**290**
1700 - 1715	0	0	26	8	0	0	2	36	0	0	105	21	5	18	0	149
1715 - 1730	0	1	33	0	0	0	0	34	0	0	121	11	5	14	0	150
1730 - 1745	0	0	44	3	0	0	4	51	0	0	101	13	3	14	0	131
1745 - 1800	0	0	19	4	0	0	0	23	0	0	118	8	2	5	0	132
Hourly Total	**0**	**1**	**122**	**15**	**0**	**0**	**6**	**144**	**0**	**0**	**445**	**53**	**14**	**51**	**0**	**563**
1800 - 1815	0	0	21	1	0	0	2	24	0	0	103	11	3	23	0	140
1815 - 1830	0	0	24	2	0	0	2	28	0	0	85	8	2	12	0	106
Hourly Total	**0**	**0**	**45**	**3**	**0**	**0**	**4**	**52**	**0**	**0**	**188**	**19**	**5**	**35**	**0**	**246**
Session Total	**0**	**1**	**214**	**28**	**0**	**0**	**10**	**253**	**0**	**2**	**832**	**102**	**27**	**136**	**0**	**1099**

ARM TOTAL
196
216
215
186
195
199
174
143
180
168
185
184
182
155
164
134

	HOURLY FLOWS			
TIME	LEFT	AHEAD	TOTAL	JUNCTION TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	84	730	814	1566
0745 - 0845	82	731	812	1566
0800 - 0900	81	714	795	1496
0815 - 0915	88	666	754	1403
0830 - 0930	85	626	711	1313
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
-	-	-	-	
1630 - 1730	127	589	716	1488
1645 - 1745	146	573	719	1503
1700 - 1800	144	563	706	1460
1715 - 1815	132	554	685	1386
1730 - 1830	126	509	635	1281

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (5) Access / Deerdale Road / Eakring Road

Approach: Access

	Left to Deerdale Road (East)								Ahead to Eakring Road								Right to Deerdale Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

ARM TOTAL
0
0
0
1
0
0
0
1
1
0
1
0
1
0
0
0

	HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	0	1	0	1
0745 - 0845	0	1	0	1
0800 - 0900	0	1	0	1
0815 - 0915	0	1	0	1
0830 - 0930	0	1	0	1
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	1	1	0	2
1645 - 1745	1	0	1	2
1700 - 1800	1	0	1	2
1715 - 1815	0	0	1	1
1730 - 1830	0	0	1	1

	HV HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	0	0	0	0
0745 - 0845	0	0	0	0
0800 - 0900	0	0	0	0
0815 - 0915	0	0	0	0
0830 - 0930	0	0	0	0
-	-	-		-
-	-	-		-
-	-	-		-
-	-	-		-
-	-	-		-
-	-	-		-
-	-	-		-
1630 - 1730	0	0	0	0
1645 - 1745	0	0	0	0
1700 - 1800	0	0	0	0
1715 - 1815	0	0	0	0
1730 - 1830	0	0	0	0

	HV PERCENTAGES		
TIME	LEFT	AHEAD	RIGHT
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	0.00%	0.00%	0.00%
0745 - 0845	0.00%	0.00%	0.00%
0800 - 0900	0.00%	0.00%	0.00%
0815 - 0915	0.00%	0.00%	0.00%
0830 - 0930	0.00%	0.00%	0.00%
-		-	-
-		-	-
-		-	-
-		-	-
-		-	-
-		-	-
-		-	-
1630 - 1730	0.00%	0.00%	0.00%
1645 - 1745	0.00%	0.00%	0.00%
1700 - 1800	0.00%	0.00%	0.00%
1715 - 1815	0.00%	0.00%	0.00%
1730 - 1830	0.00%	0.00%	0.00%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to Deerdale Road (East)								Ahead to Eakring Road								Right to Deerdale Road (West)							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1630 - 1645	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1700 - 1715	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815 - 1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**

ARM TOTAL
0
0
0
1
0
0
0
1
1
0
1
0
1
0
0
0

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	0	1	0	1	335
0745 - 0845	0	1	0	1	304
0800 - 0900	0	1	0	1	275
0815 - 0915	0	1	0	1	262
0830 - 0930	0	1	0	1	246
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
1630 - 1730	1	1	0	2	324
1645 - 1745	1	0	1	2	307
1700 - 1800	1	0	1	2	280
1715 - 1815	0	0	1	1	259
1730 - 1830	0	0	1	1	236

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (5) Access / Deerdale Road / Eakring Road

Approach: Deerdale Road (East)

	Left to Eakring Road								Ahead to Deerdale Road (West)								Right to Access								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	19	2	1	1	0	23	0	0	0	0	0	0	0	0	23
0745 - 0800	0	0	0	0	0	0	0	0	0	0	16	3	1	0	0	20	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**5**	**2**	**1**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0800 - 0815	0	0	1	0	0	0	2	3	0	0	15	1	1	1	0	18	0	0	0	0	0	0	0	0	21
0815 - 0830	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0	14
0830 - 0845	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	0	0	0	0	0	0	0	0	12
0845 - 0900	0	0	2	0	0	0	0	2	0	0	13	1	0	1	0	15	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**2**	**6**	**0**	**0**	**50**	**4**	**2**	**2**	**0**	**58**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0900 - 0915	0	0	1	0	0	0	0	1	0	0	12	0	2	1	0	15	0	0	0	0	0	0	0	0	16
0915 - 0930	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**24**	**2**	**2**	**1**	**0**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Session Total	**0**	**0**	**5**	**0**	**0**	**0**	**2**	**7**	**0**	**0**	**109**	**11**	**6**	**4**	**0**	**130**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1630 - 1645	0	1	1	1	0	0	0	3	0	0	8	5	0	1	0	14	0	0	1	0	0	0	0	1	18
1645 - 1700	0	0	0	0	0	0	0	0	0	1	14	2	0	0	0	17	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**1**	**1**	**1**	**0**	**0**	**0**	**3**	**0**	**1**	**22**	**7**	**0**	**1**	**0**	**31**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
1700 - 1715	0	0	1	1	0	0	0	2	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	19
1715 - 1730	0	0	2	0	0	0	0	2	0	0	15	3	0	0	0	18	0	0	0	0	0	0	0	0	20
1730 - 1745	0	0	0	1	0	0	0	1	0	0	19	3	0	0	0	22	0	0	1	0	0	0	0	0	24
1745 - 1800	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**54**	**13**	**0**	**0**	**0**	**67**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	11	1	0	1	0	13	0	0	0	0	0	0	0	0	13
1815 - 1830	0	0	1	0	0	0	0	1	0	0	8	2	0	1	0	11	0	0	0	0	0	0	0	0	12
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**19**	**3**	**0**	**2**	**0**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Session Total	**0**	**1**	**5**	**3**	**0**	**0**	**0**	**9**	**0**	**1**	**95**	**23**	**0**	**3**	**0**	**122**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to Eakring Road								Ahead to Deerdale Road (West)								Right to Access								ARM
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	19	2	2	2	0	25	0	0	0	0	0	0	0	0	25
0745 - 0800	0	0	0	0	0	0	0	0	0	0	16	3	2	0	0	21	0	0	0	0	0	0	0	0	21
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**35**	**5**	**3**	**2**	**0**	**45**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0800 - 0815	0	0	1	0	0	0	4	5	0	0	15	1	2	2	0	20	0	0	0	0	0	0	0	0	25
0815 - 0830	0	0	1	0	0	0	0	1	0	0	11	2	0	0	0	13	0	0	0	0	0	0	0	0	14
0830 - 0845	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	0	0	0	0	0	0	0	0	13
0845 - 0900	0	0	2	0	0	0	0	2	0	0	13	1	0	2	0	16	0	0	0	0	0	0	0	0	18
Hourly Total	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**8**	**0**	**0**	**50**	**4**	**3**	**5**	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
0900 - 0915	0	0	1	0	0	0	0	1	0	0	12	0	3	2	0	17	0	0	0	0	0	0	0	0	18
0915 - 0930	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**24**	**2**	**3**	**2**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Session Total	**0**	**0**	**5**	**0**	**0**	**0**	**4**	**9**	**0**	**0**	**109**	**11**	**9**	**9**	**0**	**138**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
1630 - 1645	0	0	1	1	0	0	0	2	0	0	8	5	0	2	0	15	0	0	1	0	0	0	0	1	19
1645 - 1700	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**22**	**7**	**0**	**2**	**0**	**32**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
1700 - 1715	0	0	1	1	0	0	0	2	0	0	13	4	0	0	0	17	0	0	0	0	0	0	0	0	19
1715 - 1730	0	0	2	0	0	0	0	2	0	0	15	3	0	0	0	18	0	0	0	0	0	0	0	0	20
1730 - 1745	0	0	0	1	0	0	0	1	0	0	19	3	0	0	0	22	0	0	1	0	0	0	0	0	24
1745 - 1800	0	0	0	0	0	0	0	0	0	0	7	3	0	0	0	10	0	0	0	0	0	0	0	0	10
Hourly Total	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**5**	**0**	**0**	**54**	**13**	**0**	**0**	**0**	**67**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
1800 - 1815	0	0	0	0	0	0	0	0	0	0	11	1	0	2	0	14	0	0	0	0	0	0	0	0	14
1815 - 1830	0	0	1	0	0	0	0	1	0	0	8	2	0	2	0	12	0	0	0	0	0	0	0	0	13
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**19**	**3**	**0**	**5**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
Session Total	**0**	**0**	**5**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**95**	**23**	**0**	**7**	**0**	**125**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	TOTAL	
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
0730 - 0830	4	74	0	78	
0745 - 0845	4	63	0	67	
0800 - 0900	6	58	0	64	
0815 - 0915	4	55	0	59	
0830 - 0930	3	56	0	59	
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
1630 - 1730	7	66	1	74	
1645 - 1745	5	74	1	80	
1700 - 1800	5	67	1	73	
1715 - 1815	3	63	1	67	
1730 - 1830	2	56	1	59	

	HV HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
	-	-	-	-
	-	-	-	-
	-	-	-	-
0730 - 0830	2	5	0	7
0745 - 0845	2	4	0	6
0800 - 0900	2	4	0	6
0815 - 0915	0	5	0	5
0830 - 0930	0	5	0	5
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
1630 - 1730	0	1	0	1
1645 - 1745	0	0	0	0
1700 - 1800	0	0	0	0
1715 - 1815	0	1	0	1
1730 - 1830	0	2	0	2

	HV PERCENTAGES		
TIME	LEFT	AHEAD	RIGHT
	-	-	-
	-	-	-
	-	-	-
0730 - 0830	50.00%	6.76%	0.00%
0745 - 0845	50.00%	6.35%	0.00%
0800 - 0900	33.33%	6.90%	0.00%
0815 - 0915	0.00%	9.09%	0.00%
0830 - 0930	0.00%	8.93%	0.00%
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
1630 - 1730	0.00%	1.52%	0.00%
1645 - 1745	0.00%	0.00%	0.00%
1700 - 1800	0.00%	0.00%	0.00%
1715 - 1815	0.00%	1.59%	0.00%
1730 - 1830	0.00%	3.57%	0.00%

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
0730 - 0830	6	78	0	84	335
0745 - 0845	6	66	0	72	304
0800 - 0900	8	62	0	70	275
0815 - 0915	4	59	0	63	262
0830 - 0930	3	60	0	63	246
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
	-	-	-	-	
1630 - 1730	6	67	1	74	324
1645 - 1745	5	73	1	79	307
1700 - 1800	5	67	1	73	280
1715 - 1815	3	64	1	68	259
1730 - 1830	2	59	1	62	236

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (5) Access / Deerdale Road / Eakring Road

Approach: Eakring Road

TIME	Left to Deerdale Road (West)								Ahead to Access								Right to Deerdale Road (East)								U-Turn							
	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	9	2	3	1	0	15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0745 - 0800	0	1	1	2	8	2	0	14	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**1**	**10**	**4**	**11**	**3**	**0**	**29**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	7	1	2	0	0	10	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
0815 - 0830	0	0	7	3	0	2	1	13	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
0830 - 0845	0	0	3	0	2	0	0	5	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0845 - 0900	0	0	6	3	3	0	0	12	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**7**	**7**	**2**	**1**	**40**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**3**	**1**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0915 - 0930	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**1**	**43**	**12**	**18**	**5**	**1**	**80**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**17**	**3**	**1**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1630 - 1645	0	0	14	4	0	1	0	19	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
1645 - 1700	0	0	10	3	0	2	0	15	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8	0	2	1	0	0	0	0	3
Hourly Total	**0**	**0**	**24**	**7**	**0**	**3**	**0**	**34**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**
1700 - 1715	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
1715 - 1730	0	0	11	3	0	2	0	16	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1730 - 1745	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
1745 - 1800	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**41**	**3**	**0**	**2**	**0**	**46**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**14**	**2**	**0**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1815 - 1830	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**82**	**11**	**0**	**5**	**0**	**98**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**30**	**6**	**0**	**0**	**0**	**37**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**3**

ARM TOTAL
16
18
14
16
9
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27
27
25
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14
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12
10

TIME	HOURLY FLOWS LEFT	AHEAD	RIGHT	U-TURN	TOTAL
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
0730 - 0830	52	1	11	0	64
0745 - 0845	42	1	14	0	57
0800 - 0900	40	1	13	0	54
0815 - 0915	36	1	13	0	50
0830 - 0930	28	1	10	0	39
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
1630 - 1730	69	1	23	3	96
1645 - 1745	57	1	22	3	83
1700 - 1800	46	0	17	0	63
1715 - 1815	36	0	14	0	50
1730 - 1830	29	0	14	0	43

TIME	HV HOURLY FLOWS LEFT	AHEAD	RIGHT	U-TURN	TOTAL
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
0730 - 0830	19	0	0	0	19
0745 - 0845	17	0	0	0	17
0800 - 0900	10	0	1	0	11
0815 - 0915	8	0	1	0	9
0830 - 0930	5	0	1	0	6
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	-	-	-	-
1630 - 1730	5	0	0	0	5
1645 - 1745	4	0	0	0	4
1700 - 1800	2	0	0	0	2
1715 - 1815	2	0	0	0	2
1730 - 1830	0	0	0	0	0

TIME	HV PERCENTAGES (%) LEFT	AHEAD	RIGHT	U-TURN
	-	-	-	-
	-	-	-	-
	-	-	-	-
0730 - 0830	36.54%	0.00%	0.00%	0.00%
0745 - 0845	40.48%	0.00%	0.00%	0.00%
0800 - 0900	25.00%	0.00%	7.69%	0.00%
0815 - 0915	22.22%	0.00%	7.69%	0.00%
0830 - 0930	17.86%	0.00%	10.00%	0.00%
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-
1630 - 1730	7.25%	0.00%	0.00%	0.00%
1645 - 1745	7.02%	0.00%	0.00%	0.00%
1700 - 1800	4.35%	0.00%	0.00%	0.00%
1715 - 1815	5.56%	0.00%	0.00%	0.00%
1730 - 1830	0.00%	0.00%	0.00%	0.00%

PCU

PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

TIME	Left to Deerdale Road (West)								Ahead to Access								Right to Deerdale Road (East)								U-Turn							
	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	9	2	5	2	0	18	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
0745 - 0800	0	0	1	2	12	5	0	20	0	0	1	0	0	0	0	1	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**10**	**4**	**17**	**7**	**0**	**38**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	7	1	3	0	0	11	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0
0815 - 0830	0	0	7	3	0	5	2	17	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0
0830 - 0845	0	0	3	0	3	0	0	6	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0845 - 0900	0	0	6	3	5	0	0	14	0	0	0	1	0	0	0	1	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**23**	**7**	**11**	**5**	**2**	**47**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**9**	**3**	**2**	**0**	**0**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0900 - 0915	0	0	6	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0
0915 - 0930	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**10**	**1**	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**43**	**12**	**27**	**12**	**2**	**96**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**17**	**3**	**2**	**0**	**0**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1630 - 1645	0	0	14	4	0	2	0	20	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0
1645 - 1700	0	0	10	3	0	5	0	18	0	0	1	0	0	0	0	1	0	0	6	2	0	0	0	8	0	1	1	0	0	0	0	2
Hourly Total	**0**	**0**	**24**	**7**	**0**	**7**	**0**	**38**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**16**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**
1700 - 1715	0	0	19	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	0	0	0	0	0	0	0	0
1715 - 1730	0	0	11	3	0	5	0	19	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
1730 - 1745	0	0	7	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	0	0	0	0	0	0	0	0
1745 - 1800	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**41**	**3**	**0**	**5**	**0**	**49**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**2**	**0**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1800 - 1815	0	0	8	1	0	0	0	9	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0
1815 - 1830	0	0	9	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Hourly Total	**0**	**0**	**17**	**1**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Session Total	**0**	**0**	**82**	**11**	**0**	**12**	**0**	**105**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**30**	**6**	**0**	**0**	**0**	**36**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**

ARM TOTAL
19
24
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TIME	HOURLY FLOWS LEFT	AHEAD	RIGHT	U-TURN	TOTAL	JUNCTION TOTAL
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-
0730 - 0830	65	1	11	0	77	335
0745 - 0845	54	1	14	0	69	304
0800 - 0900	47	1	14	0	62	275
0815 - 0915	42	1	14	0	57	262
0830 - 0930	31	1	11	0	42	246
	-	-	-	-	-	
	-	-	-	-	-	
	-	-	-	-	-	
	-	-	-	-	-	
	-	-	-	-	-	
	-	-	-	-	-	
	-	-	-	-	-	
1630 - 1730	76	1	23	2	101	324
1645 - 1745	62	1	22	2	87	307
1700 - 1800	49	0	16	0	65	280
1715 - 1815	39	0	13	0	52	259
1730 - 1830	29	0	13	0	42	236

Bilsthorpe - Manual Traffic Survey, Wednesday 9th October 2019

Additional Calculation (in Blue):
Travis Baker

Junction: (5) Access / Deerdale Road / Eakring Road

Approach: Deerdale Road (West)

	Left to Access								Ahead to Deerdale Road (East)								Right to Eakring Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	18	5	1	1	0	25	0	0	12	3	4	1	0	20
0745 - 0800	0	0	0	0	0	0	0	0	0	0	15	6	1	0	0	22	0	0	26	6	0	0	0	32
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**11**	**2**	**1**	**0**	**47**	**0**	**0**	**38**	**9**	**4**	**1**	**0**	**52**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	12	5	0	0	0	17	0	0	10	6	1	0	0	17
0815 - 0830	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	0	0	14	4	1	0	0	19
0830 - 0845	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	16	1	4	0	0	21
0845 - 0900	0	0	0	0	0	0	0	0	0	0	15	0	2	0	0	17	0	0	13	2	1	0	0	16
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**10**	**2**	**0**	**0**	**65**	**0**	**0**	**53**	**13**	**7**	**0**	**0**	**73**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	12	2	0	1	0	15	0	0	11	2	1	1	0	15
0915 - 0930	0	0	1	0	0	0	0	1	0	0	15	3	0	0	0	18	0	0	17	1	0	0	0	18
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**27**	**5**	**0**	**1**	**0**	**33**	**0**	**0**	**28**	**3**	**1**	**1**	**0**	**33**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**113**	**26**	**4**	**2**	**0**	**145**	**0**	**0**	**119**	**25**	**12**	**2**	**0**	**158**
1630 - 1645	0	0	0	0	0	0	0	0	0	1	20	2	0	0	0	23	0	0	17	3	0	2	0	22
1645 - 1700	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	0	0	10	2	1	0	0	13
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**34**	**5**	**0**	**0**	**0**	**40**	**0**	**0**	**27**	**5**	**1**	**2**	**0**	**35**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	17	1	0	1	0	19	0	0	11	1	0	0	0	12
1715 - 1730	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	11	1	0	1	0	13
1730 - 1745	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	0	3	15	0	0	0	0	18
1745 - 1800	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	0	0	9	0	0	1	0	10
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**5**	**0**	**1**	**0**	**85**	**0**	**3**	**46**	**2**	**0**	**2**	**0**	**53**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	15	1	0	0	0	16
1815 - 1830	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	14	1	0	1	0	16
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**	**0**	**0**	**29**	**2**	**0**	**1**	**0**	**32**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**136**	**13**	**0**	**1**	**0**	**151**	**0**	**3**	**102**	**9**	**1**	**5**	**0**	**120**

ARM TOTAL
45
54
34
38
33
33
30
37
45
30
31
35
41
31
30
28

	HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	0	83	88	171
0745 - 0845	0	70	89	159
0800 - 0900	0	65	73	138
0815 - 0915	0	63	71	134
0830 - 0930	1	62	70	133
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	0	81	60	141
1645 - 1745	0	81	56	137
1700 - 1800	0	85	53	138
1715 - 1815	0	80	57	137
1730 - 1830	0	70	60	130

	HV HOURLY FLOWS			
TIME	LEFT	AHEAD	RIGHT	TOTAL
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
0730 - 0830	0	3	7	10
0745 - 0845	0	1	6	7
0800 - 0900	0	2	7	9
0815 - 0915	0	3	8	11
0830 - 0930	0	3	7	10
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
1630 - 1730	0	1	4	5
1645 - 1745	0	1	2	3
1700 - 1800	0	1	2	3
1715 - 1815	0	0	2	2
1730 - 1830	0	0	2	2

	HV PERCENTAGES		
TIME	LEFT	AHEAD	RIGHT
-	-	-	-
-	-	-	-
-	-	-	-
0730 - 0830	0.00%	3.61%	7.95%
0745 - 0845	0.00%	1.43%	6.74%
0800 - 0900	0.00%	3.08%	9.59%
0815 - 0915	0.00%	4.76%	11.27%
0830 - 0930	0.00%	4.84%	10.00%
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
-	-	-	-
1630 - 1730	0.00%	1.23%	6.67%
1645 - 1745	0.00%	1.23%	3.57%
1700 - 1800	0.00%	1.18%	3.77%
1715 - 1815	0.00%	0.00%	3.51%
1730 - 1830	0.00%	0.00%	3.33%

PCU

P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS
0.2	0.4	1.0	1.0	1.5	2.3	2.0

	Left to Access								Ahead to Deerdale Road (East)								Right to Eakring Road							
TIME	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	P/CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0730 - 0745	0	0	0	0	0	0	0	0	0	0	18	0	2	2	0	22	0	0	12	3	6	2	0	23
0745 - 0800	0	0	0	0	0	0	0	0	0	0	15	6	2	0	0	23	0	0	26	6	0	0	0	32
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**33**	**6**	**3**	**2**	**0**	**44**	**0**	**0**	**38**	**9**	**6**	**2**	**0**	**55**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	12	5	0	0	0	17	0	0	10	6	2	0	0	18
0815 - 0830	0	0	0	0	0	0	0	0	0	0	16	3	0	0	0	19	0	0	14	4	2	0	0	20
0830 - 0845	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	16	1	6	0	0	23
0845 - 0900	0	0	0	0	0	0	0	0	0	0	15	0	3	0	0	18	0	0	13	2	2	0	0	17
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**53**	**10**	**3**	**0**	**0**	**66**	**0**	**0**	**53**	**13**	**11**	**0**	**0**	**77**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	12	2	0	2	0	16	0	0	11	2	2	2	0	17
0915 - 0930	0	0	1	0	0	0	0	1	0	0	15	3	0	0	0	18	0	0	17	1	0	0	0	18
Hourly Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**27**	**5**	**0**	**2**	**0**	**34**	**0**	**0**	**28**	**3**	**2**	**2**	**0**	**35**
Session Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**113**	**21**	**6**	**5**	**0**	**145**	**0**	**0**	**119**	**25**	**18**	**5**	**0**	**167**
1630 - 1645	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	0	0	17	3	0	5	0	25
1645 - 1700	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	0	0	10	2	2	0	0	14
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**34**	**5**	**0**	**0**	**0**	**39**	**0**	**0**	**27**	**5**	**2**	**5**	**0**	**39**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	17	1	0	2	0	20	0	0	11	1	0	0	0	12
1715 - 1730	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	0	0	11	1	0	2	0	14
1730 - 1745	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	0	1	15	0	0	0	0	16
1745 - 1800	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	0	0	9	0	0	2	0	11
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**79**	**5**	**0**	**2**	**0**	**86**	**0**	**1**	**46**	**2**	**0**	**5**	**0**	**54**
1800 - 1815	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	0	0	15	1	0	0	0	16
1815 - 1830	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	0	0	14	1	0	2	0	17
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**3**	**0**	**0**	**0**	**26**	**0**	**0**	**29**	**2**	**0**	**2**	**0**	**33**
Session Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**136**	**13**	**0**	**2**	**0**	**152**	**0**	**1**	**102**	**9**	**2**	**12**	**0**	**125**

ARM TOTAL
45
55
35
39
35
35
33
37
47
31
32
36
39
32
30
29

	HOURLY FLOWS				
TIME	LEFT	AHEAD	RIGHT	TOTAL	JUNCTION TOTAL
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
0730 - 0830	0	80	92	173	335
0745 - 0845	0	71	92	163	304
0800 - 0900	0	66	77	143	275
0815 - 0915	0	65	76	141	262
0830 - 0930	1	64	74	140	246
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
-	-	-	-	-	
1630 - 1730	0	82	64	146	324
1645 - 1745	0	82	56	138	307
1700 - 1800	0	86	54	140	280
1715 - 1815	0	80	58	138	259
1730 - 1830	0	70	61	131	236

APPENDIX C: Road Traffic Collision Data

Full Accident Details Report - PUBLISH COPY

May be included within a report or assessment if required

Bilsthorpe Area - Period 1-1-14 to 30-6-19 Sorted by Easting DR4583

Total number of reports = **41**

Total number of pages (including this page) = **46**

Note: *Where the age of a person is listed as* "U/K yrs"*, this signifies that the age is unknown*

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

These details are a record of the personal injury accidents reported to the Police. Every endeavour is made to ensure the accuracy and completeness of these records, which have been transcribed from the original Police Reports. The data is then entered and held on computer.

Occasions may arise when information from the Police, relevant to a particular accident, may not be available for several months and will therefore not be included.

No. **1**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 462720 / 358487
SEVERITY **SLIGHT**	Ref.No 2B145116			Police Officer Attend: Yes

Date	23/07/2016	Day Saturday	ROAD A617
Time	09:46		LOCATION A617 CENTENARY AVENUE-KIRKLINGTON ROAD, APPROX 100 metres west of RBT /A614, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: Animal in c'way
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	West to East	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	Kerb				
Hit object off c'way?	Road sign or signal				
First point of impact	Front				
Drivers age	63 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose					

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SLIGHT**	Age	63 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 2	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 462807 / 358517
SEVERITY **SLIGHT**	Ref.No 2B109115			Police Officer Attend: Yes

Date	05/05/2015 Day Tuesday	ROAD	A617
Time	08:59	LOCATION	A617 KIRKLINGTON ROAD, RBT at its Junction with A614 LOCKWELL HILL ROUNDABOUT, FARNSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	50 MPH	None	None
Carriageway	Roundabout		
Lane markings	Centre/hazard line		
Junction Detail	Roundabout		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A614		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t
Manoeuvre Going ahead other
Direction from West to East Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 36 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 36 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 36 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 3	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 462818 / 358447
SEVERITY **SERIOUS**	Ref.No 2B038116			Police Officer Attend: Yes

Date	23/02/2016	Day	Tuesday
Time	08:20		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD A614

LOCATION A614 OLD RUFFORD ROAD, 43 metres southwest of RBT /A617 KIRKLINGTON ROAD, FARNSFIELD

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type M/cycle > 500cc
Manoeuvre O/T moving vehicle on its O/S
Direction from South west to North east Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 25 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Van/Goods < 3.5t
Manoeuvre Changing lane to right
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 32 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 25 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Car		
Manoeuvre		O/T moving vehicle on its O/S			
Direction from	North east to South west	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)		On main carriageway			
Junct. location of veh. at 1st impact		Not at junction			
Veh left carriageway?		Did not leave c'way			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Offside			
Drivers age	33 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle		Not foreign			Breath test Negative
Journey purpose		Journey as part of work			

No. 4	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 462821 / 358519
SEVERITY SLIGHT	Ref.No 2B060416			Police Officer Attend: Yes

Date	25/03/2016	Day Friday	ROAD A617
Time	18:54		LOCATION A617 KIRKLINGTON ROAD, at its Junction with A614 OLD RUFFORD ROAD, RBT (AKA, LOCKWELL HILL RBT), RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A614
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle > 500cc
Manoeuvre Starting
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 53 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Starting
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 65 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 65 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 5	District Newark and Sherwood	Full Accident Details	VRUs	Grid Reference 462823 / 358480
SEVERITY **SERIOUS**	Ref.No 2B015717			Police Officer Attend: Yes

Date	06/02/2017	Day Monday	ROAD A614
Time	18:04		LOCATION A614 OLD RUFFORD ROAD RBT, at its Junction with A617 KIRKLINGTON ROAD, FARNSFIELD
Weather	Rain		
Road Surface	Wet		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Central island of roundabout
Hit object off c'way? None
First point of impact Front
Drivers age 40 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Positive
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from South west to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 55 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SERIOUS** Age 55 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 6	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 462881 / 358531
SEVERITY **SLIGHT**	Ref.No 2B188314			Police Officer Attend: Yes

Date	21/07/2014	Day Monday	ROAD A614
Time	12:20		LOCATION A614 OLD RUFFORD RD (A614 LOCKWELL HILL ROUNDABOUT), at its Junction with A617 KIRKLINGTON ROAD, FARNSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North east to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 32 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Going ahead other
Direction from North east to South west Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 39 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 39 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 7	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 463109 / 358554
SEVERITY **SERIOUS**	Ref.No 2B071614			Police Officer Attend: Yes

Date	01/04/2014	Day	Tuesday
Time	18:15		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD A617

LOCATION A617 LOCKWELL HILL,(APPROX) 232 metres east of A614 OLD RUFFORD RD /KIRKLINGTON RD RBT, FARNSFIELD (R/O UNABLE TO CONF. EXACT LOC)

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	M/cycle > 500cc		
Manoeuvre	Going ahead other				
Direction from	East to West	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Offside				
Drivers age	U/K yrs	Sex	Male	Other veh.hit (ref.)	0
Foreign vehicle	Not foreign			Hit and run	No
Journey purpose				Breath test	Negative

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SERIOUS**	Age	U/K yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. **8**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463210 / 358568
SEVERITY **SLIGHT**	Ref.No 2B004316			Police Officer Attend: Yes

Date 14/01/2016 Day Thursday
Time 10:34
Weather Rain Wind
Road Surface Wet
Street Lighting Daylight

ROAD A617

LOCATION A617, ADJ. Junction with Unclassified Road LOCKWELL HILL ACTIVITY CENTRE, FARNSFIELD

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail T or Staggered junction
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Other: AMBULANCE
Manoeuvre Stopping
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 41 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 51 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 51 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 9	District Newark and Sherwood	Full Accident Details	VRUs	Grid Reference 463733 / 360675
SEVERITY SLIGHT	Ref.No 2B180815			Police Officer Attend: Yes

Date	05/09/2015	Day Saturday	ROAD A614
Time	16:16		LOCATION A614 OLD RUFFORD ROAD BEND APROX 240M S /ENT LIMES CAFE (INKERSALL LANE), BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead left hand bend				
Direction from	South to North	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	Kerb				
Hit object off c'way?	Road sign or signal				
First point of impact	Nearside				
Drivers age	17 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Other/Not known				

CASUALTIES INVOLVED 2

Cas No	1	Cas Class	Passenger	Veh ref No	1
Severity	SLIGHT	Age	16 yrs	Sex	Female
Car Passenger?	Front	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

Cas No	2	Cas Class	Driver or Rider	Veh ref No	1
Severity	SLIGHT	Age	17 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. **10**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463758 / 360969
SEVERITY **SLIGHT**	Ref.No 2B218216			Police Officer Attend: Yes

Date	16/09/2016	Day Friday	ROAD A614
Time	17:20		LOCATION A614 OLD RUFFORD ROAD, 19 metres north of Unclassified Road /MICKLEDALE LANE, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	Central Refuge only

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 45 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Stopping
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 45 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **11**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463759 / 360944
SEVERITY **SLIGHT**	Ref.No 2B038514			Police Officer Attend: No - reported over the counter

Date	14/02/2014	Day Friday	ROAD A614
Time	08:40		LOCATION A614 OLD RUFFORD ROAD, at its Junction with C50 MICKLEDALE LANE, BILSTHORPE
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	C50
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Agric Veh
Manoeuvre Turning right
Direction from East to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age 33 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 29 yrs Sex Male Other veh.hit (ref.) 3 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 29 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Goods > 7.5t
Manoeuvre	Parked		
Direction from	Parked	Towing?	Articulated veh.
Skidded	No		
Veh location at impact (restricted lane)	Footway		
Junct. location of veh. at 1st impact	Approaching or parked on approach to junction		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back		
Drivers age	52 yrs	Sex	Male
Other veh.hit (ref.)	2	Hit and run	No
Foreign vehicle	Not foreign	Breath test	Negative
Journey purpose			

No. 12	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463759 / 360945
SEVERITY **SLIGHT**	Ref.No 2B217215			Police Officer Attend: No - reported over the counter

Date	08/10/2015	Day Thursday	ROAD A614
Time	08:10		LOCATION A614 OLD RUFFORD ROAD, at its Junction with C50 MICKLEDALE LANE, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Crossroads
Junction Control	Give way sign or uncontrolled
2nd Road Number	C50
Pedestrian Facilities	No Human control within 50m
and	Central Refuge only

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from East to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 42 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Turning right
Direction from South to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 21 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 21 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 13	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463760 / 360944
SEVERITY **SLIGHT**	Ref.No 2B307214			Police Officer Attend: Yes

Date	03/11/2014	Day Monday	ROAD A614
Time	06:36		LOCATION A614 OLD RUFFORD ROAD, at its Junction with Unclassified Road MICKLEDALE LANE, BILSTHORPE
Weather	Fine		
Road Surface	Wet		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	50 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Changing lane to left
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 20 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Goods 3.5 - 7.5t
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 53 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 50 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 35 yrs Sex Male
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **14**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463761 / 360946
SEVERITY **SLIGHT**	Ref.No 2B258416			Police Officer Attend: Yes

Date 29/11/2016 Day Tuesday
Time 18:51
Weather Fine
Road Surface Dry
Street Lighting Dark/lights lit

ROAD A614

LOCATION A614 OLD RUFFORD ROAD, at its Junction with Unclassified Road MICKLEDALE LANE, BILSTHORPE

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Crossroads
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from South to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 35 yrs Sex Male Other veh.hit (ref.) 2 Hit and run Yes
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 48 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 48 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Car
Manoeuvre	Going ahead other		
Direction from	South to North	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Approaching or parked on approach to junction		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	Kerb		
Hit object off c'way?	None		
First point of impact	Offside		
Drivers age	45 yrs	Sex	Female
Other veh.hit (ref.)	0	Hit and run	No
Foreign vehicle	Not foreign	Breath test	Not requested
Journey purpose			

No. **15**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463777 / 360943
SEVERITY **SLIGHT**	Ref.No 2B250716			Police Officer Attend: No - reported over the counter

Date	28/11/2016	Day Monday	ROAD U
Time	10:00		LOCATION Unclassified Road MICKLEDALE LANE, at its Junction with A614 OLD RUFFORD ROAD, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	T or Staggered junction		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	A614		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 57 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to turn left
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 27 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 27 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **16**	District Newark and Sherwood	**Full Accident Details**	VRUs **Motorcycle**	Grid Reference 463778 / 361340
SEVERITY **SERIOUS**	Ref.No 2B217516			Police Officer Attend: Yes

Date	14/10/2016	Day Friday	ROAD A614
Time	16:16		LOCATION A614 OLD RUFFORD ROAD, APPROX 385 metres north of INKERSALL LN - MICKLEDALE LANE, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	50 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre O/T moving vehicle on its O/S
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre U Turn
Direction from South to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 39 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age U/K yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 17	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 463812 / 361991
SEVERITY **SLIGHT**	Ref.No 2B147016			Police Officer Attend: Yes

Date 19/07/2016 Day Tuesday
Time 07:14
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD A614

LOCATION A614 OLD RUFFORD ROAD, at its Junction with Unclassified Road DEERDALE ROAD, RUFFORD

SITE DETAILS

Speed Limit 50 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Crossroads
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from East to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 43 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North to South Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 63 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 43 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 63 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 3 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 24 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **18**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464108 / 360944
SEVERITY **SLIGHT**	Ref.No 2B015516			Police Officer Attend: Yes

Date 22/01/2016 Day Friday
Time 12:32
Weather Fine
Road Surface Wet
Street Lighting Daylight

ROAD U

LOCATION Unclassified Road MICKLEDALE LANE O/S (STRAWSON) FEATHERSTONE HOUSE FARM ACCESS, BILSTHORPE

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities and Central Refuge only No Human control within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 20 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 43 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 43 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 19	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 464111 / 360944
SEVERITY **SERIOUS**	Ref.No 2B186918			Police Officer Attend: Yes

Date 08/10/2018 Day Monday
Time 06:50
Weather Fine
Road Surface Dry
Street Lighting Dark/lights lit

ROAD U

LOCATION U/C MICKLEDALE LANE, at its Junction with U/C PTE ENT/EXT STRAWSONS FACTORY, BILSTHORPE

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Using private drive or entrance
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities and No Human control within 50m
No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from West to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 30 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 21 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SERIOUS** Age 21 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **20**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464448 / 358681
SEVERITY **SLIGHT**	Ref.No 2B283615		**Pedal Cycle**	Police Officer Attend: Yes

Date 24/12/2015 Day Thursday
Time 22:58
Weather Fine
Road Surface Wet
Street Lighting Dark/lights lit

ROAD A617

LOCATION A617 KIRKLINGTON ROAD, at its Junction with Unclassified Road FARNSFIELD ROAD, BILSTHORPE

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail T or Staggered junction
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 49 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Turning left
Direction from West to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 59 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 59 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 21	District Newark and Sherwood	Full Accident Details	VRUs	Grid Reference 464452 / 358673
SEVERITY SLIGHT	Ref.No 2B039015			Police Officer Attend: Yes

Date	01/02/2015	Day Sunday	ROAD A617
Time	16:01		LOCATION A617 KIRKLINGTON ROAD, at its Junction with C49 FARNSFIELD ROAD, FARNSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	C49
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 29 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 49 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 29 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 49 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 22	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464488 / 361048
SEVERITY **SLIGHT**	Ref.No 4B044114			Police Officer Attend: Yes

Date	14/02/2014	Day Friday	ROAD U
Time	16:51		LOCATION Unclassified Road VALLEY ROAD at House Number 48, at its Junction with Unclassified Road VALLEY ROAD (ACCESS ROAD), BILSTHORPE
Weather	Rain Wind		
Road Surface	Wet		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	None		
Junction Detail	T or Staggered junction		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre O/T stat.vehicle on its O/S
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit
Veh left carriageway? Did not leave c'way
Hit object in c'way? Parked vehicle unlit
Hit object off c'way? None
First point of impact Front
Drivers age 88 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Parked
Direction from North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 88 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 23	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464556 / 360698
SEVERITY **SLIGHT**	Ref.No 2B115215		**Pedestrian**	Police Officer Attend: No - reported over the counter

Date	10/06/2015	Day Wednesday	ROAD U
Time	18:30		LOCATION Unclassified Road SCARBOROUGH ROAD at House Number 61, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	
Speed Limit	30 MPH	None	
Carriageway	Single c'way		
Lane markings	Centre/hazard line	CARRIAGEWAY HAZARDS	
Junction Detail	Not at or within 20m of junction	None	
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No. 1	Vehicle type Car		
Manoeuvre	Going ahead other		
Direction from	South east to North west	Towing? No	
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Not at junction		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Offside		
Drivers age 49 yrs	Sex Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign		Breath test Not contacted
Journey purpose	Other/Not known		

CASUALTIES INVOLVED 1

Cas No 1	Cas Class Pedestrian		Veh ref No 1
Severity **SLIGHT**	Age 6 yrs	Sex Male	
Car Passenger?	No	PSV Passenger? No	
Ped Movement	Crossing from drivers offside masked		
Ped location	In c'way crossing elsewhere		
Ped Direction to	South west		
School Pupil	Other		
Roadworker injured	No		

No. 24	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464571 / 360577
SEVERITY **SERIOUS**	Ref.No 2B102619		**Pedestrian**	Police Officer Attend: Yes

Date	20/06/2019 Day Thursday	ROAD	U
Time	12:30	LOCATION	U/C ARMSTRONG GARDENS, at its Junction with U/C PTE DRIVEWAY 8 ARMSTRONG GARDENS, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS		SPECIAL SITE CONDITIONS	CARRIAGEWAY HAZARDS
Speed Limit	30 MPH	None	None
Carriageway	Single c'way		
Lane markings	None		
Junction Detail	Using private drive or entrance		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Reversing				
Direction from	North to South	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Entering main road				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Back				
Drivers age	74 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Other/Not known				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Severity	**SERIOUS**	Age	80 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Unknown or other				
Ped location	On footway or verge				
Ped Direction to	Unknown				
School Pupil	Other				
Roadworker injured	No				

No. 25	District Newark and Sherwood		VRUs	Grid Reference 464620 / 359176
SEVERITY **SERIOUS**	Ref.No 2B268914	**Full Accident Details**		Police Officer Attend: Yes

Date	10/11/2014	Day Monday	ROAD U
Time	09:01		LOCATION Unclassified Road FARNSFIELD ROAD, 40 metres northeast of FOREST LANE, BILSTHORPE
Weather	Fine		
Road Surface	Wet		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	North east to South west	Towing?	No		
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way Offside				
Hit object in c'way?	Kerb				
Hit object off c'way?	Tree				
First point of impact	Nearside				
Drivers age	25 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Commuting to/from work				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SERIOUS**	Age	25 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. **26**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464660 / 360949
SEVERITY **SLIGHT**	Ref.No 2B262017		**Pedestrian**	Police Officer Attend: Yes

Date	06/12/2017	Day	Wednesday
Time	22:45		
Weather	Fine		
Road Surface	Wet		
Street Lighting	Dark/lights lit		

ROAD U

LOCATION U/C MICKLEDALE LANE at House Name DOCTORS SURGERY, at its Junction with U/C CROMPTON ROAD, BILSTHORPE

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities and	No Human control within 50m Central Refuge only

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Pedestrian Veh ref No 1
Severity **SLIGHT** Age 19 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Unknown or other
Ped location Unknown or other
Ped Direction to Unknown
School Pupil Other
Roadworker injured No

No. **27**	District Newark and Sherwood	**Full Accident Details**	VRUs **Motorcycle**	Grid Reference 464706 / 360787
SEVERITY **SLIGHT**	Ref.No 2B189415			Police Officer Attend: No - reported over the counter

Date	12/09/2015	Day Saturday	ROAD U
Time	17:05		LOCATION Unclassified Road CHURCH STREET, at its Junction with Unclassified Road NO.50 DRIVEWAY, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	None		
Junction Detail	Using private drive or entrance		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age U/K yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

Veh.No. 2 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Front
Drivers age 21 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 21 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **28**	District Newark and Sherwood	**Full Accident Details**	VRUs **Motorcycle**	Grid Reference 464797 / 360767
SEVERITY **SLIGHT**	Ref.No 2B114417			Police Officer Attend: Yes

Date 26/05/2017 Day Friday
Time 22:07
Weather Fine
Road Surface Dry
Street Lighting Dark/lights lit

ROAD U

LOCATION Unclassified Road CHURCH STREET, at its Junction with Unclassified Road CROMPTON ROAD, BILSTHORPE

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Crossroads
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre O/T moving vehicle on its O/S
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 43 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Turning right
Direction from West to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 38 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 43 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 29	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 464829 / 360945
SEVERITY **SERIOUS**	Ref.No 2B267815			Police Officer Attend: No - reported over the counter

Date	07/12/2015 Day Monday	ROAD	U
Time	13:00	LOCATION	Unclassified Road MICKLEDALE LANE at House Number 13, at its Junction with Unclassified Road SAVILE ROAD, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	
Carriageway	Single c'way		
Lane markings	Centre/hazard line		
Junction Detail	Using private drive or entrance		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	Central Refuge only		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Reversing
Direction from North to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 73 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type M/cycle 50 - 125cc
Manoeuvre O/T stat.vehicle on its O/S
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Bollard/refuge
Hit object off c'way? None
First point of impact Nearside
Drivers age 37 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SERIOUS** Age 37 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **30**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464831 / 361334
SEVERITY **SLIGHT**	Ref.No 2B066718			Police Officer Attend: Yes

Date 28/04/2018 Day Saturday
Time 10:01
Weather Other
Road Surface Wet
Street Lighting Daylight

ROAD U

LOCATION U/C EAKRING ROAD, at its Junction with U/C PTE ENTRANCE (SPORTS GROUND) 405 N MICKLEDALE LANE, BILSTHORPE

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Using private drive or entrance
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities and No Human control within 50m / No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 27 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Van/Goods < 3.5t
Manoeuvre Turning right
Direction from West to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 38 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 27 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 38 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **31**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464849 / 361699
SEVERITY **SLIGHT**	Ref.No 2B247917			Police Officer Attend: Yes

Date 08/12/2017 Day Friday
Time 12:23
Weather Fine
Road Surface Ice
Street Lighting Daylight

ROAD U

LOCATION U/C SWISH LANE,(APPROX) 50 metres northeast of /EAKRING ROAD, BILSTHORPE

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings None
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities and No Human control within 50m / No crossing facility within 50m

SITE DETAILS

SPECIAL SITE CONDITIONS
None

CARRIAGEWAY HAZARDS
None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North east to South west Towing? No
Skidded Yes & Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Offside
Drivers age 54 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 54 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 32	District Newark and Sherwood	Full Accident Details	VRUs Motorcycle	Grid Reference 464959 / 361863
SEVERITY SLIGHT	Ref.No 2B061717			Police Officer Attend: No - reported over the counter

Date 17/03/2017 Day Friday
Time 19:35
Weather Other
Road Surface Wet
Street Lighting Dark/no lights

ROAD U

LOCATION Unclassified Road SWISH LANE, 255 metres southwest of DEERDALE LANE, BILSTHORPE

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings None
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre O/T moving vehicle on its O/S
Direction from North east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 0 Hit and run Non-stop, not hit
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Veh.No. 2 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from North east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 21 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 21 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 33	District Newark and Sherwood	Full Accident Details	VRUs	Grid Reference 464967 / 360880
SEVERITY SLIGHT	Ref.No 2B173514			Police Officer Attend: Yes

Date	27/05/2014	Day Tuesday	ROAD C49
Time	16:09		LOCATION C49 EAKRING ROAD, 58 metres southeast of C50 MICKLEDALE LANE, BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Single c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre O/T stat.vehicle on its O/S
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 30 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Bus or Coach
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 29 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 33 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 15 yrs Sex Male
Car Passenger? No PSV Passenger? Seated
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

Veh.No.	3	Vehicle type	Car		
Manoeuvre		Parked			
Direction from	South east			Towing?	No
Skidded	No				
Veh location at impact (restricted lane)		On main carriageway			
Junct. location of veh. at 1st impact		Not at junction			
Veh left carriageway?		Did not leave c'way			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Offside			
Drivers age	U/K yrs	Sex	Not traced	Other veh.hit (ref.)	1
Foreign vehicle			Not foreign		
Journey purpose					

Hit and run	No		
Breath test	Not contacted		

No. **34**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 464990 / 360833
SEVERITY **SLIGHT**	Ref.No 2B275614			Police Officer Attend: Yes

Date 15/11/2014 Day Saturday
Time 02:55
Weather Rain
Road Surface Wet
Street Lighting Dark/lights lit

ROAD U

LOCATION Unclassified Road EAKRING ROAD at House Number 25, BILSTHORPE

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from North west to South east Towing? No
Skidded Yes & Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way Offside
Hit object in c'way? Kerb
Hit object off c'way? Tree
First point of impact Front
Drivers age 18 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 16 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 17 yrs Sex Male
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 3 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 15 yrs Sex Male
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

No. **35**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 465083 / 359519
SEVERITY **SLIGHT**	Ref.No 2B133415			Police Officer Attend: Yes

Date 04/07/2015 Day Saturday
Time 08:01
Weather Rain
Road Surface Wet
Street Lighting Daylight

ROAD U

LOCATION Unclassified Road FARNSFIELD ROAD, BEND 160 metres southwest of /KIRKLINGTON ROAD, BILSTHORPE

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SITE DETAILS

SPECIAL SITE CONDITIONS
None

CARRIAGEWAY HAZARDS
None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from South west to North Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Wall or fence
First point of impact Front
Drivers age 23 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 23 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 36	District Newark and Sherwood	**Full Accident Details**	VRUs Motorcycle	Grid Reference 465085 / 360645
SEVERITY **SERIOUS**	Ref.No 2B122814			Police Officer Attend: Yes

Date	20/06/2014	Day Friday	ROAD C49
Time	17:50		LOCATION C49 EAKRING ROAD, at its Junction with Unclassified Road PTE ENT No.39 , BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	Using private drive or entrance
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 43 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type M/cycle > 500cc
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way Offside
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Front
Drivers age 48 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SERIOUS** Age 48 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 37	District Newark and Sherwood	# Full Accident Details	VRUs	Grid Reference 465129 / 359764
SEVERITY **SLIGHT**	Ref.No 2B046714		**Pedal Cycle**	Police Officer Attend: No - reported over the counter

Date	21/03/2014 Day Friday	ROAD	C49
Time	15:05	LOCATION	C49 KIRKLINGTON ROAD at House Number 95, 19 metres north of Unclassified Road OAKTREE DRIVE (STH JNC), BILSTHORPE
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Parked
Direction from North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 43 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Pedal Cycle
Manoeuvre Going ahead other
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) Footway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 23 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 23 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 38	District Newark and Sherwood	Full Accident Details	VRUs	Grid Reference 465151 / 362043
SEVERITY **SERIOUS**	Ref.No 2B031718			Police Officer Attend: Yes

Date 27/02/2018 Day Tuesday
Time 12:18
Weather Snow
Road Surface Snow
Street Lighting Daylight

ROAD U

LOCATION U/C DEERDALE LANE, at its Junction with U/C SWISH LANE, RUFFORD

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail T or Staggered junction
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities and No Human control within 50m / No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Stopping
Direction from North east to East Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 18 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 56 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 17 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 18 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 3 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 56 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **39**	District Newark and Sherwood	**Full Accident Details**	VRUs **Motorcycle**	Grid Reference 465164 / 359955
SEVERITY **SLIGHT**	Ref.No 2B093519			Police Officer Attend: No - reported over the counter

Date 24/05/2019 Day Friday
Time 16:00
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD U

LOCATION U/C MAID MARIAN AVENUE, 24 metres west of KIRKLINGTON ROAD, BILSTHORPE

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail Not at or within 20m of junction
Junction Control
2nd Road Number
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SITE DETAILS

SPECIAL SITE CONDITIONS
None

CARRIAGEWAY HAZARDS
None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type M/cycle <= 50cc
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 14 yrs Sex Female
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **40**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 465183 / 359935
SEVERITY **SLIGHT**	Ref.No 2B006019		**Pedestrian**	Police Officer Attend: No - reported over the counter

Date 15/01/2019 Day Tuesday
Time 16:30
Weather Fine
Road Surface Dry
Street Lighting Dark/lights lit

ROAD U

LOCATION U/C KIRKLINGTON ROAD at House Name KA FOOD STORES, at its Junction with U/C MAID MARIAN AVENUE, BILSTHORPE

SITE DETAILS

Speed Limit 30 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail T or Staggered junction
Junction Control Give way sign or uncontrolled
2nd Road Number U
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 62 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Pedestrian Veh ref No 1
Severity **SLIGHT** Age 45 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Crossing from drivers nearside masked
Ped location In c'way crossing elsewhere
Ped Direction to East
School Pupil Other
Roadworker injured No

No. **41**	District Newark and Sherwood	**Full Accident Details**	VRUs	Grid Reference 465224 / 360005
SEVERITY **SERIOUS**	Ref.No 2B044514		**Pedestrian**	Police Officer Attend: No - reported over the counter

Date	20/02/2014 Day Thursday	ROAD	U
Time	07:35	LOCATION	Unclassified Road BENET DRIVE at House Number 1, at its Junction with Unclassified Road KIRKLINGTON ROAD, BILSTHORPE
Weather	Unknown		
Road Surface	Unknown		
Street Lighting	Daylight		

Speed Limit	30 MPH	SITE DETAILS	
Carriageway	Single c'way		
Lane markings	None		
Junction Detail	T or Staggered junction		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

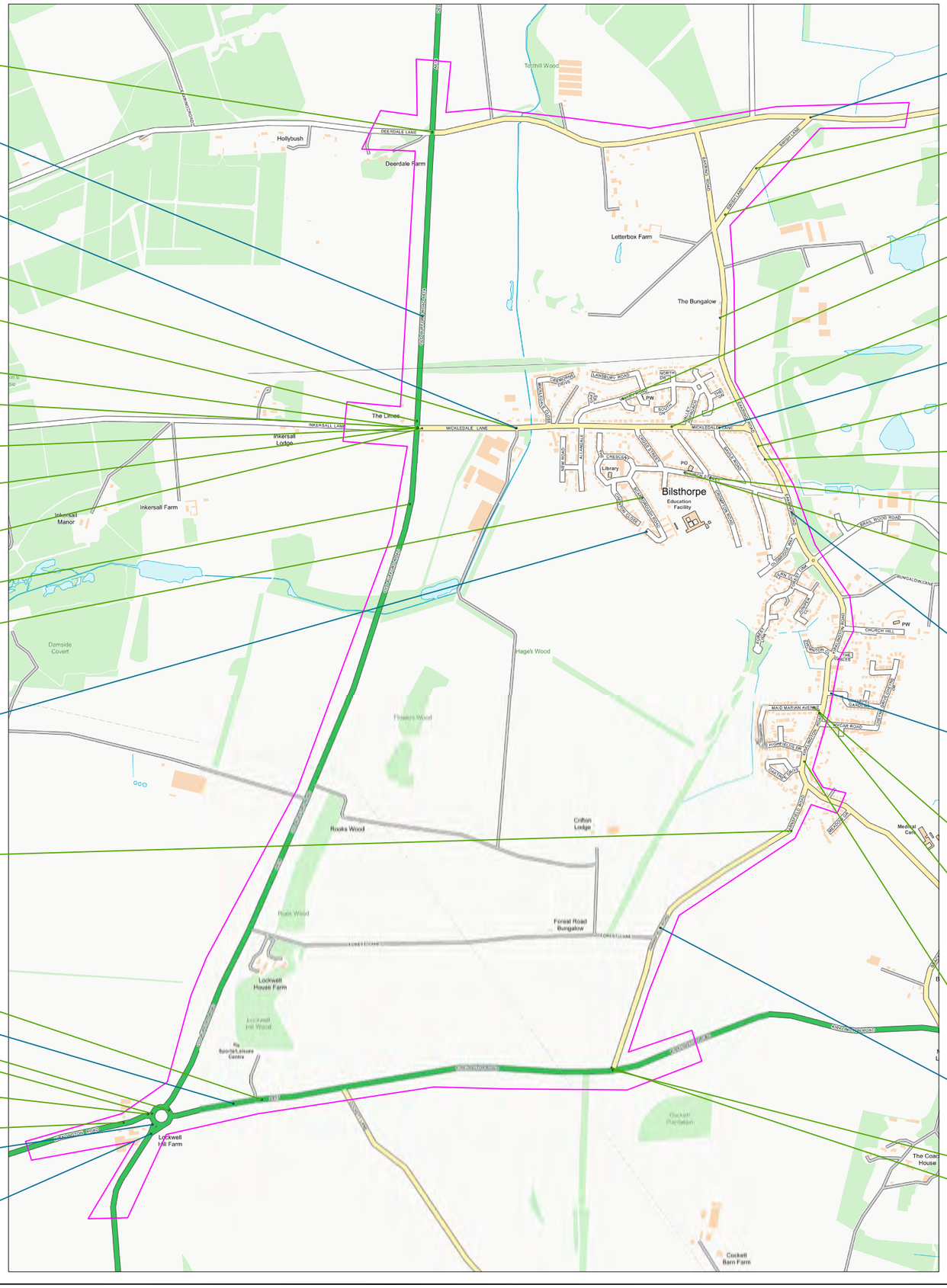
None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car
Manoeuvre	Turning left		
Direction from	North to East	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Cleared junction or parked at junction exit		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Front		
Drivers age	84 yrs Sex Male	Other veh.hit (ref.)	0
Foreign vehicle	Not foreign	Hit and run	No
Journey purpose		Breath test	Negative

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Severity	**SERIOUS**	Age	75 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Unknown or other				
Ped location	In c'way not crossing				
Ped Direction to	Standing still				
School Pupil	Other				
Roadworker injured	No				



16 — 2B21 7516

17 — 2B14 7016

18 — 2B01 5516

19 — 2B18 6918

10 — 2B21 8216

11 — 2B03 8514

12 — 2B21 7215

13 — 2B30 7214

14 — 2B25 8416

15 — 2B25 0716

9 — 2B18 0815

P 23 — 2B11 5215

24 — P 2B10 2619

35 — 2B13 3415

4 — 2B06 0416

6 — 2B18 8314

7 — 2B07 1614

8 — 2B00 4316

2 — 2B10 9115

1 — 2B14 5116

5 — 2B01 5717

3 — 2B03 8116

38 — 2B03 1718

32 — 2B06 1717

31 — 2B24 7917

30 — 2B06 6718

22 — 4B04 4114

P 26 — 2B26 2017

29 — 2B26 7815

33 — 2B17 3514

34 — 2B27 5614

28 — 2B11 4417

27 — 2B18 9415

41 — P 2B04 4514

36 — 2B12 2814

39 — 2B09 3519

P 40 — 2B00 6019

37 — 2B04 6714

25 — 2B26 8914

20 — 2B28 3615

21 — 2B03 9015

Severity / Year	Fatal	Serious	Slight	Total
14	0	4	7	11
15	0	1	8	9
16	0	2	8	10
17	0	1	4	5
18	0	2	1	3
Jun19	0	1	2	3
Total	0	11	30	41

Key

64 — 2B21 0616 — Slight

P 6 — 2A23 7816 — Slight involving pedestrian

59 — 2B06 5118 — Serious

37 — 2B24 9614 — Fatal

Last two digits of the accident number refers to the year of the accident

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Area Around Bilsthorpe Nottinghamshire

Property No.

Project No. 077TP DR4583

Title

Collision Severity Plot Period 1-1-14 to 30-6-19 for Travis Baker TP Ltd

Scale N.T.S.

Drawn PG Date 8-10-19

Ch'kd Date

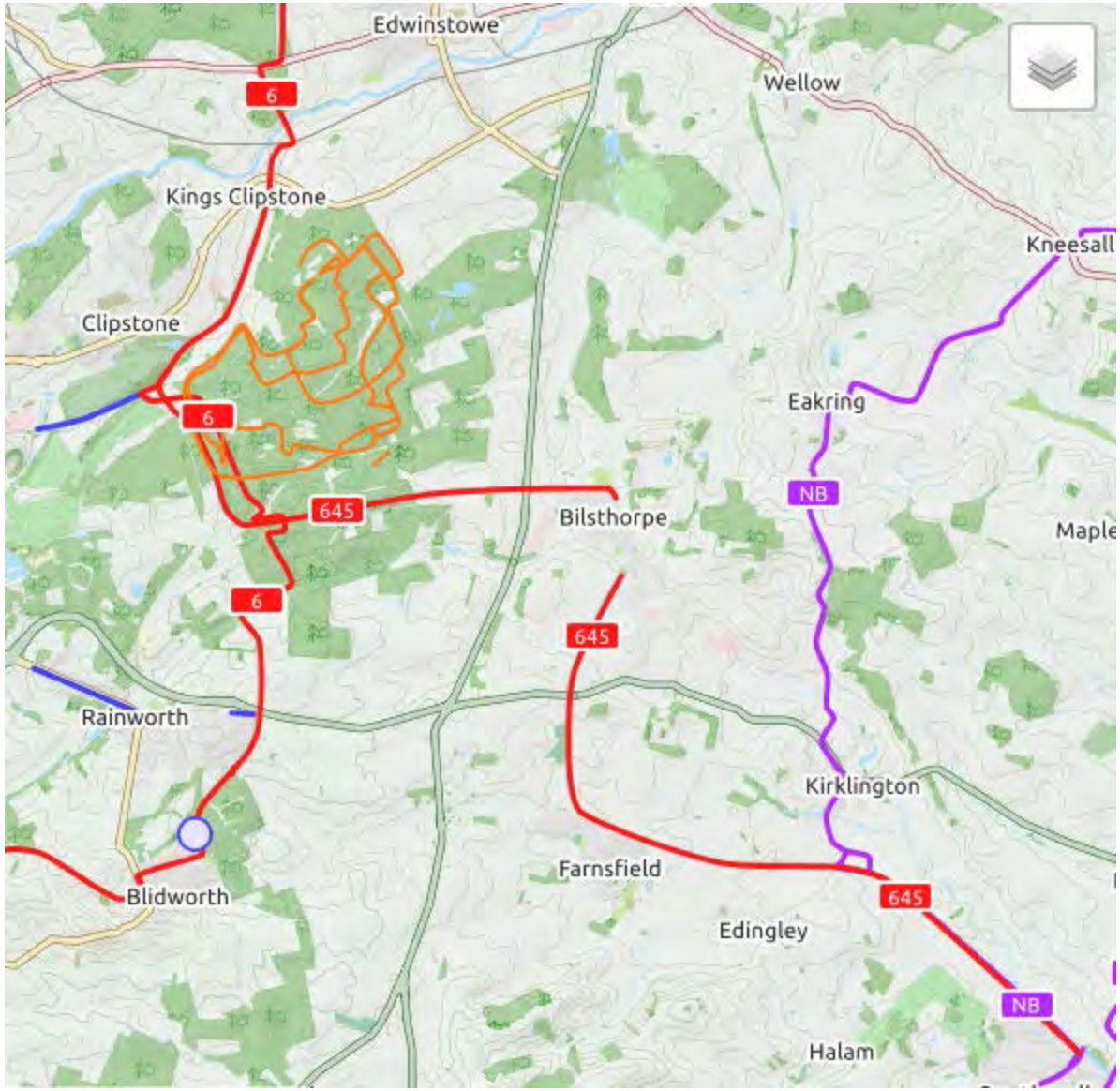
Auth Traced

Drawing No. DR4583 Rev

via
www.viaem.co.uk | Tel 01623 873873
Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe,Nottinghamshire NG22 8ST

A3

APPENDIX D: Sustainable Travel Information



Map key

The cycle map legend below describes the map symbols and lines:

- National Cycle Route
- Regional Cycle Route
- Local Cycle Network
- Cyclepath
- Footpath (no cycling)
- Bicycle Parking, with capacity
- Bicycle shop
- Toilets

APPENDIX E: Visibility Splay Calculations

Eakring Road, Bilsthorpe

Forward Visibility

CALCULATION OF MAJOR ROAD STOPPING SIGHT DISTANCE (SSD)

MANUAL FOR STREETS 2 (SECTION 10.1) METHOD

NORTHBOUND - Desirable Minimum Approach SSD

SSD = **$vt + (v^2 / 2(d + 0.1a))$**

v = 85th percentile speed (m/s)
t = reaction time
d = deceleration rate (m/s^2)
a = Gradient (%)

85th Percentile Vehicle Speed

v =	34.0	mph	
	54.4	kph	
	15.11	m/s	
t =	1.5	MfS2	
d =	3.68	MfS2	(where g = 9.81 and deceleration = 0.45g)
a =	1.47	Percent	(Average)
vt =	**22.67**		
v^2 =	**228.35**		
2(d+0.1a) =	**7.6545**		
SSD =	**52.5**		
Add	2.4	for bonnet length	
TOTAL =	**54.9**	**metres required**	

SOUTHBOUND - Desirable Minimum Approach SSD

SSD = **$vt + (v^2 / 2(d + 0.1a))$**

v = 85th percentile speed (m/s)
t = reaction time
d = deceleration rate (m/s^2)
a = Gradient (%)

85th Percentile Vehicle Speed

v =	35.0	mph	
	56	kph	
	15.56	m/s	
t =	1.5	MfS2	
d =	4.41	MfS2	(where g = 9.81 and deceleration = 0.45g)
a =	-1.47	Percent	(Average)
vt =	**23.33**		
v^2 =	**241.98**		
2(d+0.1a) =	**8.5255**		
SSD =	**51.7**		
Add	2.4	for bonnet length	
TOTAL =	**54.1**	**metres required**	

APPENDIX F: TRICS Data

Calculation Reference: AUDIT-549501-191112-1109

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	CN	CAMDEN	1 days
	EN	ENFIELD	2 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	2 days
10	WALES		
	CF	CARDIFF	2 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	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: Gross floor area
Actual Range: 120 to 795 (units: sqm)
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/11 to 14/03/19

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	1 days
Wednesday	2 days
Thursday	3 days
Friday	2 days

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

Selected survey types:

Manual count	10 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 undertaking using machines.

Selected Locations:

Edge of Town	2
Neighbourhood Centre (PPS6 Local Centre)	8

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:

Commercial Zone	1
Residential Zone	6
High Street	3

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:

A1	10 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	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days
500,001 or More	2 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	4 days
1.1 to 1.5	4 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.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	10 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

Yes	1 days
No	9 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	7 days
3 Moderate	2 days
6a Excellent	1 days

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

LIST OF SITES relevant to selection parameters

1 AN-01-O-01 SPAR ANTRIM
QUEENSWAY
LISBURN
LAMBEG
Edge of Town
Residential Zone
Total Gross floor area: 400 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

2 CA-01-O-01 CO-OP CAMBRIDGESHIRE
MAYORS WALK
PETERBOROUGH
NETHERTON
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 375 sqm
Survey date: MONDAY *17/10/11* *Survey Type: MANUAL*

3 CF-01-O-01 TESCO EXPRESS CARDIFF
BUTE STREET
CARDIFF
CARDIFF BAY
Neighbourhood Centre (PPS6 Local Centre)
Commercial Zone
Total Gross floor area: 450 sqm
Survey date: WEDNESDAY *18/07/12* *Survey Type: MANUAL*

4 CF-01-O-02 CO-OPERATIVE CARDIFF
HEOL-Y-DERI
CARDIFF
RHIWBINA
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 350 sqm
Survey date: FRIDAY *07/10/16* *Survey Type: MANUAL*

5 CN-01-O-01 SAINSBURY'S LOCAL CAMDEN
CHALK FARM ROAD
CHALK FARM

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 120 sqm
Survey date: TUESDAY *11/12/12* *Survey Type: MANUAL*

6 EN-01-O-01 CO-OPERATIVE ENFIELD
LANCASTER ROAD
ENFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 375 sqm
Survey date: WEDNESDAY *29/06/16* *Survey Type: MANUAL*

7 EN-01-O-02 LITTLE WAITROSE ENFIELD
WINDMILL HILL
ENFIELD
ENFIELD CHASE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 795 sqm
Survey date: THURSDAY *09/11/17* *Survey Type: MANUAL*

8 SY-01-O-02 SAINSBURY'S LOCAL SOUTH YORKSHIRE
ECCLESALL ROAD
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 306 sqm
Survey date: FRIDAY *14/12/12* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-01-O-01 KEIGHLEY ROAD BRADFORD	SAINSBURY'S LOCAL		WEST YORKSHIRE
	Edge of Town Residential Zone Total Gross floor area:		400 sqm	
	Survey date: THURSDAY		*06/12/12*	*Survey Type: MANUAL*
10	WY-01-O-02 AINSTY ROAD WETHERBY	CO-OPERATIVE		WEST YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Gross floor area:		539 sqm	
	Survey date: MONDAY		*26/09/16*	*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 01 - RETAIL/O - CONVENIENCE STORE
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	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	3	421	2.057	3	421	1.661	3	421	3.718
07:00 - 08:00	10	411	5.353	10	411	4.939	10	411	10.292
08:00 - 09:00	10	411	6.886	10	411	6.521	10	411	13.407
09:00 - 10:00	10	411	6.229	10	411	6.569	10	411	12.798
10:00 - 11:00	10	411	6.083	10	411	5.645	10	411	11.728
11:00 - 12:00	10	411	6.983	10	411	6.667	10	411	13.650
12:00 - 13:00	10	411	7.932	10	411	7.786	10	411	15.718
13:00 - 14:00	10	411	7.080	10	411	7.080	10	411	14.160
14:00 - 15:00	10	411	7.689	10	411	7.494	10	411	15.183
15:00 - 16:00	10	411	8.151	10	411	7.932	10	411	16.083
16:00 - 17:00	10	411	7.591	10	411	7.324	10	411	14.915
17:00 - 18:00	10	411	7.567	10	411	8.564	10	411	16.131
18:00 - 19:00	10	411	7.981	10	411	7.689	10	411	15.670
19:00 - 20:00	10	411	6.277	10	411	6.545	10	411	12.822
20:00 - 21:00	10	411	3.966	10	411	4.258	10	411	8.224
21:00 - 22:00	10	411	2.749	10	411	3.163	10	411	5.912
22:00 - 23:00	1	375	0.000	1	375	1.067	1	375	1.067
23:00 - 24:00									
Total Rates:			100.574			100.904			201.478

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.*

Parameter summary

Trip rate parameter range selected:	120 - 795 (units: sqm)
Survey date date range:	01/01/11 - 14/03/19
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

Calculation Reference: AUDIT-549501-191111-1149

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
	SF	SUFFOLK	1 days
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	DH	DURHAM	1 days
12	CONNAUGHT		
	CS	SLIGO	2 days
	RO	ROSCOMMON	1 days
14	LEINSTER		
	CC	CARLOW	1 days
	WC	WICKLOW	1 days
15	GREATER DUBLIN		
	DL	DUBLIN	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	2 days
	DN	DONEGAL	3 days
17	ULSTER (NORTHERN IRELAND)		
	TY	TYRONE	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 134 (units:)
Range Selected by User: 4 to 150 (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 06/06/19

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	5 days
Tuesday	1 days
Wednesday	5 days
Thursday	6 days
Friday	3 days

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

Selected survey types:

Manual count	20 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 undertaking using machines.

Selected Locations:

Edge of Town	15
Neighbourhood Centre (PPS6 Local Centre)	5

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.

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	20 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:

1,000 or Less	5 days
1,001 to 5,000	7 days
5,001 to 10,000	4 days
10,001 to 15,000	4 days

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

Population within 5 miles:

5,000 or Less	4 days
5,001 to 25,000	9 days
25,001 to 50,000	7 days

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

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	10 days
1.6 to 2.0	4 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	20 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	20 days

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

LIST OF SITES relevant to selection parameters

1 CC-03-A-01 DETACHED HOUSES CARLOW
R417 ANTHY ROAD
CARLOW

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *25/05/16* *Survey Type: MANUAL*

2 CS-03-A-03 MIXED HOUSES SLIGO
TOP ROAD
STRANDHILL
STRANDHILL
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 30
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

3 CS-03-A-04 DETACHED & SEMI-DETACHED SLIGO
R292
STRANDHILL

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 63
Survey date: THURSDAY *27/10/16* *Survey Type: MANUAL*

4 CV-03-A-02 DETACHED & SEMI DETACHED CAVAN
R212 DUBLIN ROAD
CAVAN
KILLYNEBBER
Edge of Town
No Sub Category
Total Number of dwellings: 80
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

5 CV-03-A-03 DETACHED HOUSES CAVAN
R212 DUBLIN ROAD
CAVAN
PULLAMORE NEAR
Edge of Town
No Sub Category
Total Number of dwellings: 37
Survey date: MONDAY *22/05/17* *Survey Type: MANUAL*

6 DH-03-A-02 MIXED HOUSES DURHAM
LEAZES LANE
BISHOP AUCKLAND
ST HELEN AUCKLAND
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of dwellings: 125
Survey date: MONDAY *27/03/17* *Survey Type: MANUAL*

7 DL-03-A-10 SEMI DETACHED & DETACHED DUBLIN
R124
MALAHIDE
SAINT HELENS
Edge of Town
Residential Zone
Total Number of dwellings: 65
Survey date: WEDNESDAY *20/06/18* *Survey Type: MANUAL*

8 DN-03-A-03 DETACHED/SEMI-DETACHED DONEGAL
THE GRANGE
LETTERKENNY
GLENCAR IRISH
Edge of Town
Residential Zone
Total Number of dwellings: 50
Survey date: MONDAY *01/09/14* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 DN-03-A-04 SEMI-DETACHED DONEGAL
GORTLEE ROAD
LETTERKENNY
GORTLEE
Edge of Town
Residential Zone
Total Number of dwellings: 83
Survey date: FRIDAY *26/09/14* *Survey Type: MANUAL*

10 DN-03-A-06 DETACHED HOUSING DONEGAL
GLENFIN ROAD
BALLYBOFEY

Edge of Town
Residential Zone
Total Number of dwellings: 6
Survey date: WEDNESDAY *10/10/18* *Survey Type: MANUAL*

11 ES-03-A-04 MIXED HOUSES & FLATS EAST SUSSEX
NEW LYDD ROAD
CAMBER

Edge of Town
Residential Zone
Total Number of dwellings: 134
Survey date: FRIDAY *15/07/16* *Survey Type: MANUAL*

12 NF-03-A-03 DETACHED HOUSES NORFOLK
HALING WAY
THETFORD

Edge of Town
Residential Zone
Total Number of dwellings: 10
Survey date: WEDNESDAY *16/09/15* *Survey Type: MANUAL*

13 NY-03-A-07 DETACHED & SEMI DET. NORTH YORKSHIRE
CRAVEN WAY
BOROUGHBRIDGE

Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: TUESDAY *18/10/11* *Survey Type: MANUAL*

14 NY-03-A-11 PRIVATE HOUSING NORTH YORKSHIRE
HORSEFAIR
BOROUGHBRIDGE

Edge of Town
Residential Zone
Total Number of dwellings: 23
Survey date: WEDNESDAY *18/09/13* *Survey Type: MANUAL*

15 RO-03-A-03 DETACHED HOUSES ROSCOMMON
N61
BOYLE
GREATMEADOW
Edge of Town
No Sub Category
Total Number of dwellings: 23
Survey date: THURSDAY *25/09/14* *Survey Type: MANUAL*

16 SF-03-A-06 DETACHED & SEMI-DETACHED SUFFOLK
BURY ROAD
KENTFORD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of dwellings: 38
Survey date: FRIDAY *22/09/17* *Survey Type: MANUAL*

17 SH-03-A-05 SEMI-DETACHED/TERRACED SHROPSHIRE
SANDCROFT
TELFORD
SUTTON HILL
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

18	TY-03-A-02	SEMI DETACHED & BUNGALOWS		TYRONE
	SANDHOLES ROAD			
	COOKSTOWN			
	DERRYLORAN			
	Edge of Town			
	Industrial Zone			
	Total Number of dwellings:		101	
	Survey date: THURSDAY		*14/03/19*	*Survey Type: MANUAL*
19	WC-03-A-01	DETACHED HOUSES		WICKLOW
	STATION ROAD			
	WICKLOW			
	CORPORATION MURRAGH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		50	
	Survey date: MONDAY		*28/05/18*	*Survey Type: MANUAL*
20	WS-03-A-07	BUNGALOWS		WEST SUSSEX
	EMMS LANE			
	NEAR HORSHAM			
	BROOKS GREEN			
	Neighbourhood Centre (PPS6 Local Centre)			
	Village			
	Total Number of dwellings:		57	
	Survey date: THURSDAY		*19/10/17*	*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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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	20	54	0.073	20	54	0.211	20	54	0.284
08:00 - 09:00	20	54	0.126	20	54	0.429	20	54	0.555
09:00 - 10:00	20	54	0.183	20	54	0.210	20	54	0.393
10:00 - 11:00	20	54	0.158	20	54	0.174	20	54	0.332
11:00 - 12:00	20	54	0.152	20	54	0.187	20	54	0.339
12:00 - 13:00	20	54	0.201	20	54	0.196	20	54	0.397
13:00 - 14:00	20	54	0.226	20	54	0.208	20	54	0.434
14:00 - 15:00	20	54	0.224	20	54	0.238	20	54	0.462
15:00 - 16:00	20	54	0.303	20	54	0.234	20	54	0.537
16:00 - 17:00	20	54	0.308	20	54	0.204	20	54	0.512
17:00 - 18:00	20	54	0.394	20	54	0.220	20	54	0.614
18:00 - 19:00	20	54	0.293	20	54	0.214	20	54	0.507
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.641			2.725			5.366

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.*

Parameter summary

Trip rate parameter range selected:	6 - 134 (units:)
Survey date date range:	01/01/11 - 06/06/19
Number of weekdays (Monday-Friday):	20
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

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

APPENDIX G: Traffic Forecasts

Keepmoat Homes
Proposed Residential Development
Eakring Road, Bilsthorpe

DEVELOPMENT TRIPS
Private Homes 103

Development Trip Rates
TRICS 7.6.3

me Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	0.126	0.429	0.555
PM (17:00-18:00)	0.394	0.220	0.614

Development Vehicle Trip Generation

me Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	13	44	57
PM (17:00-18:00)	41	23	63

DEVELOPMENT DISTRIBUTION

From Census 2011 Taken From ADC TA

Route	Route Name	% (Census)
A	Deerdale Lane	11.0%
B	A617 Kirklington Road (East)	8.3%
C	A614 Old Rufford Road (South)	44.8%
D	A617 Kirklington Road (West)	23.7%
E	A614 Old Rufford Road (North)	12.1%
	Total	**100.00%**

TEMPRO GROWTH FACTOR
NTM AF1S Dataset

2019 - 2022
Newark and Sherwood District AM 1.048
Newark and Sherwood District PM 1.047

2019 - 2027
Newark and Sherwood District AM 1.118
Newark and Sherwood District PM 1.117

COMMITTED DEVELOPMENT TRIPS

CDEV 1 - CO-OP Food Store
Planning Ref: 17-01139-OUTM
VEHICLE TRIP RATES

Convinience Store 280 sqm

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	6.886	6.521	13.407
PM (17:00-18:00)	7.567	8.564	16.131

VEHICLE TRIP GENERATION

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	19	18	38
PM (17:00-18:00)	21	24	45

No distribution proved in ADC TA for retail use , therefore traffic only assigned as far as site access using residential development distribution

From Census 2011 Taken From ADC TA

Route	Route Name	% (Census)
A	Eakring Road North	23.1%
B	Eakring Road South	76.9%
	Total	**100.00%**

CDEV 2 - Land off Oldbridge Way
Planning Ref: 16-01618-OUTM (Planning for 113 Dwellings)
VEHICLE TRIP RATES
Obtained from BSP TA (October 2016)

Privately owned Houses No. Dwellings **79**
Affordable Houses No. Dwellings **34**
Total **113**

TRIP RATES

Time Period		Arrivals	Departures	TOTAL
AM (08:00-09:00)	Private Homes	0.140	0.361	0.501
	Affordable	0.153	0.287	0.440
PM (17:00-18:00)	Private Homes	0.294	0.175	0.469
	Affordable	0.260	0.185	0.445

TRIP GENERATION

Time Period		Arrivals	Departures	TOTAL
AM (08:00-09:00)	Private Homes	11	29	40
	Affordable	5	10	15
	Total	**16**	**38**	**55**
PM (17:00-18:00)	Private Homes	23	14	37
	Affordable	9	6	15
	Total	**32**	**20**	**52**

Access off Mickledale Lane No. Dwellings **20**
Access off Eakring Road No. Dwellings **93**

VEHICLE TRIP GENERATION (Mickledale Lane)

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	3	7	10
PM (17:00-18:00)	6	4	9

VEHICLE TRIP GENERATION (Eakring Road)

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	13	32	45
PM (17:00-18:00)	26	17	43

DEVELOPMENT DISTRIBUTION
No Distribution Provided in BSP TA therefore the development distribution from this TA (ADC1a

From Census 2011 Taken From ADC TA

Route	Route Name	% (Census)
A	Deerdale Lane	11.0%
B	A617 Kirklington Road (East)	8.3%
C	A614 Old Rufford Road (South)	44.8%
D	A617 Kirklington Road (West)	23.7%
E	A614 Old Rufford Road (North)	12.1%
	Total	**100.00%**

CDEV 3 - Land North of Maid Marion Avenue
Planning Ref: 16-02086-OUTM
TA FOR 93 DWELLINGS BUT ONLY 51 APPROVED

PERSON TRIP RATES

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	0.238	0.721	0.959
PM (17:00-18:00)	0.563	0.306	0.869

VEHICLE TRIP RATES BASED ON 86.6% CAR DRIVER MODAL SHARE

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	0.206	0.624	0.830
PM (17:00-18:00)	0.488	0.265	0.753

VEHICLE TRIP GENERATION No. Dwellings **51**

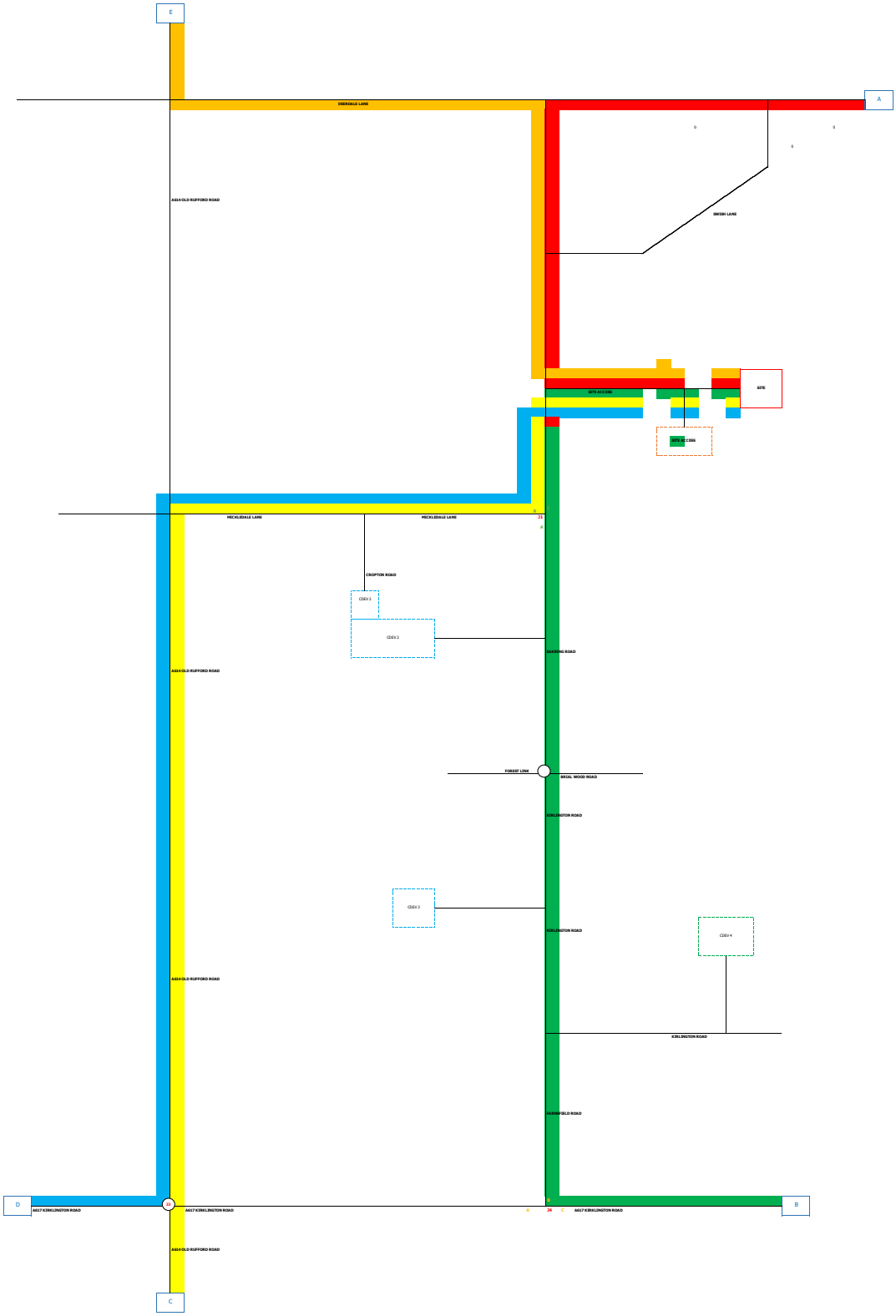
Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	11	32	42
PM (17:00-18:00)	25	14	38

DEVELOPMENT DISTRIBUTION
Obtained from Byron G Hall TA (Assumed that all development traffic will use Maid Marion Avenue for the purpose of this TA

Route	Route Name	% (Census)
A	A614 North (via Mickledale Lane)	9.0%
B	A617 West (via Farnsfield Road)	24.0%
C	A614 South (via Farnsfield Road)	29.0%
D	A617 East (Via Kirklington Road)	25.0%
E	Deerdale Lane East (Via Kirklington Road/Eakring Road	8.0%
F	Bilsthorpe (Local Traffic)	5.0%
	Total	**100.00%**

DEVELOPMENT DISTRIBUTION ADJUSTED
Bilsthorpe (local Traffic) unassigned events between North and South routes)

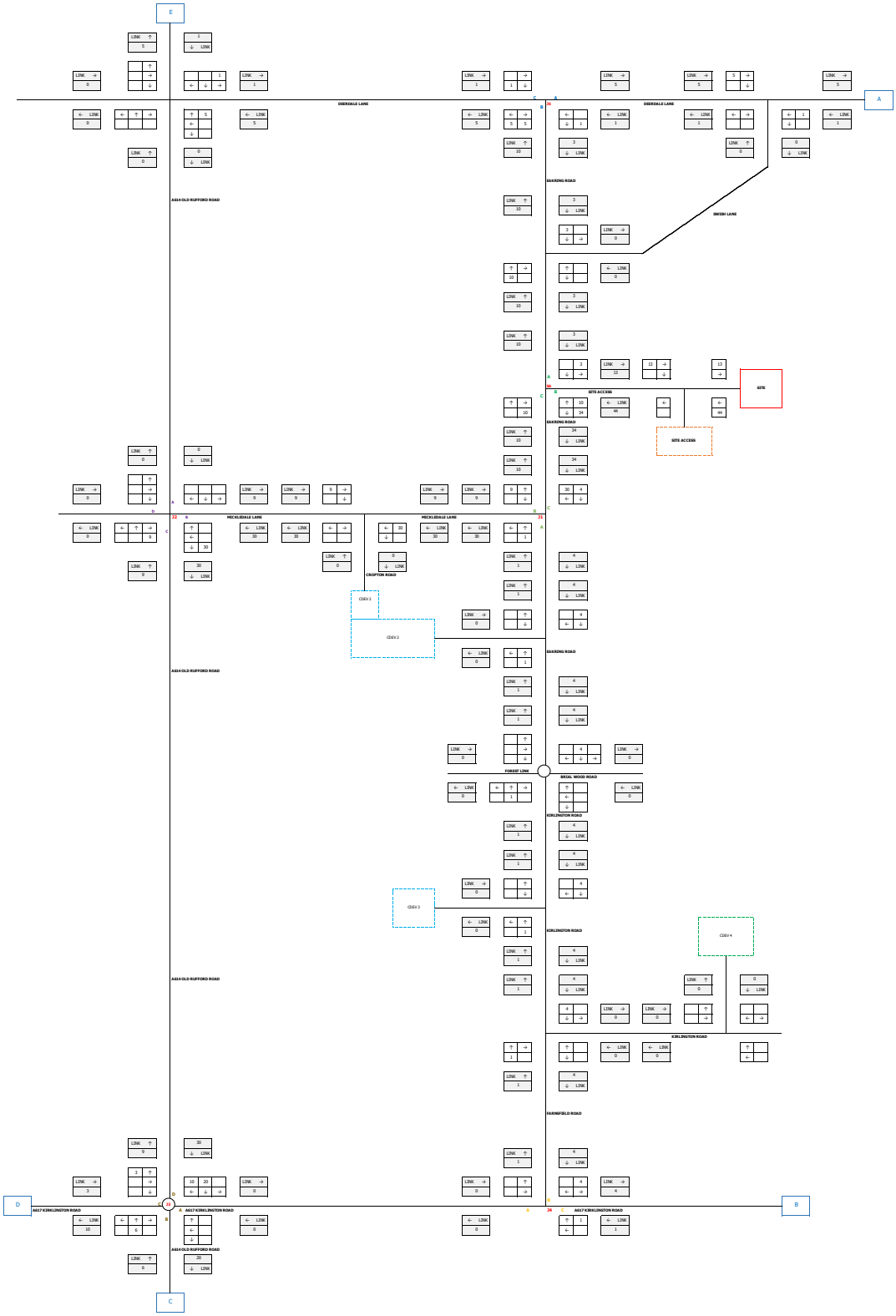
Route	Route Name	Adjusted
A	A614 North (via Mickledale Lane)	10.0%
B	A617 West (via Farnsfield Road)	25.0%
C	A614 South (via Farnsfield Road)	30.0%
D	A617 East (Via Kirklington Road)	26.0%
E	Deerdale Lane East (Via Kirklington Road/Eakring Road	9.0%
F	Bilsthorpe (Local Traffic)	0.0%
	Total	**100.00%**


E
A
CHERRYDALE LANE
A614 OLD RUFFORD ROAD
SMITHY LANE
SITE ACCESS
SITE
SITE ACCESS
MICKLEDALE LANE
MICKLEDALE LANE
CROPTON ROAD
CDEV 2
CDEV 2
A614 OLD RUFFORD ROAD
FOREST LINK
BRIDAL WOOD ROAD
KIRKLINGTON ROAD
CDEV 3
KIRKLINGTON ROAD
CDEV 4
A614 OLD RUFFORD ROAD
KIRKLINGTON ROAD
OAKSMERE ROAD
D
A617 KIRKLINGTON ROAD
A617 KIRKLINGTON ROAD
A617 KIRKLINGTON ROAD
B
A614 OLD RUFFORD ROAD
C

DEVELOPMENT AM

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	13	44	57

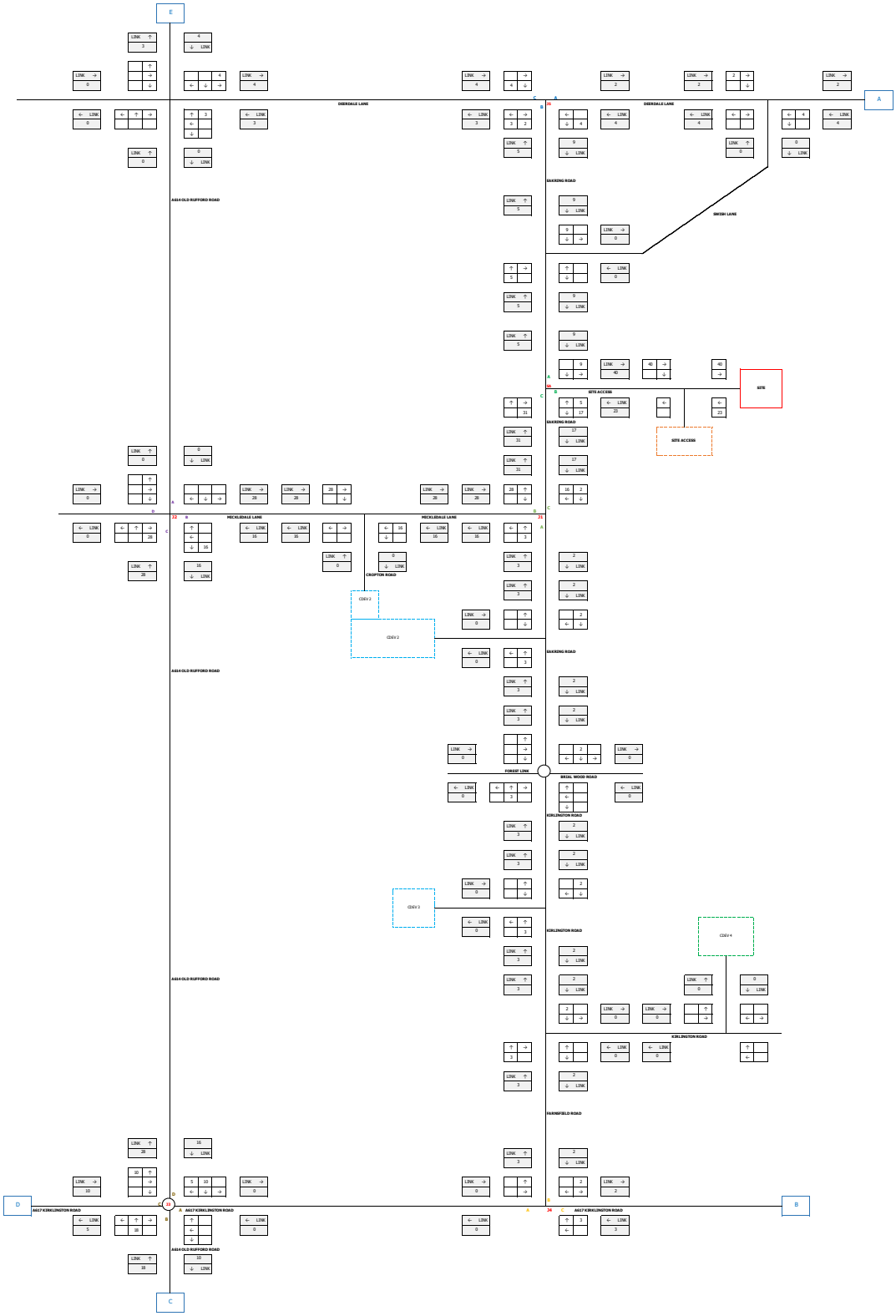
ROUTE	AM		
	Dist	Arrivals	Departures
A	11%	1	5
B	8%	1	4
C	45%	6	20
D	24%	3	10
E	12%	2	5
Total	100.0%	13	44



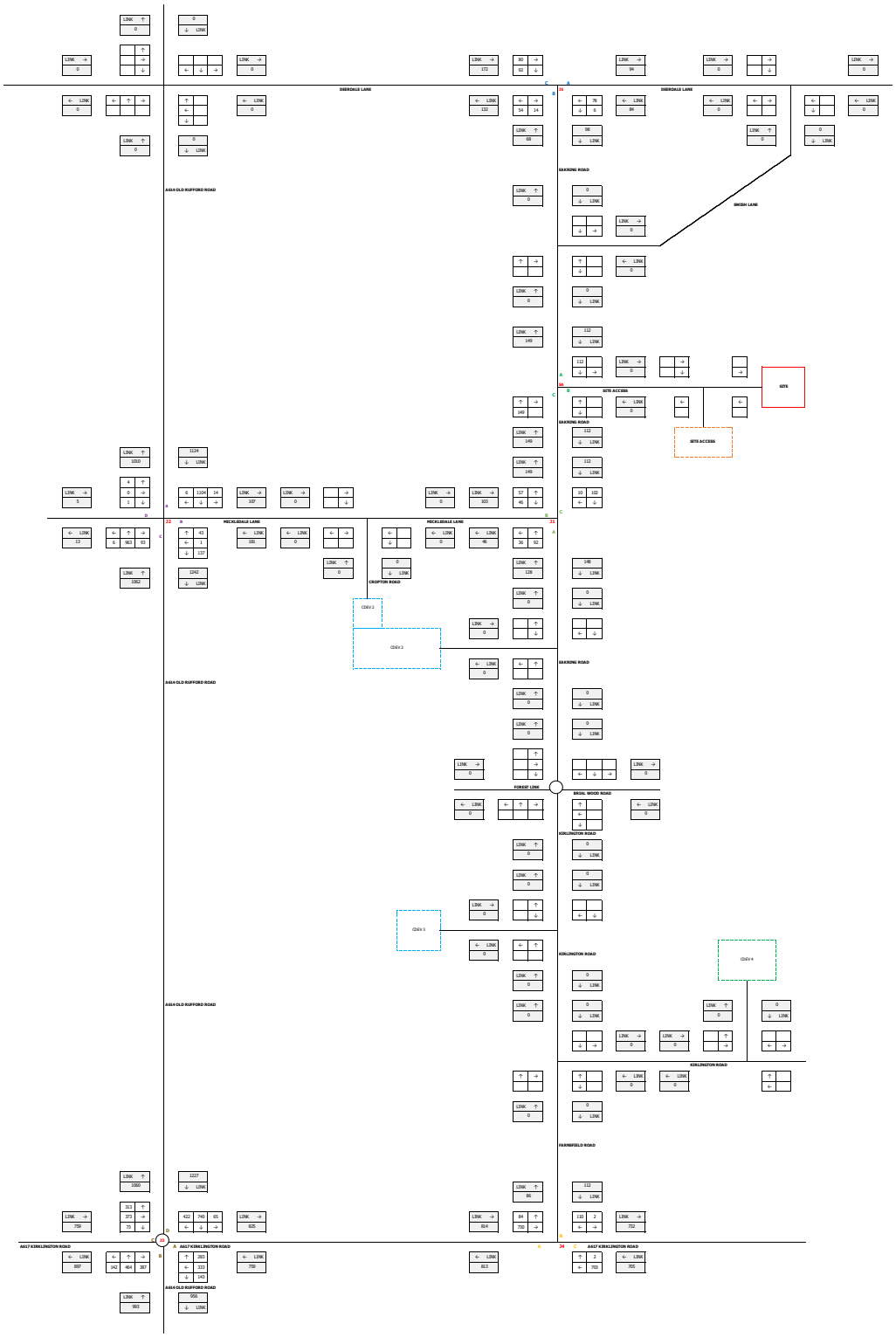
DEVELOPMENT PM

Time Period	Arrivals	Departures	TOTAL
PM (17:00 – 18:00)	41	23	63

ROUTE	PM		
	Dist	Arrivals	Departures
A	11%	4	2
B	8%	3	2
C	45%	18	10
D	24%	10	5
E	12%	5	3
Total	100.0%	41	23



SURVEY 2019 AM



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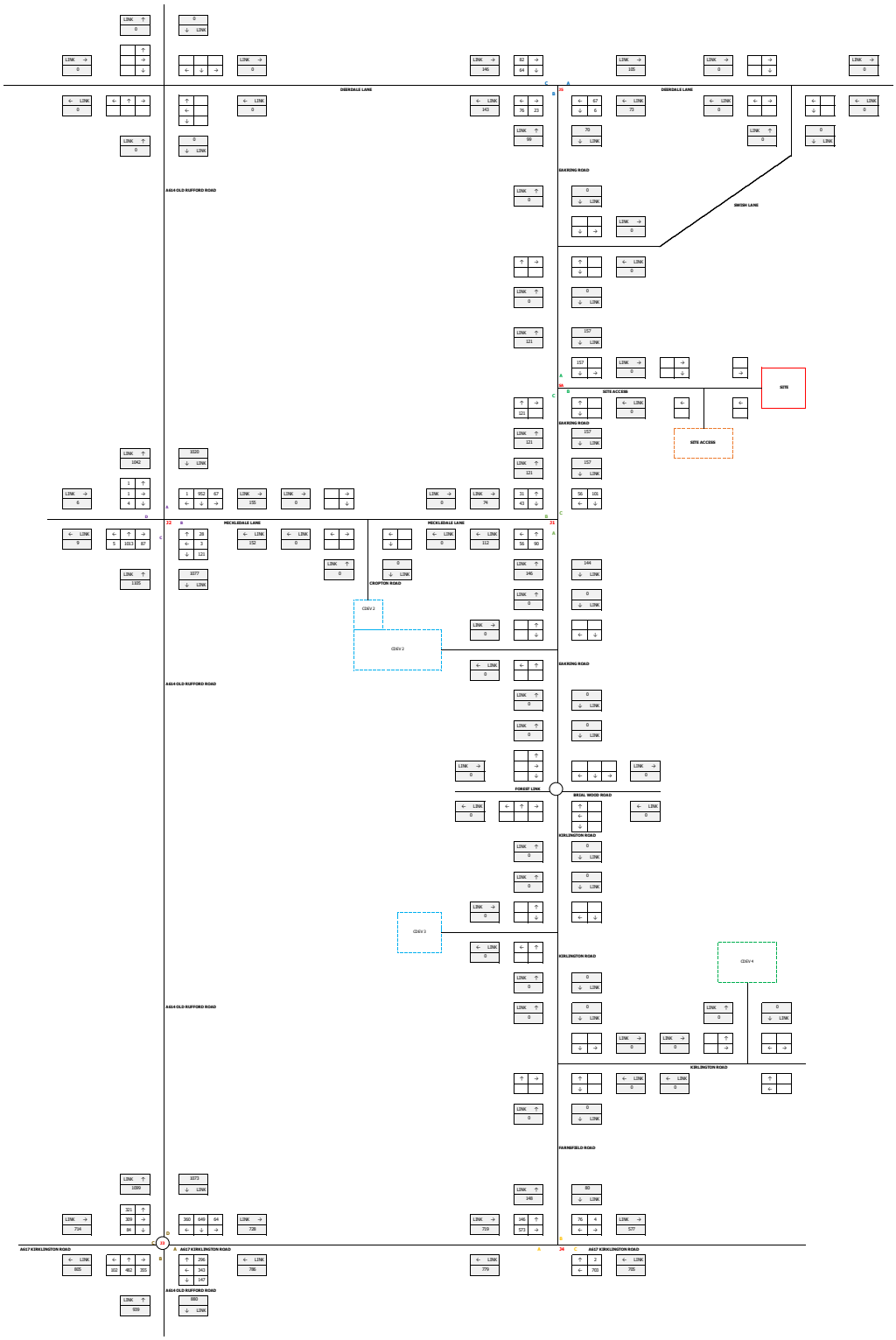
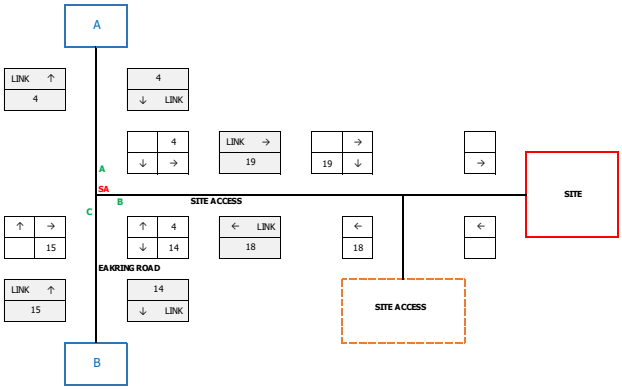


CDEV 1 AM

PROPOSED RETAIL STORE

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	19	18	38

ROUTE	AM		
	Dist	Arrivals	Departures
A	23%	4	4
B	77%	15	14
Total	**100.0%**	**19**	**18**



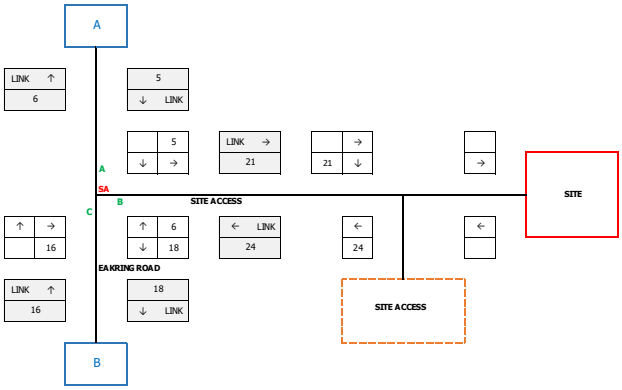
Keepmoat Homes
Proposed Residential Development
Eakring Road, Bilsthorpe

CDEV 1 AM

PROPOSED RETAIL STORE

Time Period	Arrivals	Departures	TOTAL
PM (17:00-18:00)	21	24	38

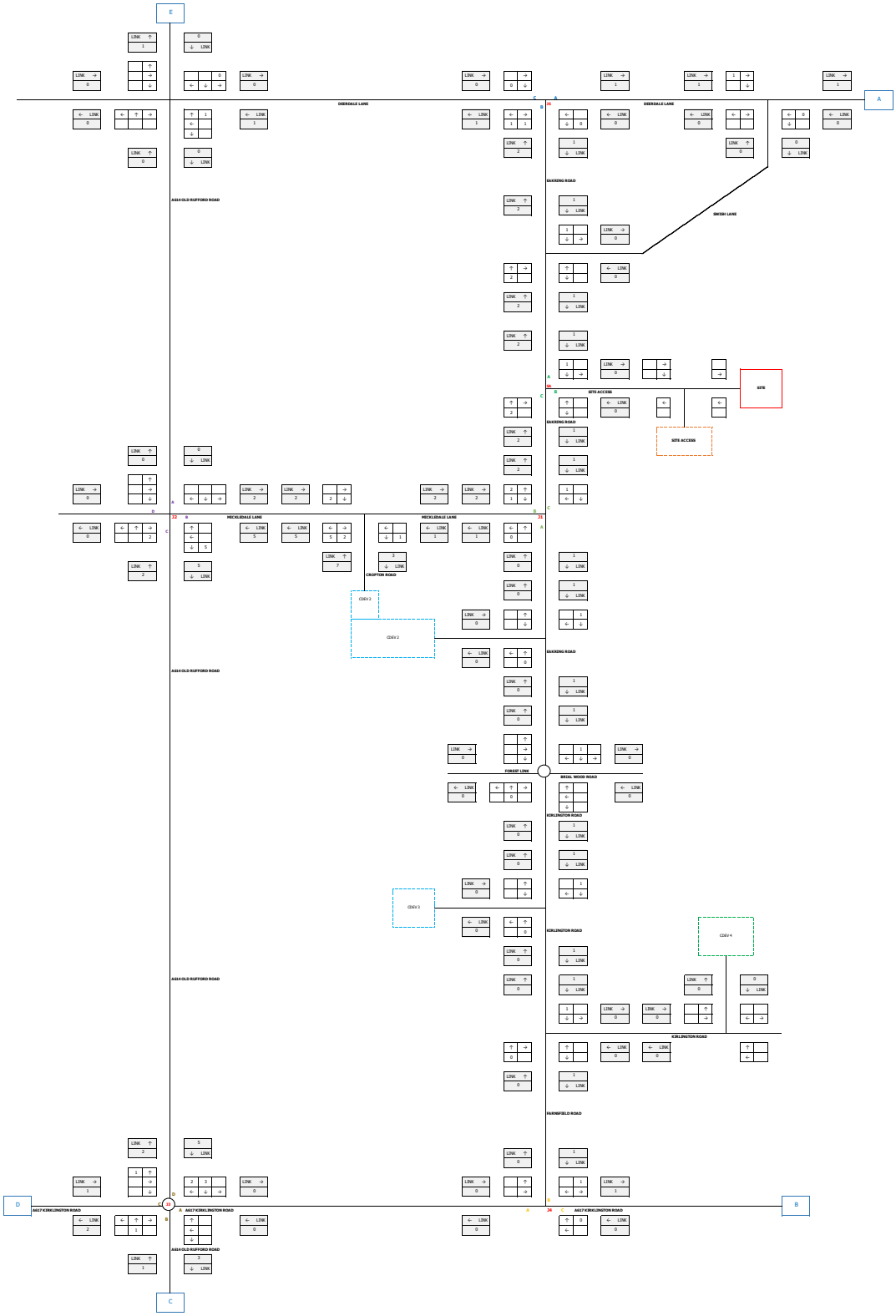
ROUTE	PM		
	Dist	Arrivals	Departures
A	23%	5	6
B	77%	16	18
Total	**100.0%**	**21**	**24**



CDEV 2 AM
Mickledale Lane Access

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	3	7	10

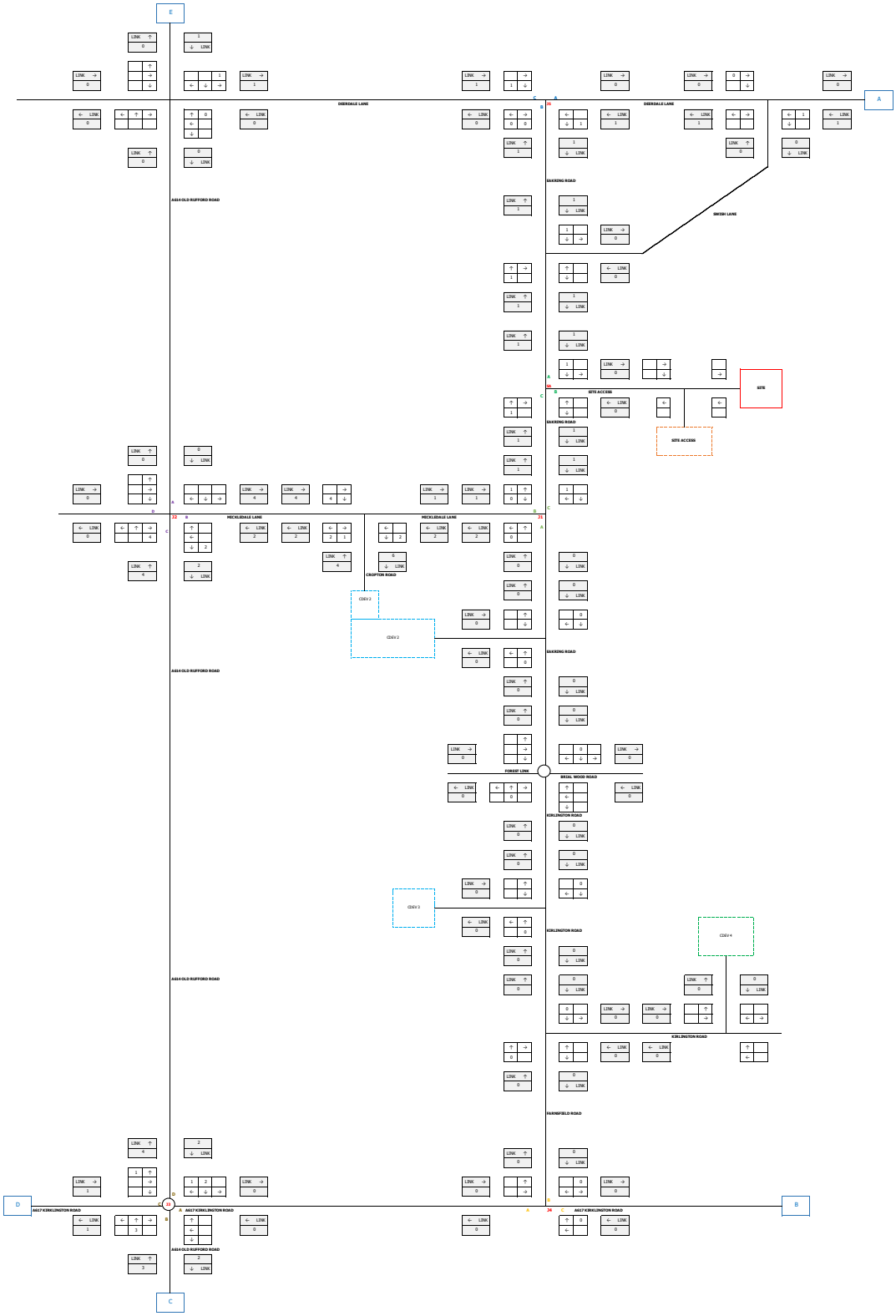
ROUTE	AM		
	Dist	Arrivals	Departures
A	11%	0	1
B	8%	0	1
C	45%	1	3
D	24%	1	2
E	12%	0	1
Total	**100.0%**	**2**	**7**



CDEV 2 PM
Mickledale Lane Access

Time Period	Arrivals	Departures	TOTAL
PM (17:00-18:00)	4	4	9

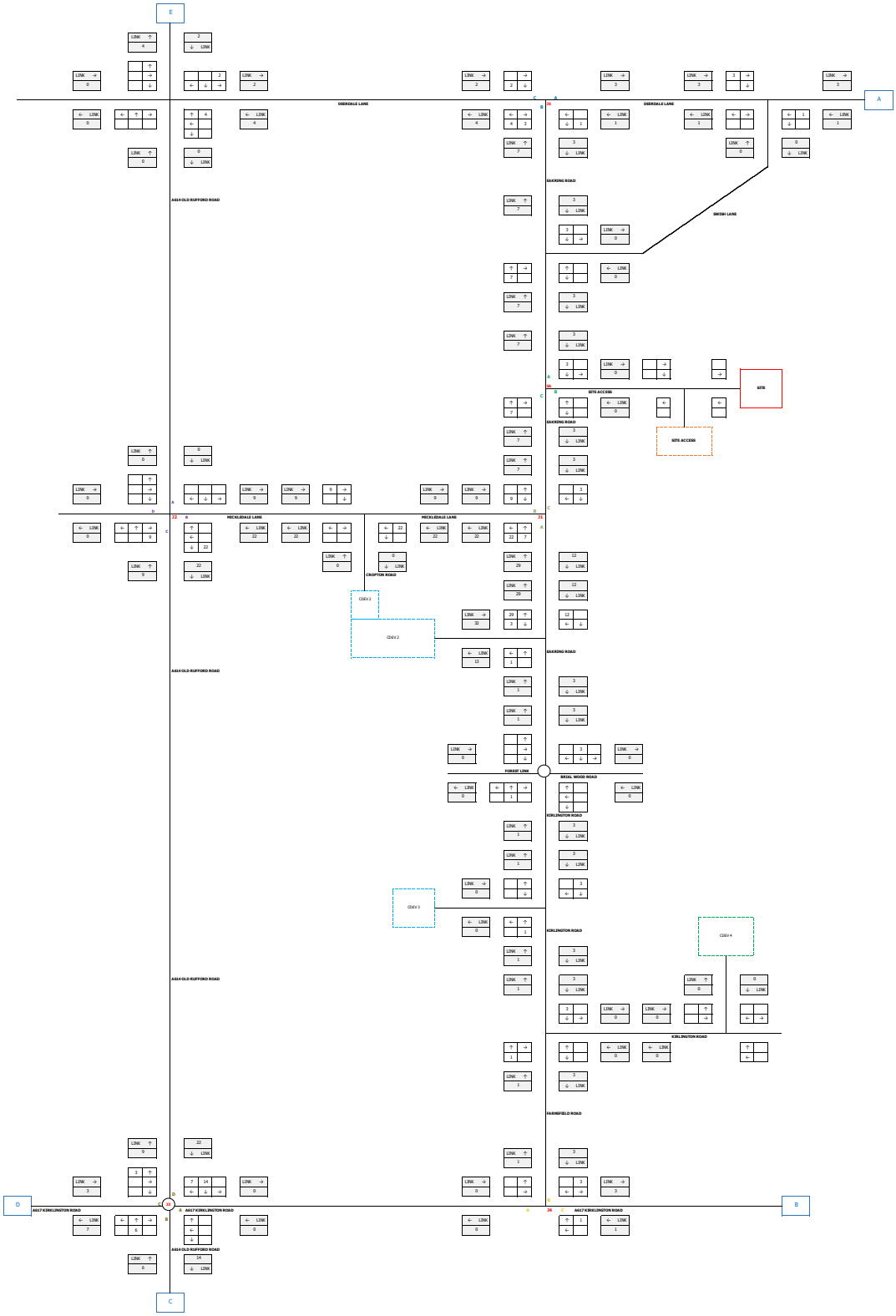
ROUTE	PM		
	Dist	Arrivals	Departures
A	11%	1	0
B	8%	0	0
C	45%	3	2
D	24%	1	1
E	12%	1	0
Total	100.0%	6	4



CDEV 2 AM
Ealing Road Access

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	13	32	45

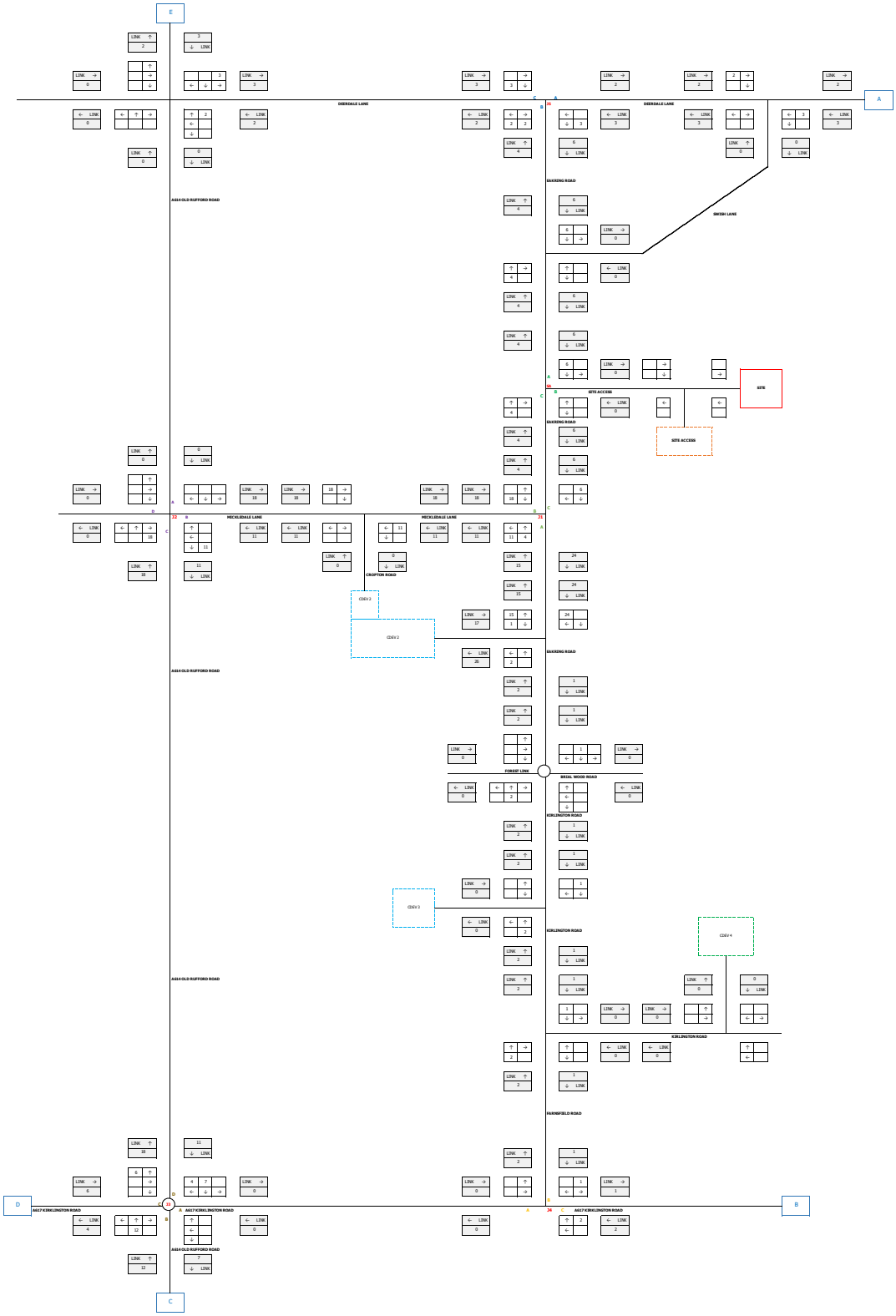
ROUTE	AM		
	Dist	Arrivals	Departures
A	11%	1	3
B	8%	1	3
C	45%	6	14
D	24%	3	7
E	12%	2	4
Total	**100.0%**	**13**	**32**



CDSV 2 PM
Ilkley Road Access

Time Period	Arrivals	Departures	TOTAL
PM (17:00-18:00)	26	17	43

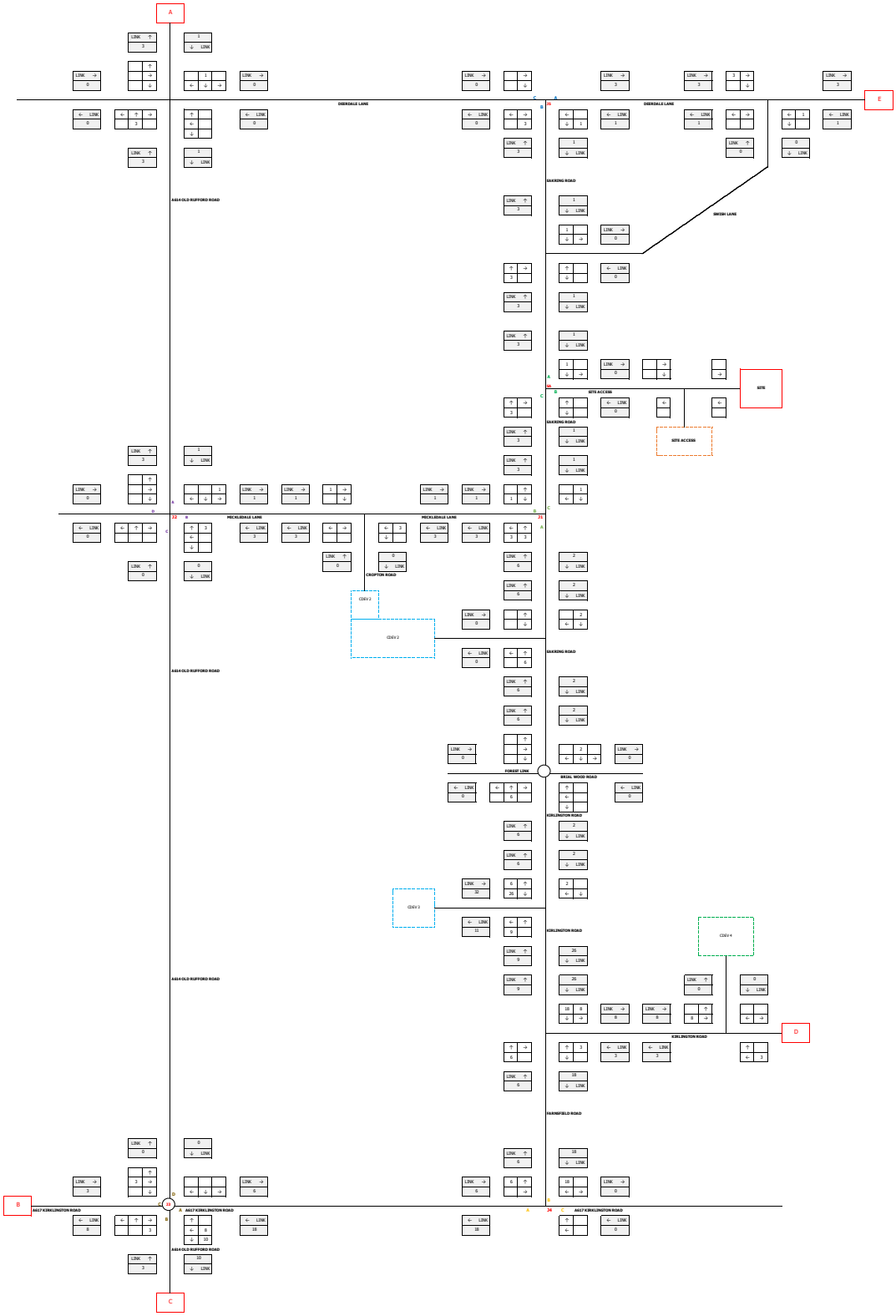
ROUTE	PM		
	Dist	Arrivals	Departures
A	11%	3	2
B	8%	2	1
C	45%	12	7
D	24%	6	4
E	12%	3	2
Total	**100.0%**	**26**	**17**



CDEV 3 AM

Time Period	Arrivals	Departures	TOTAL
AM (08:00-09:00)	11	32	42

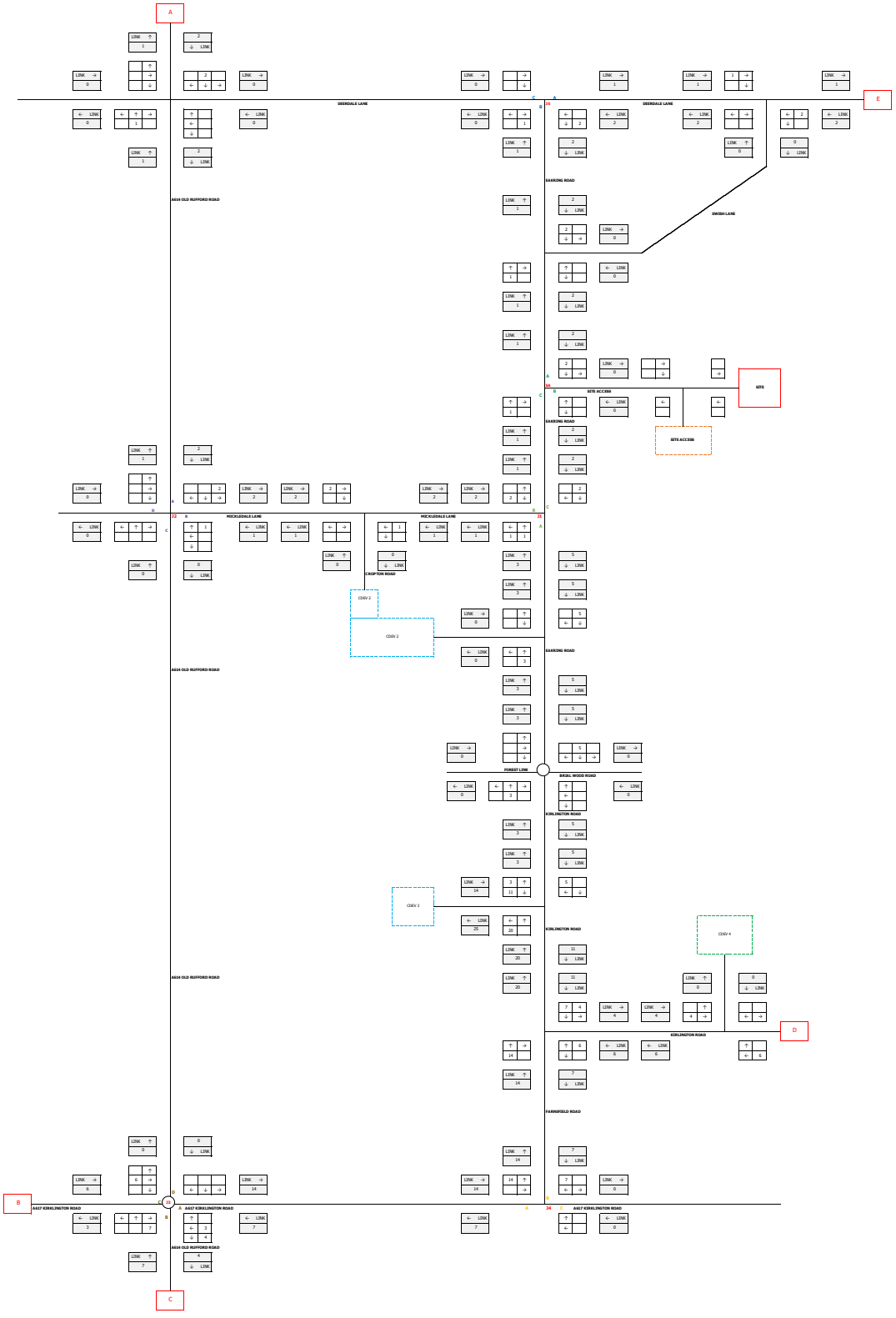
ROUTE	AM		
	Dist	Arrivals	Departures
A	10%	1	3
B	25%	3	8
C	35%	3	10
D	26%	3	8
E	9%	1	3
Total	100.0%	11	32



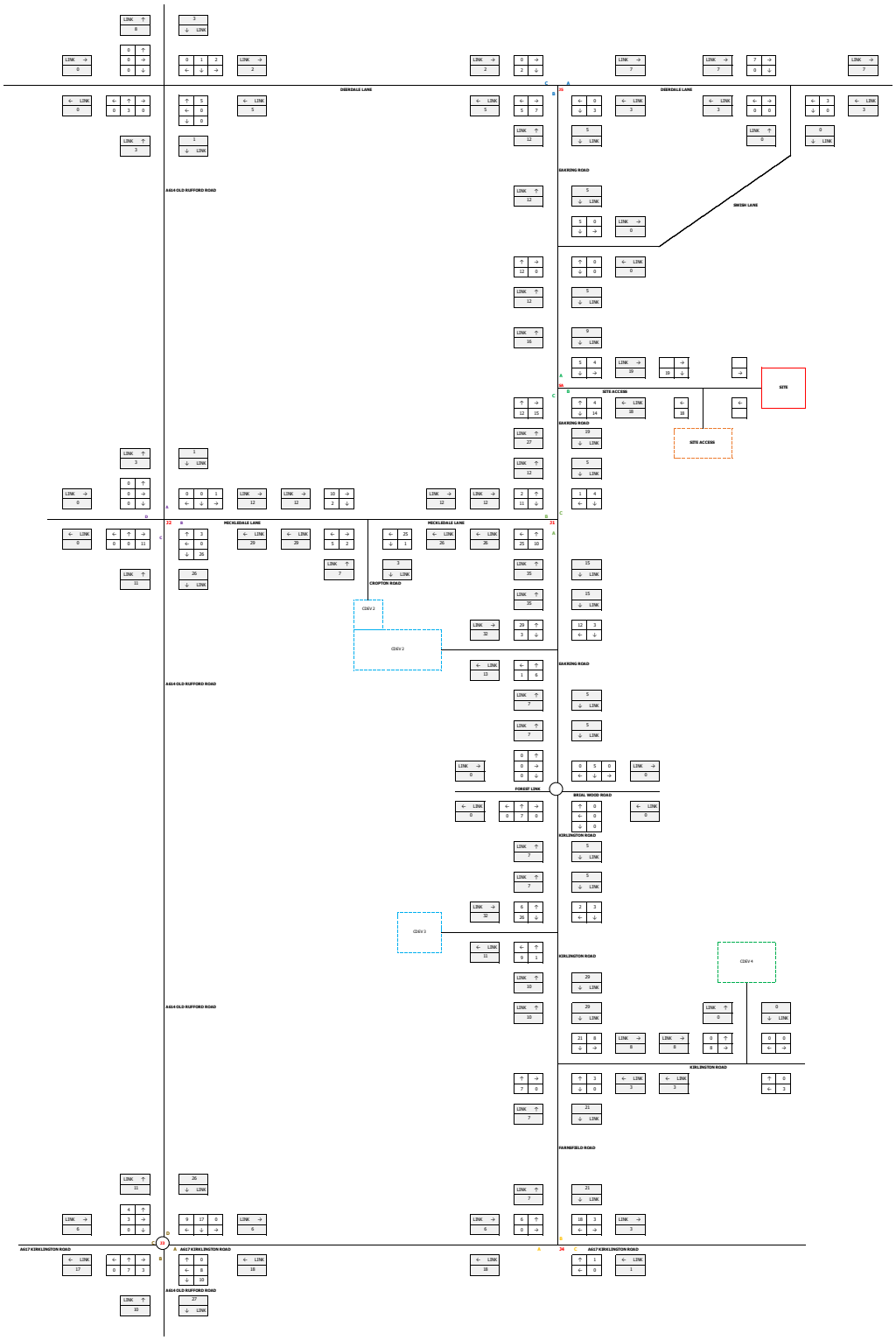
CDEV 3 PM

Time Period	Arrivals	Departures	TOTAL
PM (17:00-18:00)	25	14	38

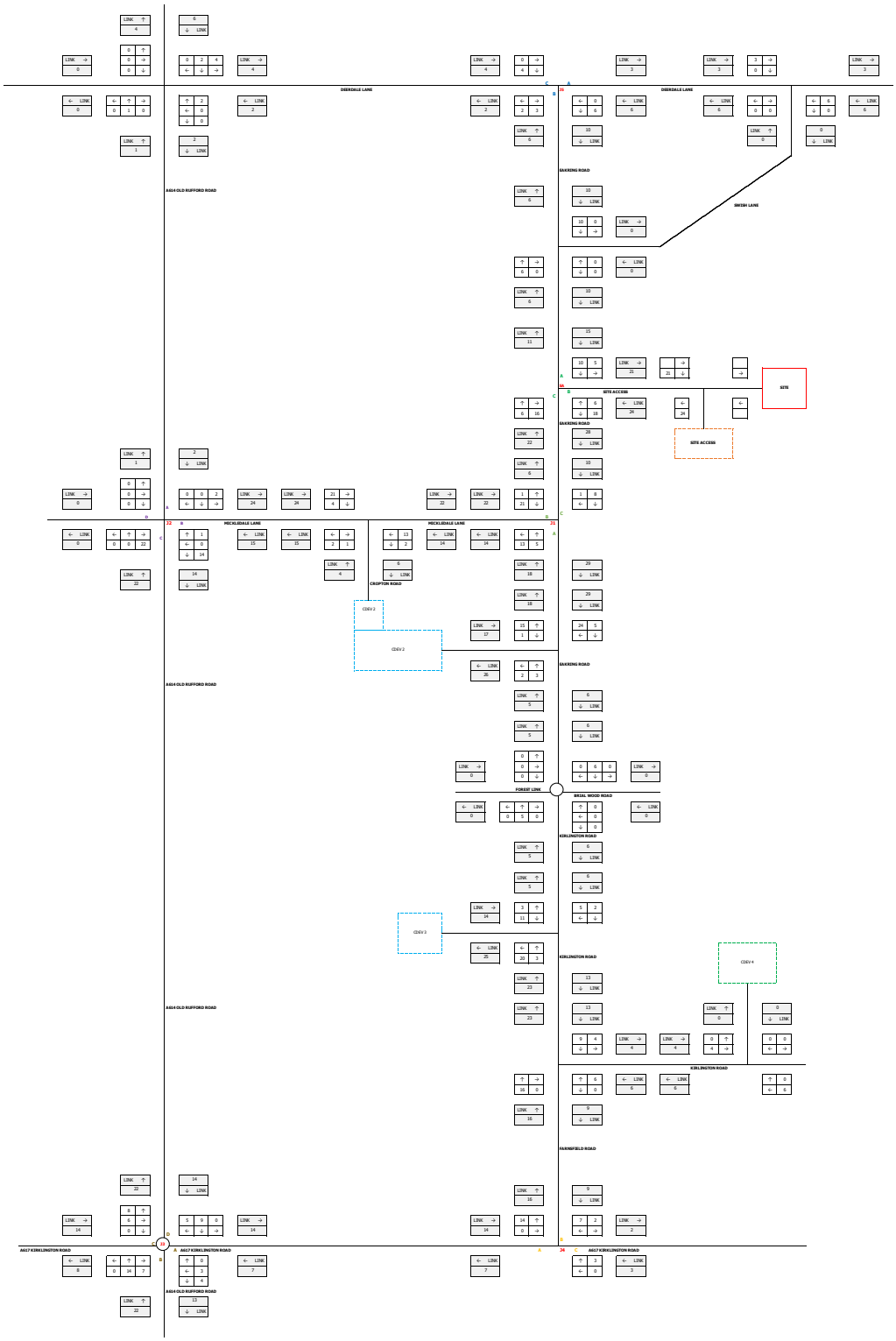
ROUTE	PM		
	Dist	Arrivals	Departures
A	10%	2	1
B	25%	6	3
C	30%	7	4
D	26%	6	4
E	9%	2	1
Total	100.0%	25	14



CDEV TOTAL AM



CDEV TOTAL PM

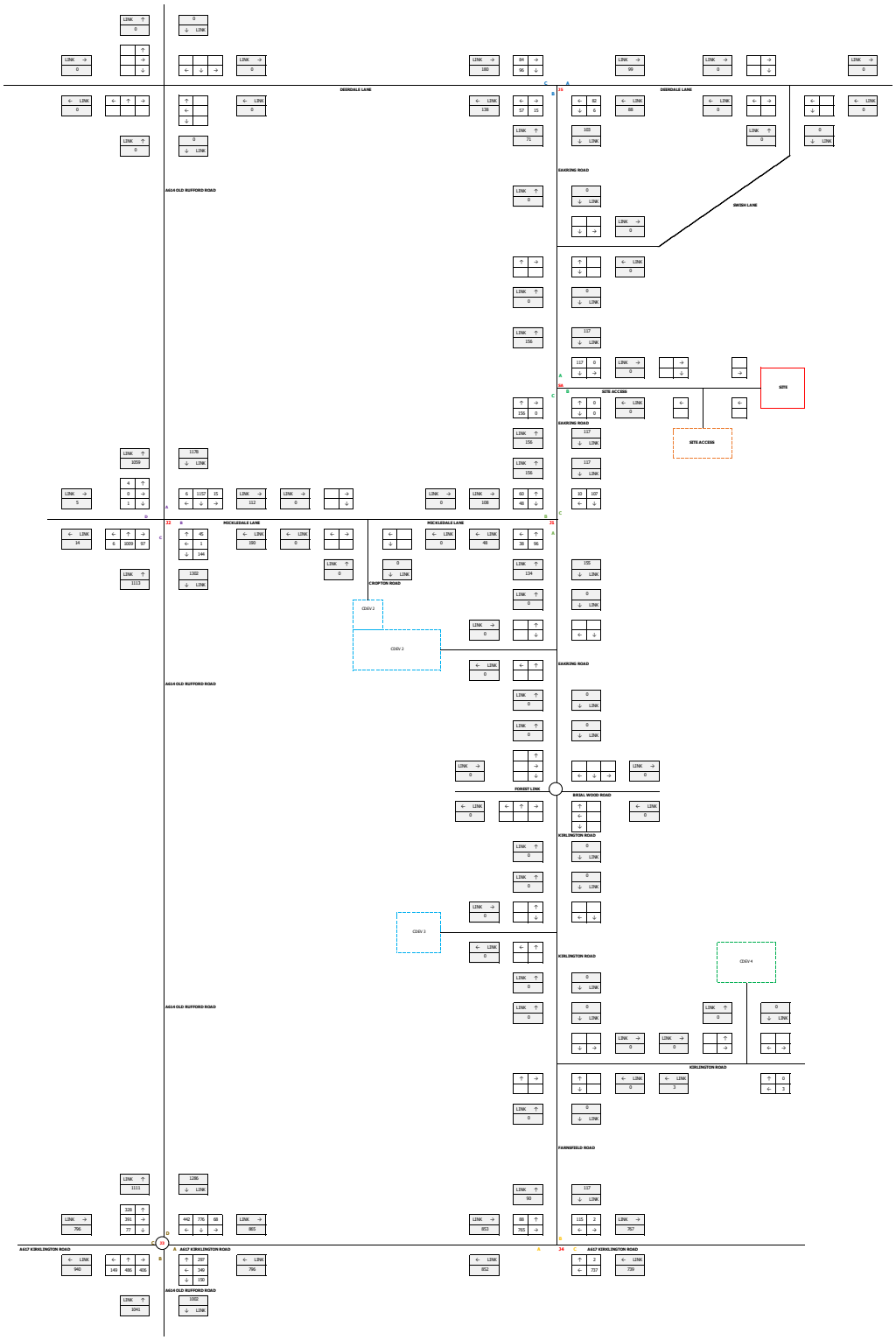


Keepmoat Homes
Proposed Residential Development
Barking Road, Blitchorge

BASE 2022 AM

2019 - 2022 TEMPRO GROWTH

AM 1.046

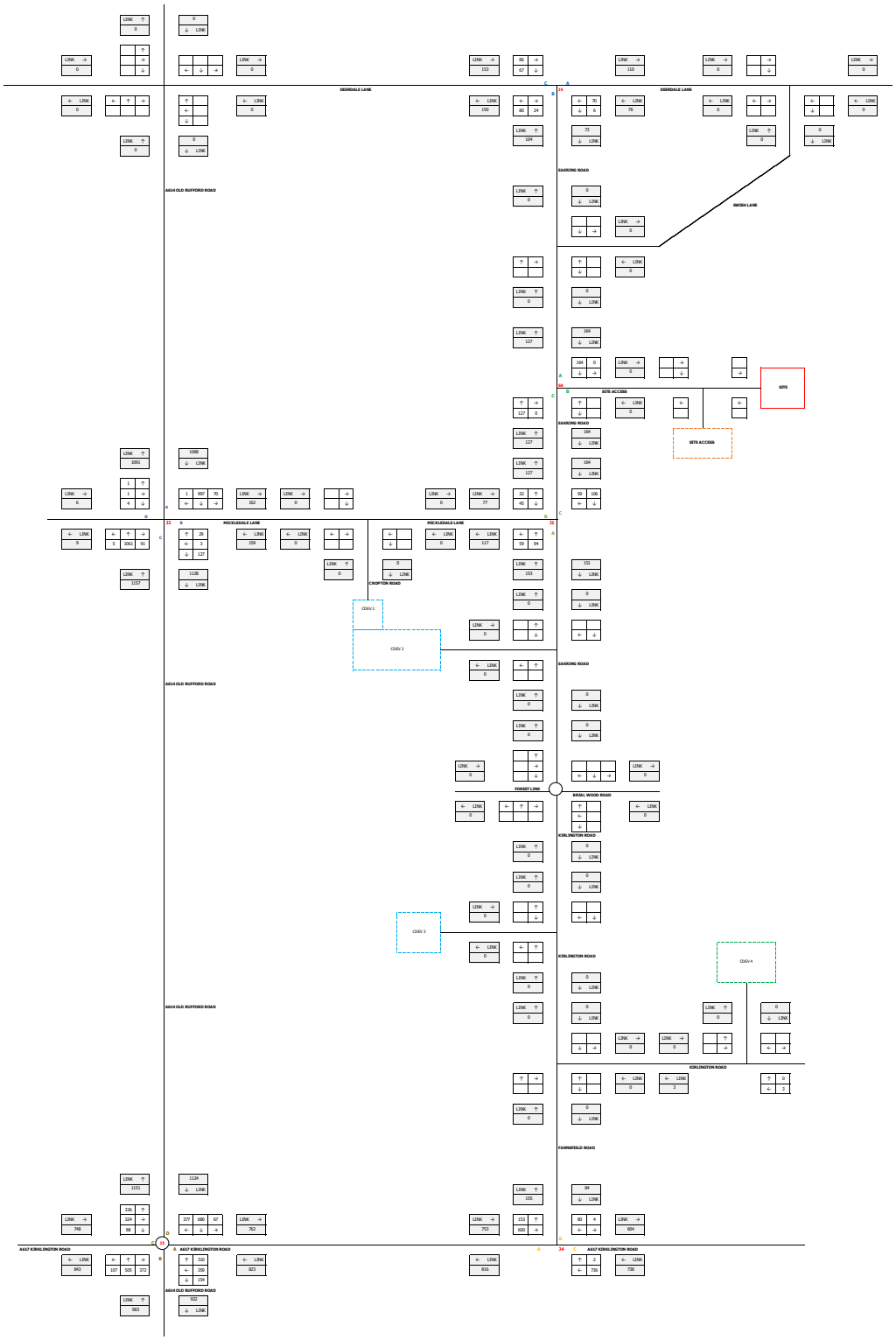


Keepmoat Homes
Proposed Residential Development
Barking Road, Blitchorge

BASE 2022 PM

2019 - 2022 TEMPRO GROWTH

PM L047

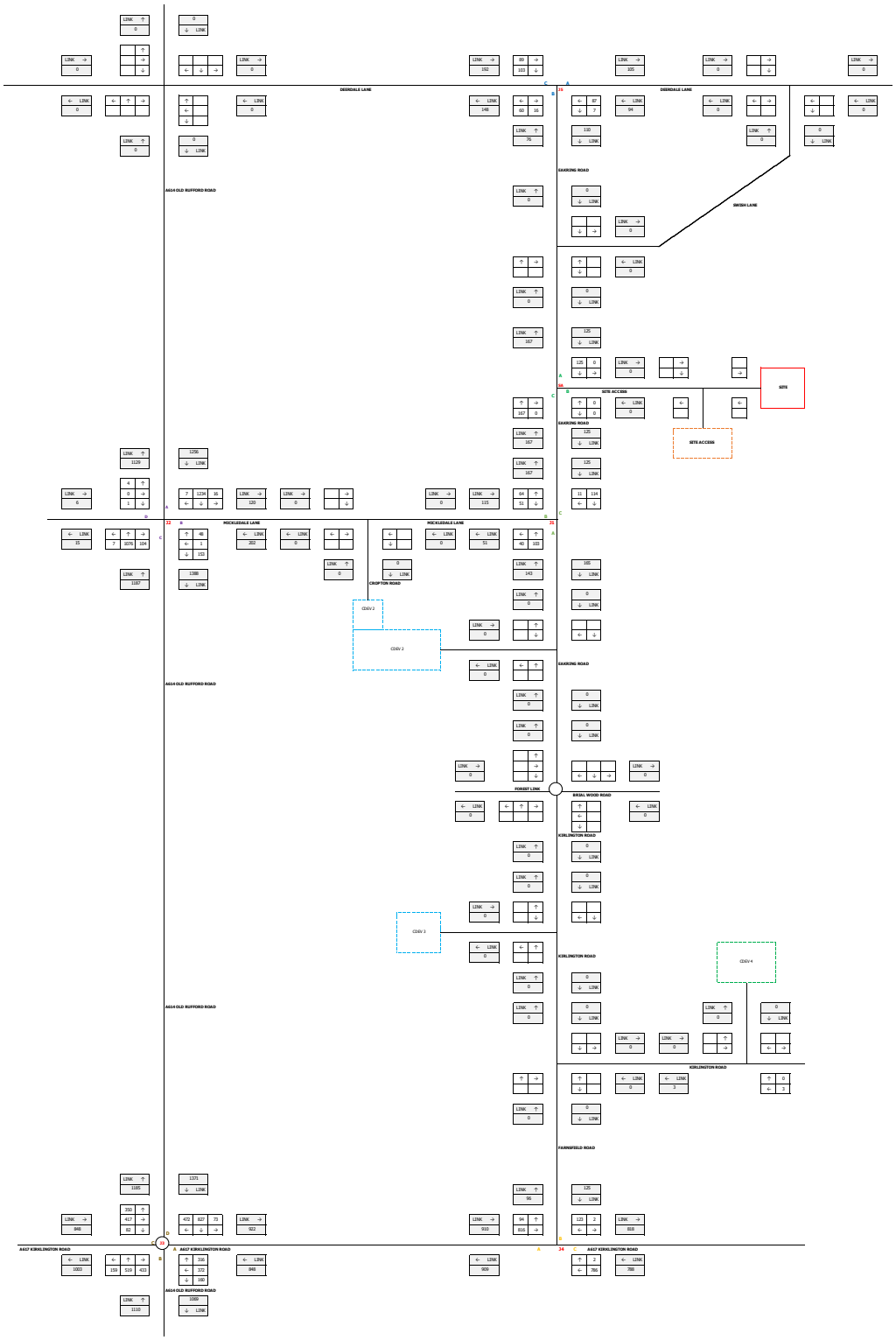


Keepmoat Homes
Proposed Residential Development
Barking Road, Blitchorge

BASE 2027 AM

2019 - 2027 TEMPRO GROWTH

AM 1.118



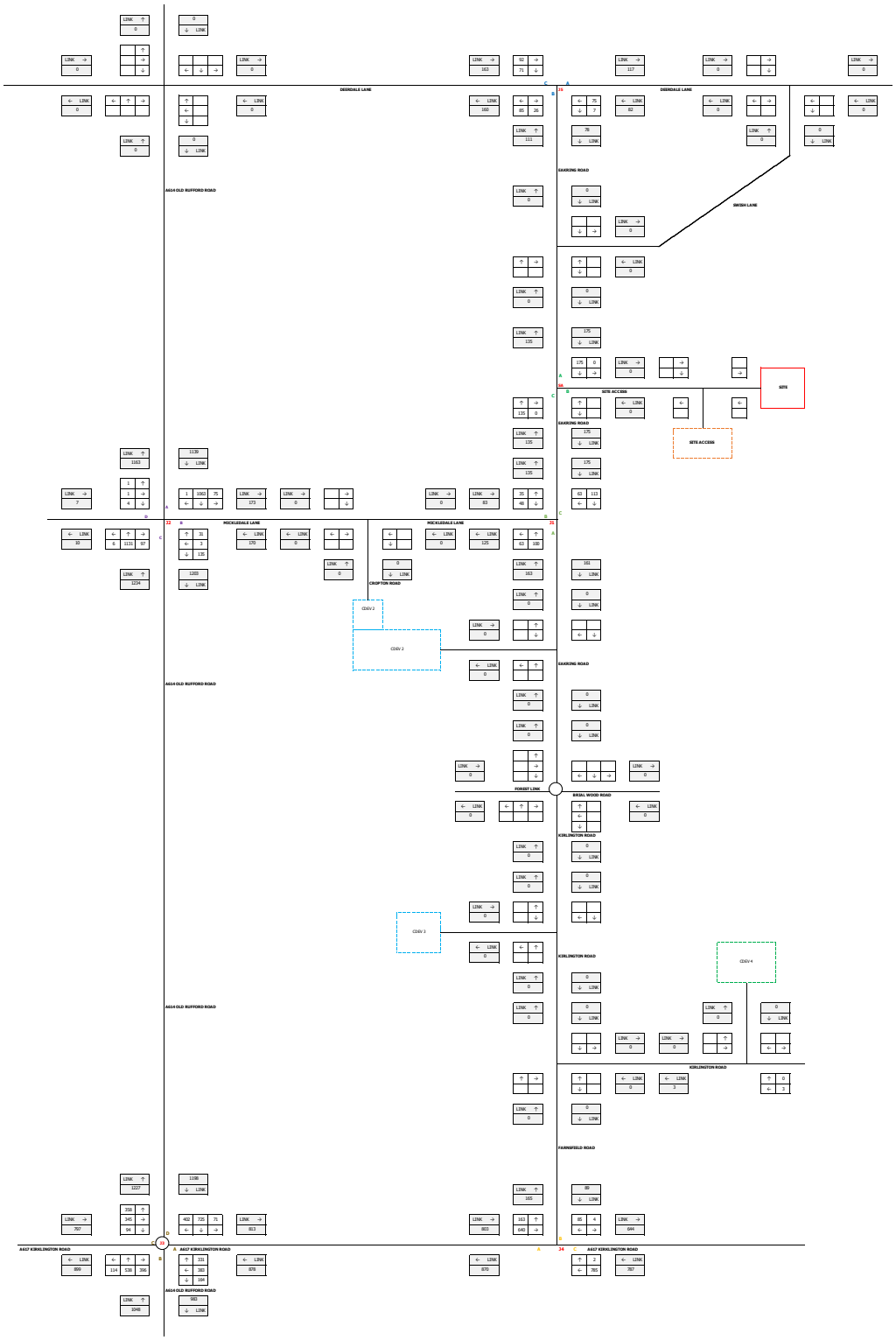
Keepmoat Homes
Proposed Residential Development
Barking Road, Blitchorge

BASE 2027 PM

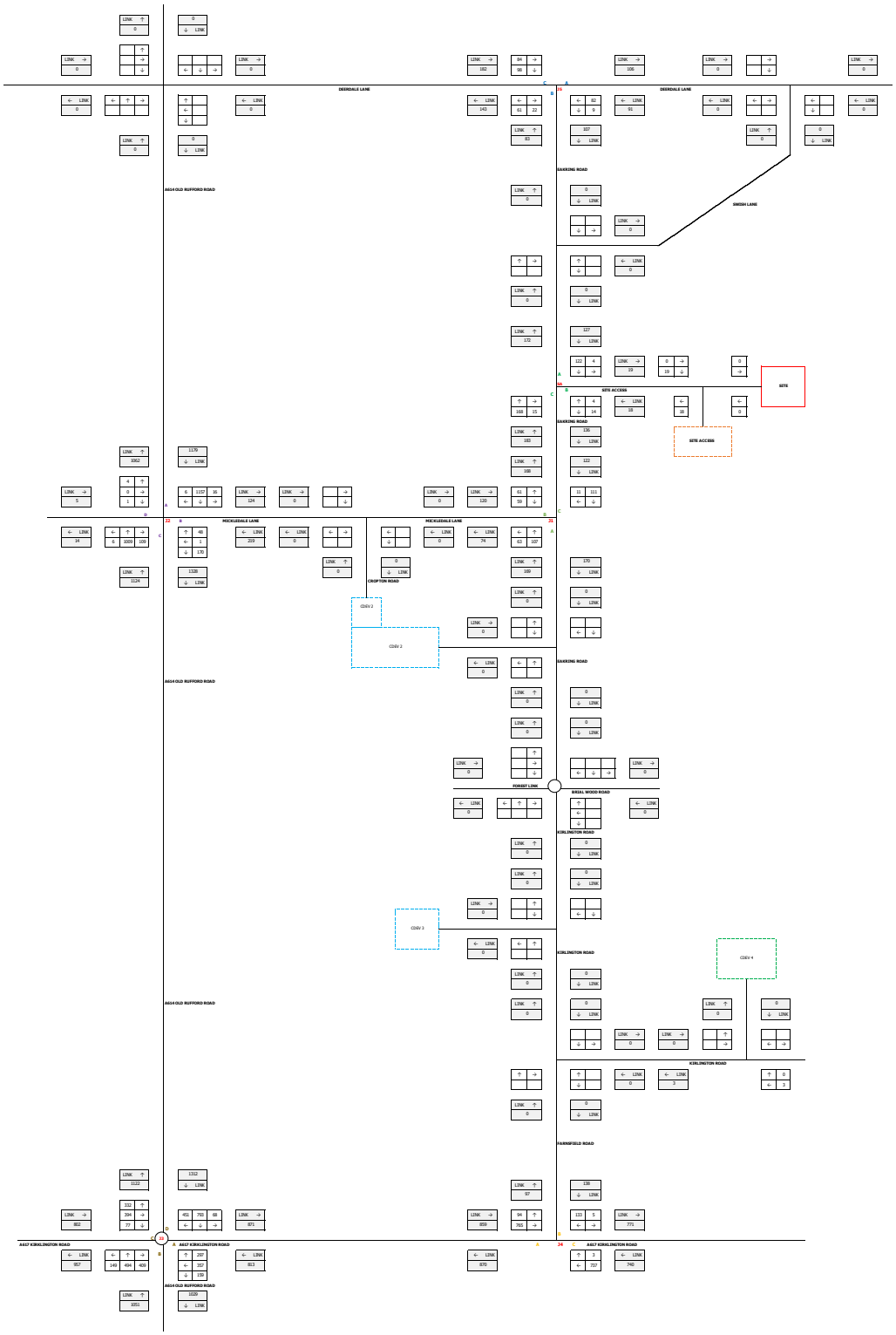
2019 - 2027 TEMPRO GROWTH

PM

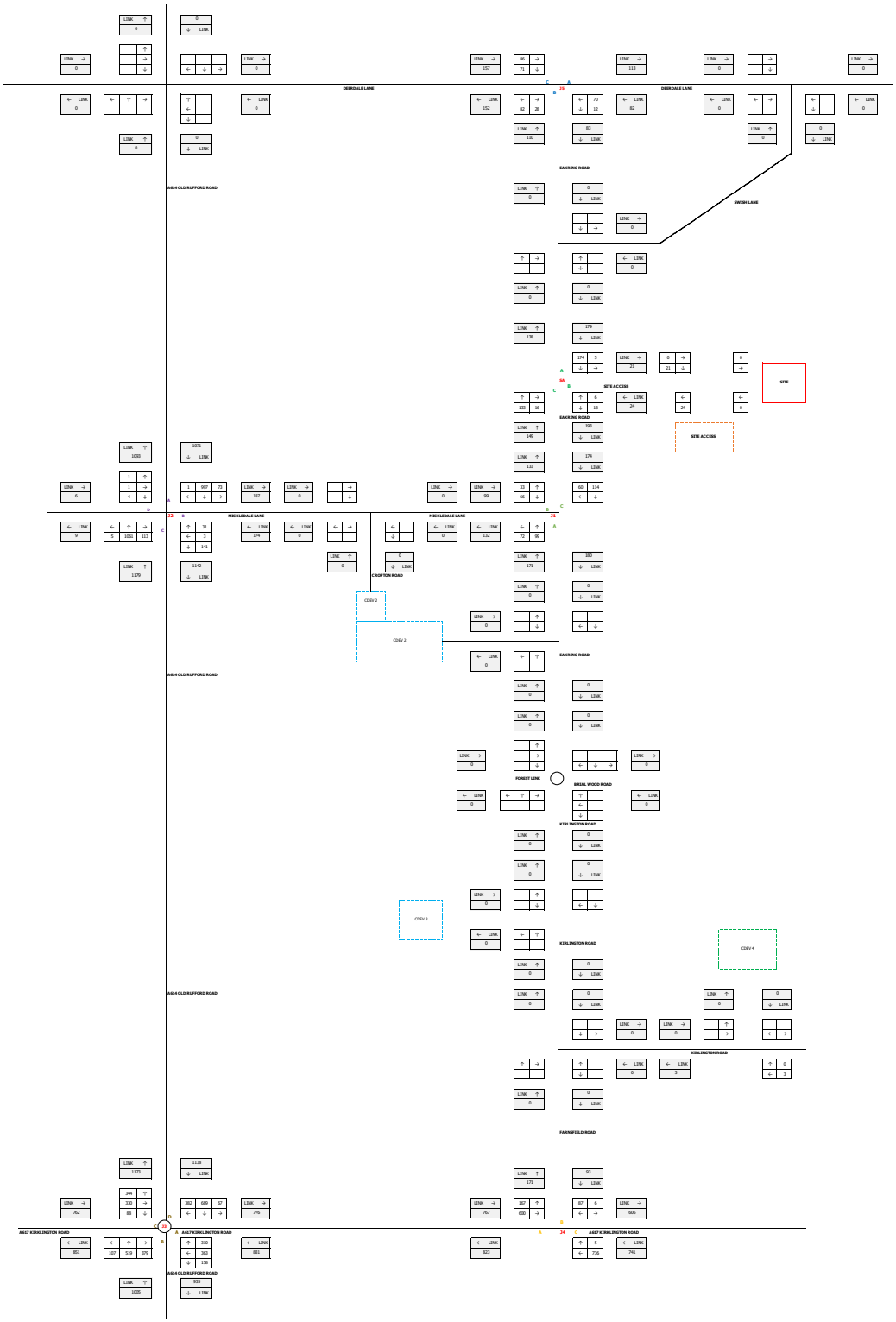
1.117



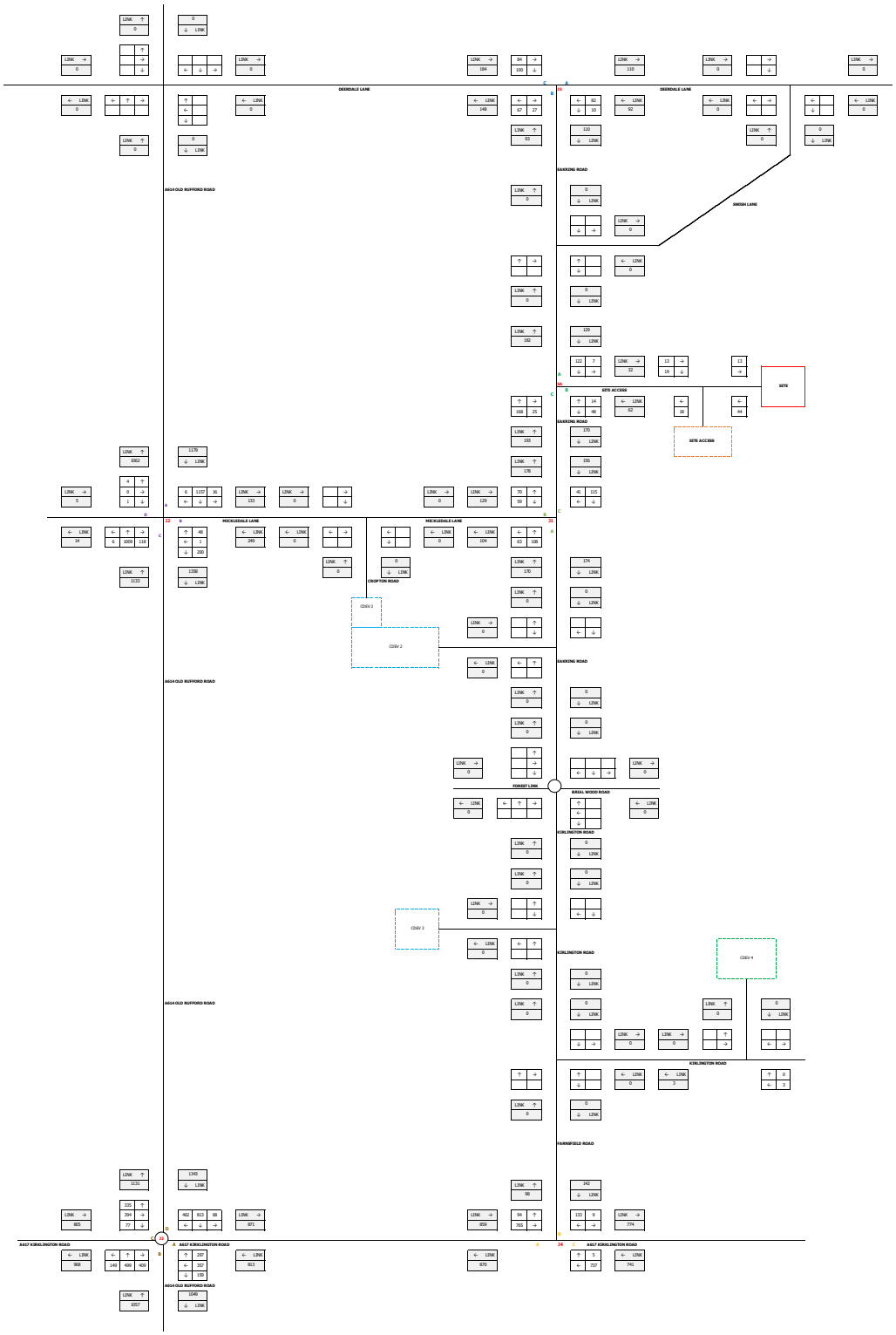
NO DEV 2022 AM



NO DEV 2022 PM

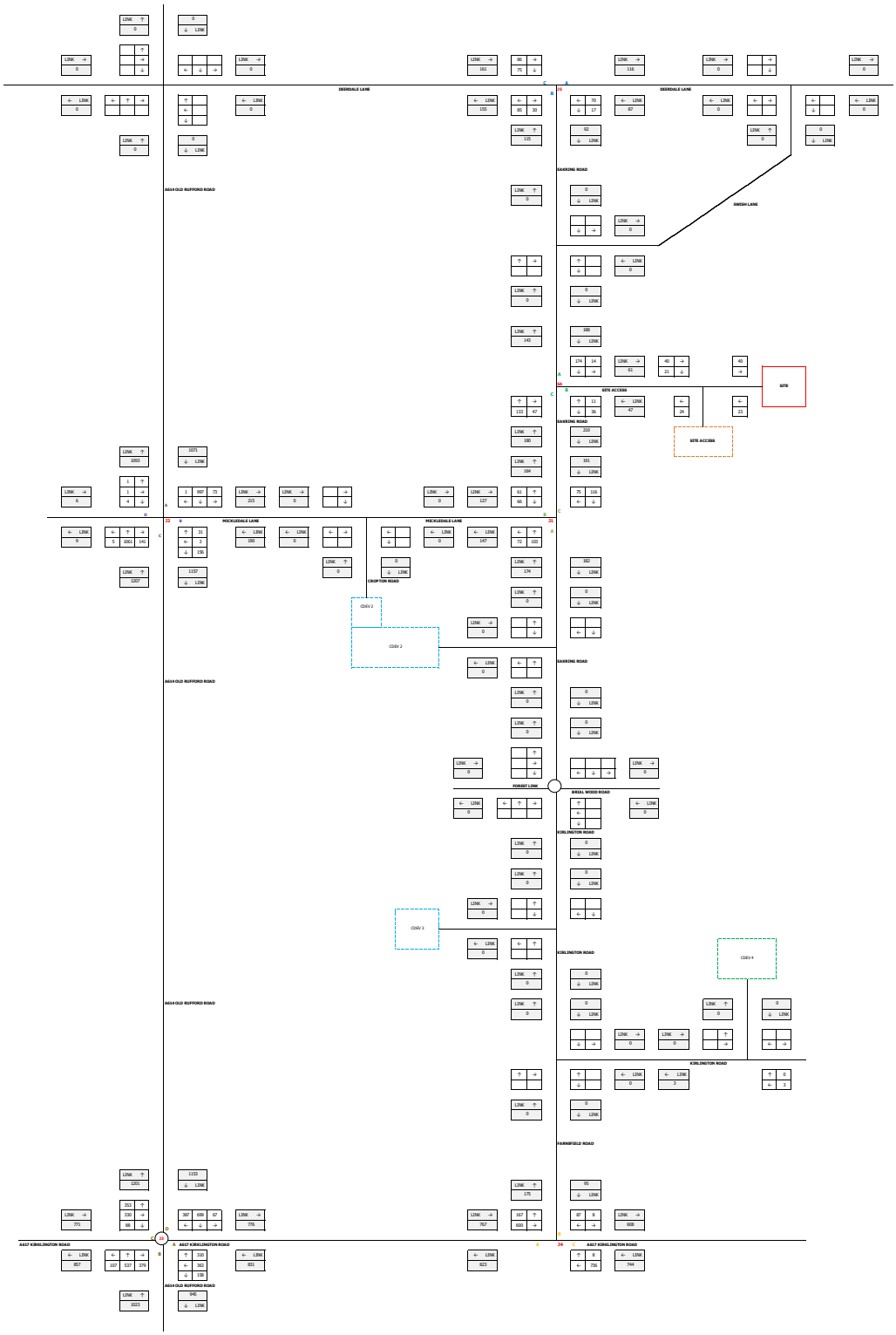


WITH DEV 2032 AM

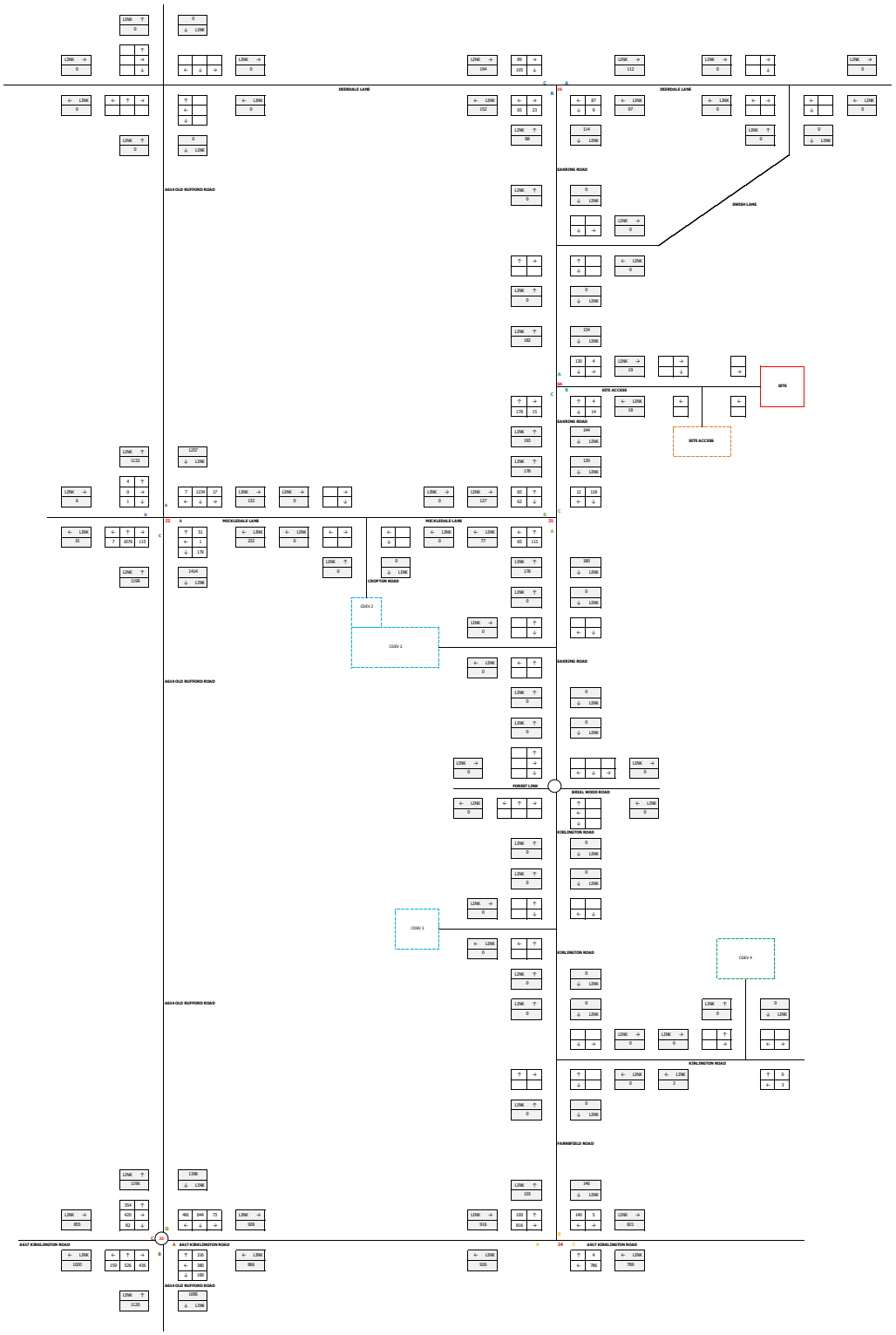


Keepmoat Homes
Proposed Residential Development
Barking Road, Blitchorge

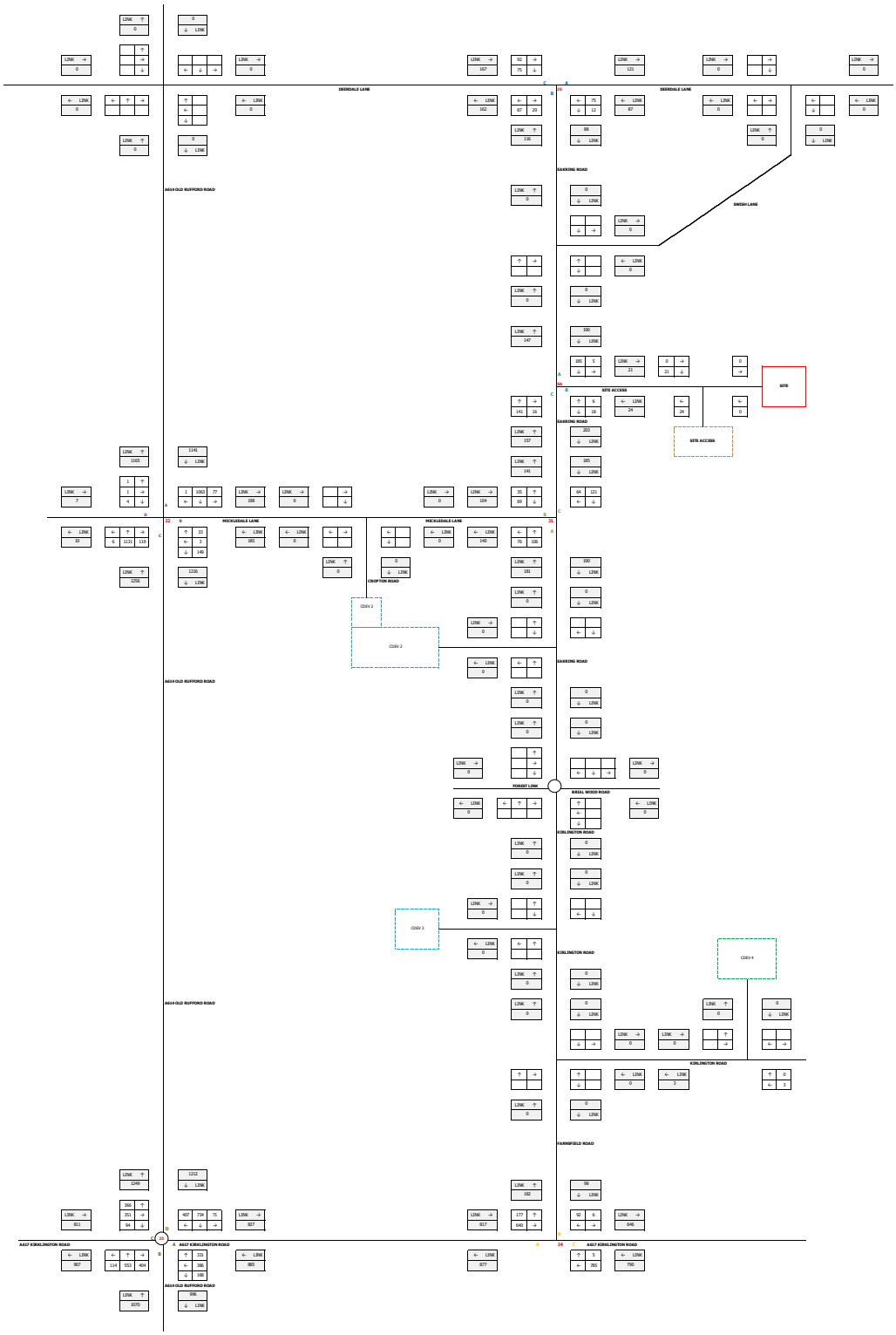
WITH DEV 2022 PM



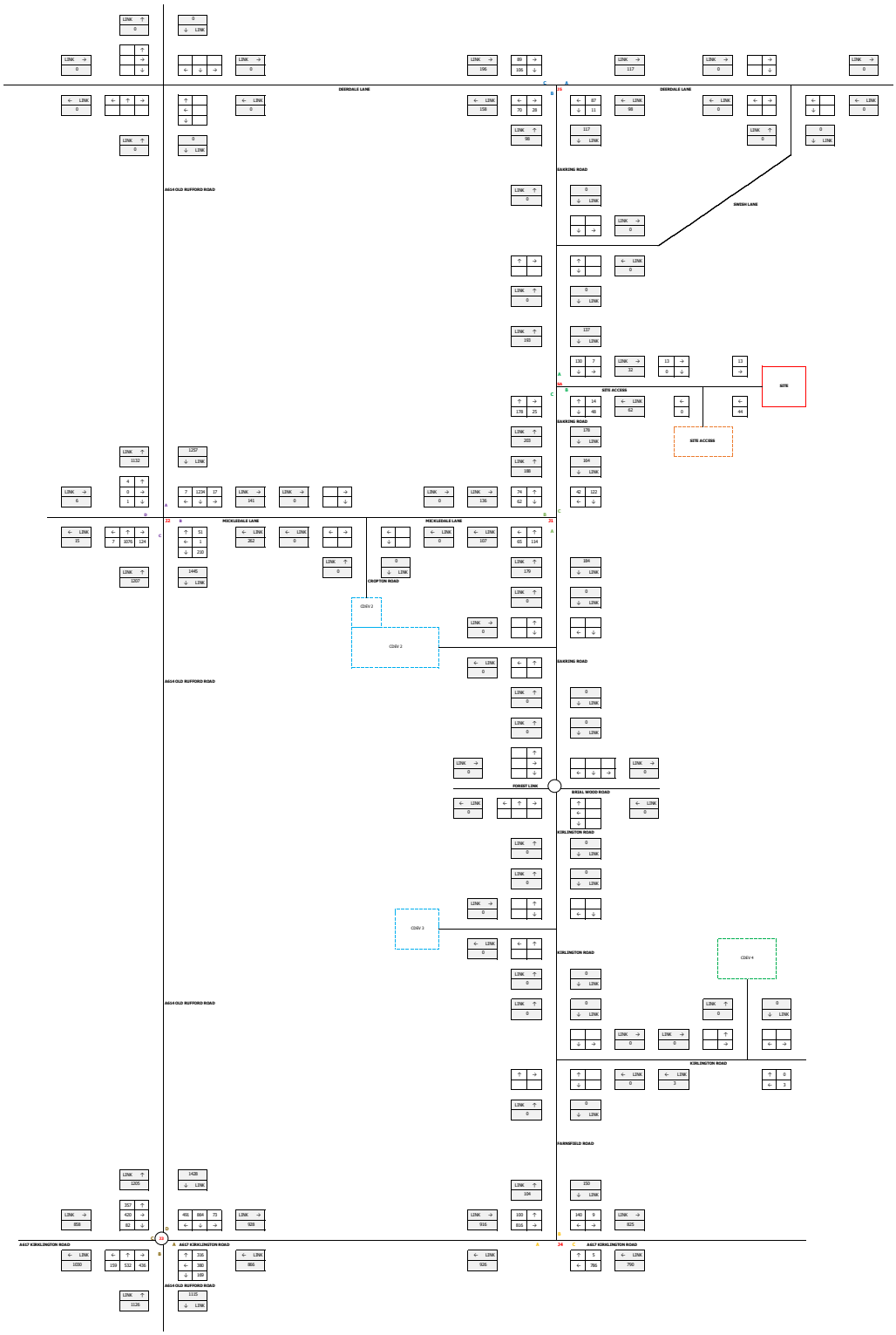
NO DEV 2027 AM



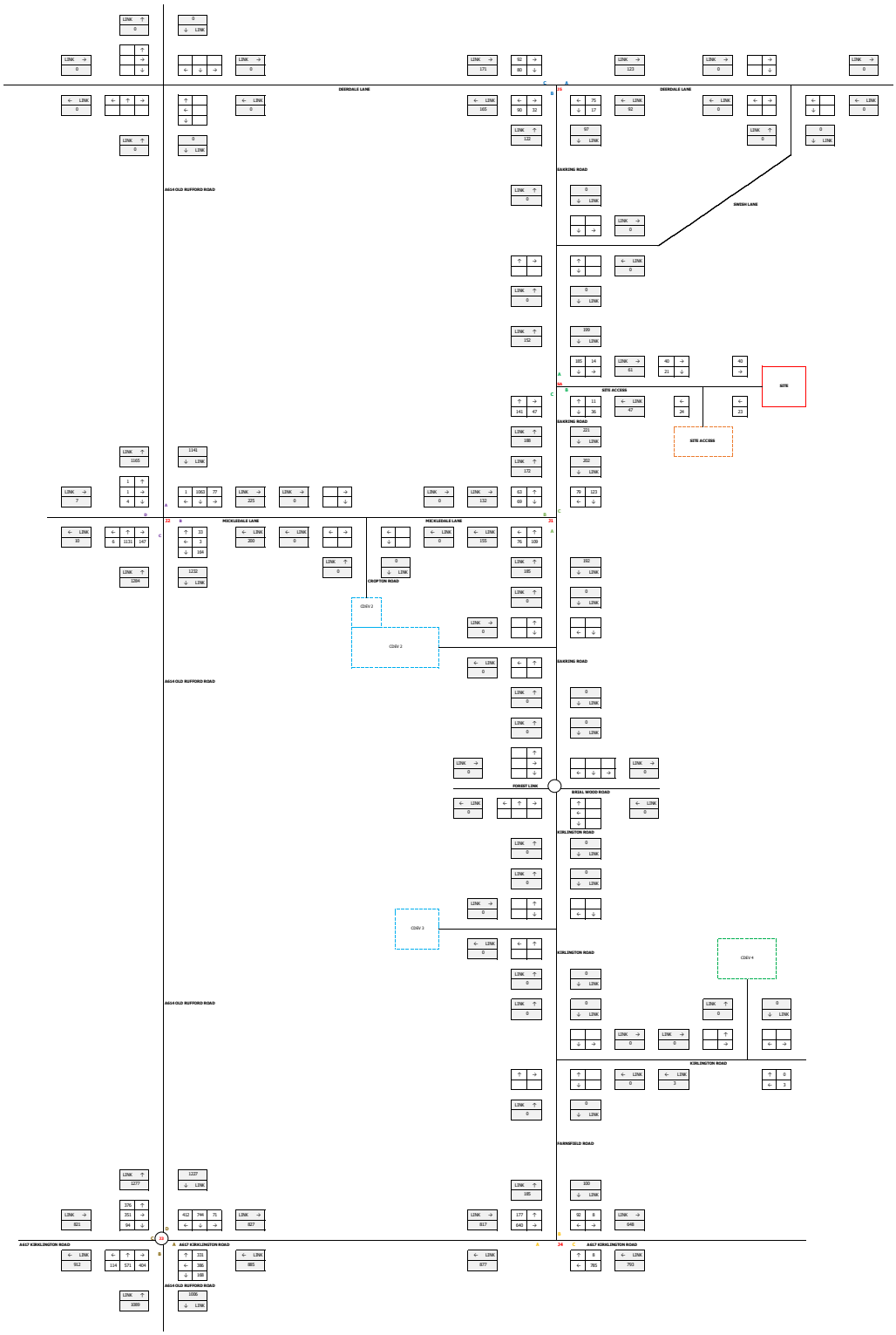
NO DEV 2027 PM



WITH DEV 2027 AM



WITH DEV 2027 PM



APPENDIX H: Junction Capacity Assessments

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: T19017 J1_02.j9
Path: G:\TBTP\Projects\2019\T19017 Eakring Road, Bilsthorpe\Calculations\CAPACITY MODELS
Report generation date: 27/05/2020 11:58:06

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Survey 2019					
Stream B-C	0.1	5.92	0.09	0.1	5.94	0.05
Stream B-A	0.1	8.16	0.10	0.1	8.04	0.10
Stream C-AB	0.0	6.01	0.02	0.1	5.98	0.11
	No Dev 2022					
Stream B-C	0.1	6.20	0.10	0.1	6.23	0.06
Stream B-A	0.2	8.45	0.13	0.2	8.49	0.15
Stream C-AB	0.0	6.05	0.02	0.2	6.03	0.12
	With Dev 2022					
Stream B-C	0.1	6.23	0.12	0.1	6.33	0.11
Stream B-A	0.2	8.84	0.14	0.2	9.03	0.15
Stream C-AB	0.1	6.34	0.08	0.2	6.24	0.15
	No Dev 2027					
Stream B-C	0.1	6.27	0.11	0.1	6.29	0.06
Stream B-A	0.2	8.60	0.14	0.2	8.67	0.15
Stream C-AB	0.0	6.03	0.02	0.2	6.07	0.13
	With Dev 2027					
Stream B-C	0.1	6.31	0.12	0.1	6.41	0.11
Stream B-A	0.2	9.00	0.15	0.2	9.20	0.16
Stream C-AB	0.1	6.33	0.08	0.2	6.28	0.16

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

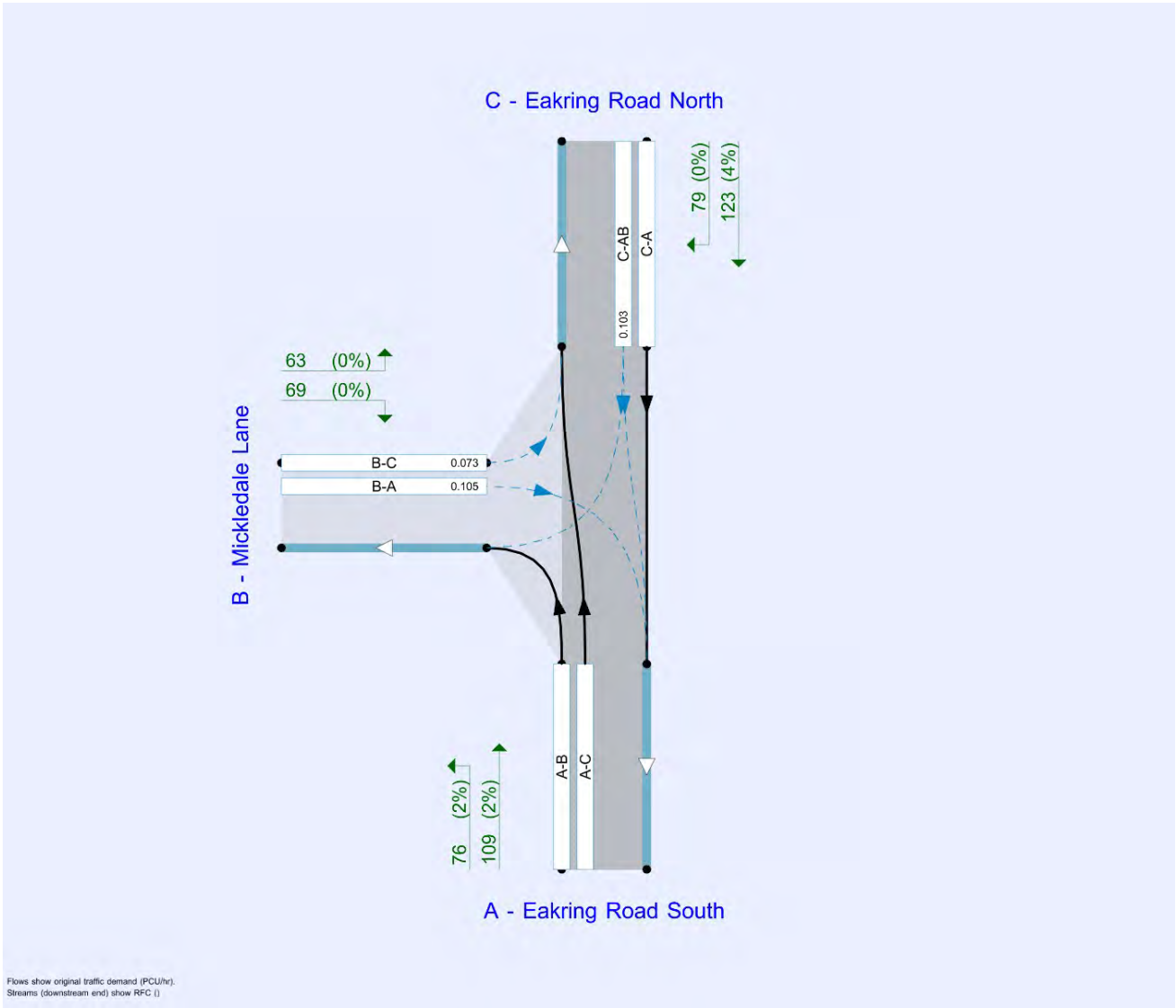
File summary

File Description

Title	J1_01
Location	Bilsthorpe, Notts
Site number	
Date	13/11/2019
Version	01
Status	Existing
Identifier	J1
Client	Keepmoat Homes
Jobnumber	T19017
Enumerator	TBTP\ryan.smith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2019	AM	ONE HOUR	07:15	08:45	15	✓
D2	Survey 2019	PM	ONE HOUR	16:30	18:00	15	✓
D3	No Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D4	No Dev 2022	PM	ONE HOUR	16:30	18:00	15	✓
D5	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D6	With Dev 2022	PM	ONE HOUR	16:30	18:00	15	✓
D7	No Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D8	No Dev 2027	PM	ONE HOUR	16:30	18:00	15	✓
D9	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D10	With Dev 2027	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

Survey 2019, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.28	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Eakring Road South		Major
B	Mickledale Lane		Minor
C	Eakring Road North		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 - Eakring Road North	6.76			122.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mickledale Lane	One lane plus flare	10.00	9.43	5.82	4.63	4.21	✓	3.00	30	54

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
J1	B-A	541	0.095	0.241	0.151	0.344
J1	B-C	720	0.107	0.270	-	-
J1	C-B	645	0.242	0.242	-	-

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	Survey 2019	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	128	100.000
B - Mickledale Lane		ONE HOUR	✓	103	100.000
C - Eakring Road North		ONE HOUR	✓	112	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	36	92
	B - Mickledale Lane	46	0	57
	C - Eakring Road North	102	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	6	7
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	5.92	0.1	A	52	78
B-A	0.10	8.16	0.1	A	42	63
C-AB	0.02	6.01	0.0	A	11	16
C-A					92	138
A-B					33	50
A-C					84	127

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	686	0.063	43	0.0	0.1	5.589	A
B-A	35	9	507	0.068	34	0.0	0.1	7.607	A
C-AB	9	2	672	0.013	8	0.0	0.0	6.013	A
C-A	76	19			76				
A-B	27	7			27				
A-C	69	17			69				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	680	0.075	51	0.1	0.1	5.728	A
B-A	41	10	501	0.083	41	0.1	0.1	7.834	A
C-AB	10	3	677	0.015	10	0.0	0.0	5.979	A
C-A	90	23			90				
A-B	32	8			32				
A-C	83	21			83				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	670	0.094	63	0.1	0.1	5.923	A
B-A	51	13	492	0.103	51	0.1	0.1	8.157	A
C-AB	13	3	685	0.019	13	0.0	0.0	5.931	A
C-A	110	28			110				
A-B	40	10			40				
A-C	101	25			101				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	670	0.094	63	0.1	0.1	5.924	A
B-A	51	13	492	0.103	51	0.1	0.1	8.160	A
C-AB	13	3	685	0.019	13	0.0	0.0	5.932	A
C-A	110	28			110				
A-B	40	10			40				
A-C	101	25			101				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	51	13	680	0.075	51	0.1	0.1	5.730	A
B-A	41	10	501	0.083	41	0.1	0.1	7.840	A
C-AB	10	3	677	0.015	10	0.0	0.0	5.976	A
C-A	90	23			90				
A-B	32	8			32				
A-C	83	21			83				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	686	0.063	43	0.1	0.1	5.597	A
B-A	35	9	507	0.068	35	0.1	0.1	7.620	A
C-AB	9	2	672	0.013	9	0.0	0.0	6.012	A
C-A	76	19			76				
A-B	27	7			27				
A-C	69	17			69				

Survey 2019, 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
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.44	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	Survey 2019	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	146	100.000
B - Mickledale Lane		ONE HOUR	✓	74	100.000
C - Eakring Road North		ONE HOUR	✓	157	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	56	90
	B - Mickledale Lane	43	0	31
	C - Eakring Road North	101	56	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	2	2
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.05	5.94	0.1	A	28	43
B-A	0.10	8.04	0.1	A	39	59
C-AB	0.11	5.98	0.1	A	60	90
C-A					84	126
A-B					51	77
A-C					83	124

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	655	0.036	23	0.0	0.0	5.694	A
B-A	32	8	518	0.063	32	0.0	0.1	7.412	A
C-AB	48	12	668	0.071	47	0.0	0.1	5.822	A
C-A	71	18			71				
A-B	42	11			42				
A-C	68	17			68				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	649	0.043	28	0.0	0.0	5.798	A
B-A	39	10	508	0.076	39	0.1	0.1	7.667	A
C-AB	58	15	673	0.087	58	0.1	0.1	5.884	A
C-A	83	21			83				
A-B	50	13			50				
A-C	81	20			81				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	640	0.053	34	0.0	0.1	5.943	A
B-A	47	12	495	0.096	47	0.1	0.1	8.037	A
C-AB	74	18	680	0.109	74	0.1	0.1	5.975	A
C-A	99	25			99				
A-B	62	15			62				
A-C	99	25			99				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	34	9	640	0.053	34	0.1	0.1	5.944	A
B-A	47	12	495	0.096	47	0.1	0.1	8.041	A
C-AB	74	18	680	0.109	74	0.1	0.1	5.980	A
C-A	99	25			99				
A-B	62	15			62				
A-C	99	25			99				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	28	7	649	0.043	28	0.1	0.0	5.802	A
B-A	39	10	508	0.076	39	0.1	0.1	7.671	A
C-AB	58	15	673	0.087	58	0.1	0.1	5.895	A
C-A	83	21			83				
A-B	50	13			50				
A-C	81	20			81				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23	6	655	0.036	23	0.0	0.0	5.701	A
B-A	32	8	518	0.063	32	0.1	0.1	7.421	A
C-AB	48	12	668	0.071	48	0.1	0.1	5.834	A
C-A	71	18			71				
A-B	42	11			42				
A-C	68	17			68				

No Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.32	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	No Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	170	100.000
B - Mickledale Lane		ONE HOUR	✓	120	100.000
C - Eakring Road North		ONE HOUR	✓	122	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	63	107
	B - Mickledale Lane	59	0	61
	C - Eakring Road North	111	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	6	7
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.10	6.20	0.1	A	56	84
B-A	0.13	8.45	0.2	A	54	81
C-AB	0.02	6.05	0.0	A	12	18
C-A					100	150
A-B					58	87
A-C					98	147

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	667	0.069	46	0.0	0.1	5.786	A
B-A	44	11	509	0.087	44	0.0	0.1	7.730	A
C-AB	9	2	669	0.014	9	0.0	0.0	6.046	A
C-A	82	21			82				
A-B	47	12			47				
A-C	81	20			81				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	659	0.083	55	0.1	0.1	5.957	A
B-A	53	13	502	0.106	53	0.1	0.1	8.021	A
C-AB	12	3	674	0.017	12	0.0	0.0	6.018	A
C-A	98	25			98				
A-B	57	14			57				
A-C	96	24			96				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	648	0.104	67	0.1	0.1	6.200	A
B-A	65	16	491	0.132	65	0.1	0.2	8.446	A
C-AB	15	4	681	0.022	15	0.0	0.0	5.978	A
C-A	120	30			120				
A-B	69	17			69				
A-C	118	29			118				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	648	0.104	67	0.1	0.1	6.201	A
B-A	65	16	491	0.132	65	0.2	0.2	8.450	A
C-AB	15	4	681	0.022	15	0.0	0.0	5.978	A
C-A	120	30			120				
A-B	69	17			69				
A-C	118	29			118				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	659	0.083	55	0.1	0.1	5.960	A
B-A	53	13	502	0.106	53	0.2	0.1	8.029	A
C-AB	12	3	674	0.017	12	0.0	0.0	6.014	A
C-A	98	25			98				
A-B	57	14			57				
A-C	96	24			96				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	667	0.069	46	0.1	0.1	5.795	A
B-A	44	11	509	0.087	45	0.1	0.1	7.745	A
C-AB	9	2	669	0.014	9	0.0	0.0	6.045	A
C-A	82	21			82				
A-B	47	12			47				
A-C	81	20			81				

No Dev 2022, 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
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.69	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	No Dev 2022	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	171	100.000
B - Mickledale Lane		ONE HOUR	✓	99	100.000
C - Eakring Road North		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	72	99
	B - Mickledale Lane	66	0	33
	C - Eakring Road North	114	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	2	2
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.23	0.1	A	30	45
B-A	0.15	8.49	0.2	A	61	91
C-AB	0.12	6.03	0.2	A	66	98
C-A					94	141
A-B					66	99
A-C					91	136

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	633	0.039	25	0.0	0.0	5.916	A
B-A	50	12	522	0.095	49	0.0	0.1	7.602	A
C-AB	52	13	670	0.077	51	0.0	0.1	5.845	A
C-A	79	20			79				
A-B	54	14			54				
A-C	75	19			75				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	625	0.047	30	0.0	0.0	6.047	A
B-A	59	15	512	0.116	59	0.1	0.1	7.955	A
C-AB	64	16	675	0.094	64	0.1	0.1	5.915	A
C-A	93	23			93				
A-B	65	16			65				
A-C	89	22			89				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	614	0.059	36	0.0	0.1	6.234	A
B-A	73	18	497	0.146	73	0.1	0.2	8.484	A
C-AB	81	20	683	0.119	81	0.1	0.2	6.018	A
C-A	111	28			111				
A-B	79	20			79				
A-C	109	27			109				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	614	0.059	36	0.1	0.1	6.234	A
B-A	73	18	497	0.146	73	0.2	0.2	8.488	A
C-AB	81	20	683	0.119	81	0.2	0.2	6.027	A
C-A	111	28			111				
A-B	79	20			79				
A-C	109	27			109				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	30	7	625	0.047	30	0.1	0.1	6.051	A
B-A	59	15	512	0.116	59	0.2	0.1	7.965	A
C-AB	64	16	675	0.094	64	0.2	0.1	5.929	A
C-A	93	23			93				
A-B	65	16			65				
A-C	89	22			89				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	25	6	633	0.039	25	0.1	0.0	5.923	A
B-A	50	12	522	0.095	50	0.1	0.1	7.622	A
C-AB	52	13	670	0.077	52	0.1	0.1	5.859	A
C-A	79	20			79				
A-B	54	14			54				
A-C	75	19			75				

With Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.78	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	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	171	100.000
B - Mickledale Lane		ONE HOUR	✓	129	100.000
C - Eakring Road North		ONE HOUR	✓	156	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	63	108
	B - Mickledale Lane	59	0	70
	C - Eakring Road North	115	41	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	6	7
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.23	0.1	A	64	96
B-A	0.14	8.84	0.2	A	54	81
C-AB	0.08	6.34	0.1	A	45	67
C-A					98	147
A-B					58	87
A-C					99	149

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	676	0.078	52	0.0	0.1	5.774	A
B-A	44	11	494	0.090	44	0.0	0.1	7.991	A
C-AB	35	9	671	0.053	35	0.0	0.1	6.274	A
C-A	82	21			82				
A-B	47	12			47				
A-C	81	20			81				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	667	0.094	63	0.1	0.1	5.959	A
B-A	53	13	485	0.109	53	0.1	0.1	8.333	A
C-AB	44	11	676	0.064	43	0.1	0.1	6.300	A
C-A	97	24			97				
A-B	57	14			57				
A-C	97	24			97				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	655	0.118	77	0.1	0.1	6.225	A
B-A	65	16	472	0.138	65	0.1	0.2	8.839	A
C-AB	55	14	684	0.081	55	0.1	0.1	6.339	A
C-A	116	29			116				
A-B	69	17			69				
A-C	119	30			119				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	77	19	655	0.118	77	0.1	0.1	6.228	A
B-A	65	16	472	0.138	65	0.2	0.2	8.845	A
C-AB	55	14	684	0.081	55	0.1	0.1	6.340	A
C-A	116	29			116				
A-B	69	17			69				
A-C	119	30			119				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	63	16	667	0.094	63	0.1	0.1	5.963	A
B-A	53	13	485	0.109	53	0.2	0.1	8.343	A
C-AB	44	11	676	0.064	44	0.1	0.1	6.301	A
C-A	97	24			97				
A-B	57	14			57				
A-C	97	24			97				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	675	0.078	53	0.1	0.1	5.783	A
B-A	44	11	494	0.090	45	0.1	0.1	8.007	A
C-AB	35	9	671	0.053	36	0.1	0.1	6.276	A
C-A	82	20			82				
A-B	47	12			47				
A-C	81	20			81				

With Dev 2022, 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
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		3.12	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	With Dev 2022	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	175	100.000
B - Mickledale Lane		ONE HOUR	✓	127	100.000
C - Eakring Road North		ONE HOUR	✓	191	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	72	103
	B - Mickledale Lane	66	0	61
	C - Eakring Road North	116	75	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	2	2
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	6.33	0.1	A	56	84
B-A	0.15	9.03	0.2	A	61	91
C-AB	0.15	6.24	0.2	A	82	123
C-A					93	140
A-B					66	99
A-C					95	142

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	657	0.070	46	0.0	0.1	5.887	A
B-A	50	12	498	0.100	49	0.0	0.1	8.007	A
C-AB	65	16	670	0.097	64	0.0	0.1	5.967	A
C-A	79	20			79				
A-B	54	14			54				
A-C	78	19			78				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	648	0.085	55	0.1	0.1	6.069	A
B-A	59	15	487	0.122	59	0.1	0.1	8.412	A
C-AB	80	20	676	0.118	80	0.1	0.2	6.072	A
C-A	92	23			92				
A-B	65	16			65				
A-C	93	23			93				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	636	0.106	67	0.1	0.1	6.330	A
B-A	73	18	471	0.154	72	0.1	0.2	9.019	A
C-AB	102	25	683	0.149	101	0.2	0.2	6.227	A
C-A	109	27			109				
A-B	79	20			79				
A-C	113	28			113				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	636	0.106	67	0.1	0.1	6.331	A
B-A	73	18	471	0.154	73	0.2	0.2	9.027	A
C-AB	102	25	683	0.149	102	0.2	0.2	6.237	A
C-A	109	27			109				
A-B	79	20			79				
A-C	113	28			113				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	55	14	648	0.085	55	0.1	0.1	6.073	A
B-A	59	15	487	0.122	59	0.2	0.1	8.423	A
C-AB	80	20	676	0.118	80	0.2	0.2	6.088	A
C-A	92	23			92				
A-B	65	16			65				
A-C	93	23			93				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	46	11	656	0.070	46	0.1	0.1	5.899	A
B-A	50	12	498	0.100	50	0.1	0.1	8.026	A
C-AB	65	16	670	0.097	65	0.2	0.1	5.982	A
C-A	79	20			79				
A-B	54	14			54				
A-C	78	19			78				

No Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.36	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	No Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	178	100.000
B - Mickledale Lane		ONE HOUR	✓	127	100.000
C - Eakring Road North		ONE HOUR	✓	130	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	65	113
	B - Mickledale Lane	62	0	65
	C - Eakring Road North	118	12	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	6	7
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	6.27	0.1	A	60	89
B-A	0.14	8.60	0.2	A	57	85
C-AB	0.02	6.03	0.0	A	13	20
C-A					106	159
A-B					60	89
A-C					104	156

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	666	0.073	49	0.0	0.1	5.825	A
B-A	47	12	506	0.092	46	0.0	0.1	7.821	A
C-AB	10	3	671	0.016	10	0.0	0.0	6.035	A
C-A	87	22			87				
A-B	49	12			49				
A-C	85	21			85				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	658	0.089	58	0.1	0.1	6.008	A
B-A	56	14	498	0.112	56	0.1	0.1	8.134	A
C-AB	13	3	676	0.019	13	0.0	0.0	6.005	A
C-A	104	26			104				
A-B	58	15			58				
A-C	102	25			102				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	645	0.111	71	0.1	0.1	6.272	A
B-A	68	17	487	0.140	68	0.1	0.2	8.597	A
C-AB	16	4	684	0.024	16	0.0	0.0	5.962	A
C-A	127	32			127				
A-B	72	18			72				
A-C	124	31			124				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	72	18	645	0.111	72	0.1	0.1	6.273	A
B-A	68	17	487	0.140	68	0.2	0.2	8.602	A
C-AB	16	4	684	0.024	16	0.0	0.0	5.960	A
C-A	127	32			127				
A-B	72	18			72				
A-C	124	31			124				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	657	0.089	59	0.1	0.1	6.012	A
B-A	56	14	498	0.112	56	0.2	0.1	8.142	A
C-AB	13	3	676	0.019	13	0.0	0.0	6.003	A
C-A	104	26			104				
A-B	58	15			58				
A-C	102	25			102				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	49	12	666	0.073	49	0.1	0.1	5.834	A
B-A	47	12	506	0.092	47	0.1	0.1	7.836	A
C-AB	10	3	671	0.016	10	0.0	0.0	6.033	A
C-A	87	22			87				
A-B	49	12			49				
A-C	85	21			85				

No Dev 2027, 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
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.73	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	No Dev 2027	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	182	100.000
B - Mickledale Lane		ONE HOUR	✓	104	100.000
C - Eakring Road North		ONE HOUR	✓	185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	76	106
	B - Mickledale Lane	69	0	35
	C - Eakring Road North	121	64	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	2	2
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.06	6.29	0.1	A	32	48
B-A	0.15	8.67	0.2	A	63	95
C-AB	0.13	6.07	0.2	A	71	106
C-A					99	149
A-B					70	105
A-C					97	146

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	631	0.042	26	0.0	0.0	5.949	A
B-A	52	13	518	0.100	52	0.0	0.1	7.703	A
C-AB	56	14	672	0.083	55	0.0	0.1	5.869	A
C-A	84	21			84				
A-B	57	14			57				
A-C	80	20			80				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	623	0.051	31	0.0	0.1	6.090	A
B-A	62	16	507	0.122	62	0.1	0.1	8.088	A
C-AB	69	17	677	0.101	68	0.1	0.1	5.946	A
C-A	98	24			98				
A-B	68	17			68				
A-C	95	24			95				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	611	0.063	38	0.1	0.1	6.292	A
B-A	76	19	491	0.155	76	0.1	0.2	8.664	A
C-AB	88	22	685	0.128	87	0.1	0.2	6.062	A
C-A	116	29			116				
A-B	84	21			84				
A-C	117	29			117				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	39	10	610	0.063	39	0.1	0.1	6.293	A
B-A	76	19	491	0.155	76	0.2	0.2	8.671	A
C-AB	88	22	685	0.128	88	0.2	0.2	6.068	A
C-A	116	29			116				
A-B	84	21			84				
A-C	117	29			117				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	31	8	622	0.051	32	0.1	0.1	6.092	A
B-A	62	16	507	0.122	62	0.2	0.1	8.100	A
C-AB	69	17	677	0.101	69	0.2	0.1	5.959	A
C-A	98	24			98				
A-B	68	17			68				
A-C	95	24			95				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	26	7	631	0.042	26	0.1	0.0	5.955	A
B-A	52	13	518	0.100	52	0.1	0.1	7.724	A
C-AB	56	14	672	0.083	56	0.1	0.1	5.881	A
C-A	83	21			83				
A-B	57	14			57				
A-C	80	20			80				

With Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		2.81	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
D9	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	179	100.000
B - Mickledale Lane		ONE HOUR	✓	136	100.000
C - Eakring Road North		ONE HOUR	✓	164	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	65	114
	B - Mickledale Lane	62	0	74
	C - Eakring Road North	122	42	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	6	7
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	8	11	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.12	6.31	0.1	A	68	102
B-A	0.15	9.00	0.2	A	57	85
C-AB	0.08	6.33	0.1	A	46	70
C-A					104	156
A-B					60	89
A-C					105	157

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	674	0.083	55	0.0	0.1	5.820	A
B-A	47	12	492	0.095	46	0.0	0.1	8.074	A
C-AB	37	9	673	0.054	36	0.0	0.1	6.259	A
C-A	87	22			87				
A-B	49	12			49				
A-C	86	21			86				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	664	0.100	66	0.1	0.1	6.019	A
B-A	56	14	482	0.116	56	0.1	0.1	8.443	A
C-AB	45	11	679	0.066	45	0.1	0.1	6.289	A
C-A	102	26			102				
A-B	58	15			58				
A-C	102	26			102				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	652	0.125	81	0.1	0.1	6.307	A
B-A	68	17	468	0.146	68	0.1	0.2	8.988	A
C-AB	58	14	687	0.084	57	0.1	0.1	6.326	A
C-A	123	31			123				
A-B	72	18			72				
A-C	126	31			126				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	652	0.125	81	0.1	0.1	6.310	A
B-A	68	17	468	0.146	68	0.2	0.2	8.996	A
C-AB	58	14	687	0.084	58	0.1	0.1	6.328	A
C-A	123	31			123				
A-B	72	18			72				
A-C	126	31			126				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	67	17	664	0.100	67	0.1	0.1	6.026	A
B-A	56	14	482	0.116	56	0.2	0.1	8.454	A
C-AB	45	11	679	0.066	45	0.1	0.1	6.290	A
C-A	102	26			102				
A-B	58	15			58				
A-C	102	26			102				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	56	14	673	0.083	56	0.1	0.1	5.832	A
B-A	47	12	492	0.095	47	0.1	0.1	8.093	A
C-AB	37	9	673	0.055	37	0.1	0.1	6.266	A
C-A	87	22			87				
A-B	49	12			49				
A-C	86	21			86				

With Dev 2027, 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
J1	Eakring Road/Mickledale Lane	T-Junction	Two-way		3.16	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
D10	With Dev 2027	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road South		ONE HOUR	✓	185	100.000
B - Mickledale Lane		ONE HOUR	✓	132	100.000
C - Eakring Road North		ONE HOUR	✓	202	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	76	109
	B - Mickledale Lane	69	0	63
	C - Eakring Road North	123	79	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road South	B - Mickledale Lane	C - Eakring Road North
From	A - Eakring Road South	0	2	2
	B - Mickledale Lane	0	0	0
	C - Eakring Road North	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.11	6.41	0.1	A	58	87
B-A	0.16	9.20	0.2	A	63	95
C-AB	0.16	6.28	0.2	A	88	131
C-A					98	147
A-B					70	105
A-C					100	150

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	654	0.073	47	0.0	0.1	5.933	A
B-A	52	13	496	0.105	51	0.0	0.1	8.094	A
C-AB	69	17	672	0.103	68	0.0	0.1	5.991	A
C-A	83	21			83				
A-B	57	14			57				
A-C	82	21			82				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	644	0.088	57	0.1	0.1	6.126	A
B-A	62	16	484	0.128	62	0.1	0.1	8.531	A
C-AB	85	21	678	0.125	85	0.1	0.2	6.104	A
C-A	97	24			97				
A-B	68	17			68				
A-C	98	24			98				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	631	0.110	69	0.1	0.1	6.405	A
B-A	76	19	467	0.163	76	0.1	0.2	9.192	A
C-AB	109	27	686	0.158	108	0.2	0.2	6.274	A
C-A	114	28			114				
A-B	84	21			84				
A-C	120	30			120				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	631	0.110	69	0.1	0.1	6.406	A
B-A	76	19	467	0.163	76	0.2	0.2	9.200	A
C-AB	109	27	686	0.158	109	0.2	0.2	6.284	A
C-A	114	28			114				
A-B	84	21			84				
A-C	120	30			120				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	644	0.088	57	0.1	0.1	6.133	A
B-A	62	16	484	0.128	62	0.2	0.1	8.543	A
C-AB	85	21	678	0.125	85	0.2	0.2	6.122	A
C-A	97	24			97				
A-B	68	17			68				
A-C	98	24			98				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	653	0.073	48	0.1	0.1	5.946	A
B-A	52	13	496	0.105	52	0.1	0.1	8.116	A
C-AB	69	17	672	0.103	69	0.2	0.1	6.007	A
C-A	83	21			83				
A-B	57	14			57				
A-C	82	21			82				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.0.6896

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: T19017 J2_02 (USE IN TA).j9
Path: G:\TBTP\Projects\2019\T19017 Eakring Road, Bilsthorpe\Calculations\CAPACITY MODELS
Report generation date: 27/05/2020 11:59:15

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Survey 2019					
Stream B-CD	18.5	372.09	1.27	0.6	16.22	0.38
Stream B-AD	6.8	472.25	1.18	0.8	96.87	0.45
Stream A-D	0.0	11.59	0.02	0.0	9.82	0.00
Stream D-ABC	0.1	67.01	0.08	0.1	75.10	0.10
Stream C-B	0.4	14.91	0.27	0.4	15.55	0.24
	No Dev 2022					
Stream B-CD	70.2	4061.86	3.95	8.3	171.10	1.06
Stream B-AD	20.2	4349.68	3.85	3.1	332.42	0.91
Stream A-D	0.0	12.26	0.02	0.0	10.54	0.00
Stream D-ABC	2.8	1450.33	9999999999.00	0.5	360.67	0.38
Stream C-B	0.6	17.03	0.34	0.5	14.30	0.32
	With Dev 2022					
Stream B-CD	89.3	5808.69	5.24	22.5	384.33	1.33
Stream B-AD	21.9	6199.11	5.12	5.4	499.22	1.21
Stream A-D	0.0	12.39	0.02	0.0	10.92	0.00
Stream D-ABC	3.9	2276.33	9999999999.00	2.6	1275.22	9999999999.00
Stream C-B	0.6	17.77	0.36	0.7	16.18	0.40
	No Dev 2027					
Stream B-CD	100.1	1795.99	9999999999.00	61.3	3865.40	3.83
Stream B-AD	29.4	1409.49	9999999999.00	13.7	4258.71	3.72
Stream A-D	0.0	13.13	0.02	0.0	11.31	0.00
Stream D-ABC	3.9	2291.33	9999999999.00	3.4	1621.47	9999999999.00
Stream C-B	0.7	19.47	0.38	0.6	15.92	0.36
	With Dev 2027					
Stream B-CD	117.5	1514.21	9999999999.00	91.5	21903.38	9999999999.00
Stream B-AD	29.6	1569.48	9999999999.00	18.5	26549.64	9999999999.00
Stream A-D	0.0	13.29	0.02	0.0	11.75	0.00
Stream D-ABC	3.9	2341.75	9999999999.00	4.7	2312.51	9999999999.00
Stream C-B	0.8	20.44	0.41	0.8	18.28	0.44

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

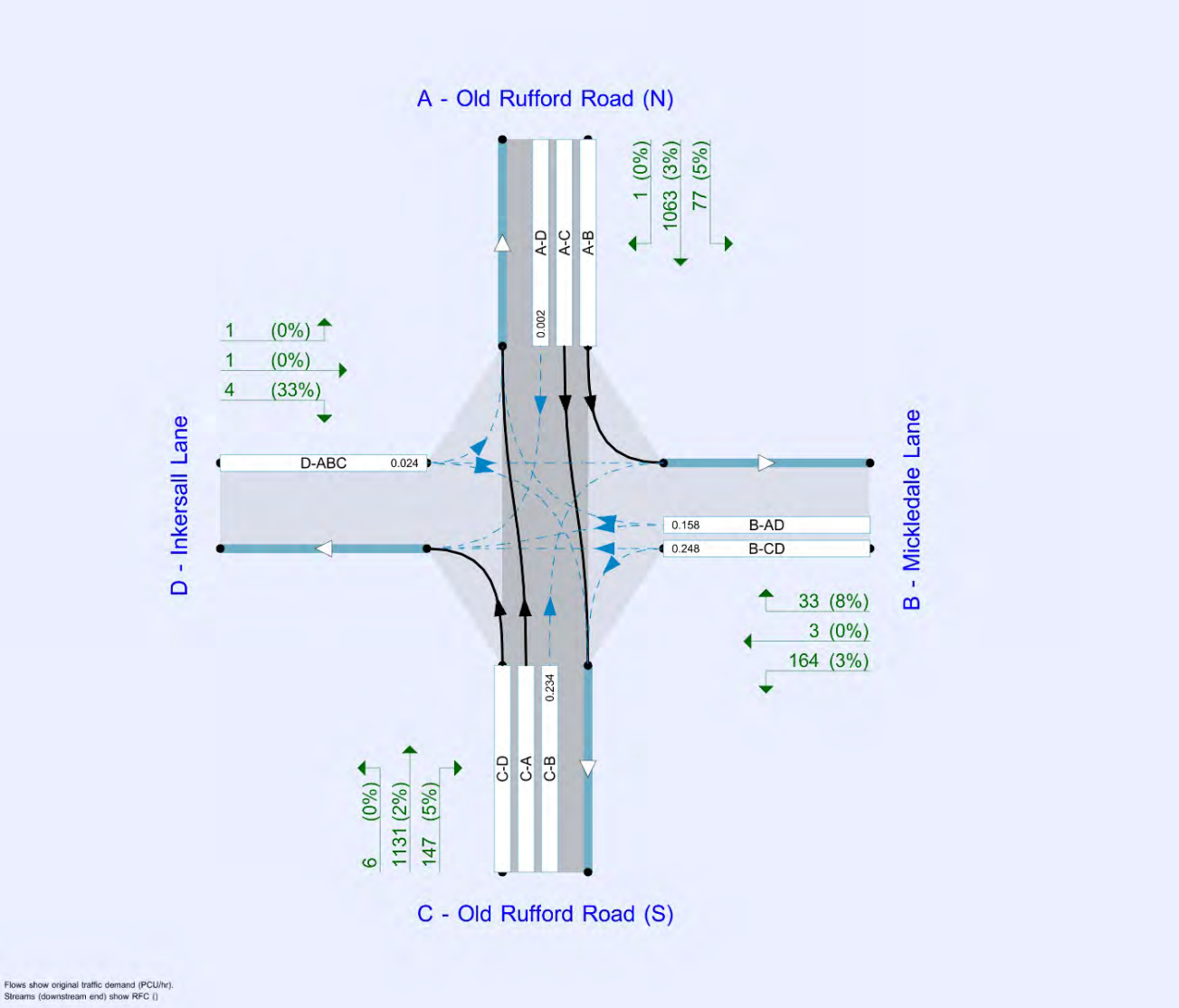
File summary

File Description

Title	J2_01
Location	Bilsthorpe, Notts
Site number	
Date	13/11/2019
Version	01
Status	Existing
Identifier	J2
Client	Keepmoat Homes
Jobnumber	T19017
Enumerator	TBTP\ryan.smith
Description	based on ADC model using updated flows by Travis Baker (PCUs)

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Survey 2019	AM	ONE HOUR	07:15	08:45	15	✓
D3	Survey 2019	PM	ONE HOUR	16:15	17:45	15	✓
D4	No Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D5	No Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓
D6	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D7	With Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓
D8	No Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D9	No Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓
D10	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D11	With Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Survey 2019, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		30.97	D

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Old Rufford Road (N)		Major
B	Mickledale Lane		Minor
C	Old Rufford Road (S)		Major
D	Inkersall Lane		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - Old Rufford Road (N)	6.60	✓	0.00	✓	3.20	100.0		-
C - Old Rufford Road (S)	6.60	✓	0.00	✓	3.20	100.0		-

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)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Mickledale Lane	One lane plus flare		10.00	7.60	5.00	4.30	4.20	✓	2.00	49	61
D - Inkersall Lane	One lane	4.00								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
J2	A-D	701	-	-	-	-	-	-	0.264	0.378	0.264	-	-	-
J2	B-A	520	0.092	0.233	0.233	-	-	-	0.147	0.333	-	0.233	0.233	0.117
J2	B-C	768	0.115	0.290	-	-	-	-	-	-	-	-	-	-
J2	B-D, nearside lane	607	0.108	0.272	0.272	-	-	-	0.171	0.389	0.171	-	-	-
J2	B-D, offside lane	520	0.092	0.233	0.233	-	-	-	0.147	0.333	0.147	-	-	-
J2	C-B	701	0.264	0.264	0.378	-	-	-	-	-	-	-	-	-
J2	D-A	721	-	-	-	-	-	-	0.272	-	0.108	-	-	-
J2	D-B, nearside lane	570	0.161	0.161	0.365	-	-	-	0.256	0.256	0.101	-	-	-
J2	D-B, offside lane	570	0.161	0.161	0.365	-	-	-	0.256	0.256	0.101	-	-	-
J2	D-C	570	-	0.161	0.365	0.128	0.256	0.256	0.256	0.256	0.101	-	-	-

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
D2	Survey 2019	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1124	100.000
B - Mickledale Lane		ONE HOUR	✓	181	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1062	100.000
D - Inkersall Lane		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	14	1104	6
	B - Mickledale Lane	43	0	137	1
	C - Old Rufford Road (S)	963	93	0	6
	D - Inkersall Lane	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	0	5	20
	B - Mickledale Lane	16	0	9	0
	C - Old Rufford Road (S)	6	12	0	0
	D - Inkersall Lane	33	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	1.27	372.09	18.5	F	126	190
B-AD	1.18	472.25	6.8	F	40	59
A-B					13	19
A-C					1013	1520
A-D	0.02	11.59	0.0	B	6	8
D-ABC	0.08	67.01	0.1	F	5	7
C-D					6	8
C-A					884	1325
C-B	0.27	14.91	0.4	B	85	128

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	104	26	501	0.207	102	0.0	0.3	9.827	A
B-AD	33	8	194	0.169	32	0.0	0.2	25.639	D
A-B	11	3			11				
A-C	831	208			831				
A-D	5	1	481	0.009	4	0.0	0.0	9.059	A
D-ABC	4	0.94	396	0.010	4	0.0	0.0	11.451	B
C-D	5	1			5				
C-A	725	181			725				
C-B	70	18	476	0.147	69	0.0	0.2	9.885	A

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	124	31	434	0.285	123	0.3	0.4	12.595	B
B-AD	39	10	129	0.301	38	0.2	0.5	45.163	E
A-B	13	3			13				
A-C	992	248			992				
A-D	5	1	438	0.012	5	0.0	0.0	9.974	A
D-ABC	4	1	311	0.014	4	0.0	0.0	14.630	B
C-D	5	1			5				
C-A	866	216			866				
C-B	84	21	433	0.193	83	0.2	0.3	11.525	B

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	152	38	125	1.217	114	0.4	10.0	210.713	F
B-AD	47	12	40	1.184	32	0.5	4.2	359.288	F
A-B	15	4			15				
A-C	1216	304			1216				
A-D	7	2	380	0.017	7	0.0	0.0	11.584	B
D-ABC	6	1	113	0.049	5	0.0	0.1	41.787	E
C-D	7	2			7				
C-A	1060	265			1060				
C-B	102	26	373	0.275	102	0.3	0.4	14.849	B

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	152	38	120	1.268	118	10.0	18.5	372.091	F
B-AD	47	12	40	1.182	37	4.2	6.8	472.249	F
A-B	15	4			15				
A-C	1216	304			1216				
A-D	7	2	379	0.017	7	0.0	0.0	11.591	B
D-ABC	6	1	72	0.076	5	0.1	0.1	67.010	F
C-D	7	2			7				
C-A	1060	265			1060				
C-B	102	26	373	0.275	102	0.4	0.4	14.913	B

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	124	31	388	0.319	196	18.5	0.5	29.586	D
B-AD	39	10	123	0.315	64	6.8	0.6	90.513	F
A-B	13	3			13				
A-C	992	248			992				
A-D	5	1	438	0.012	5	0.0	0.0	9.983	A
D-ABC	4	1	283	0.016	5	0.1	0.0	16.184	C
C-D	5	1			5				
C-A	866	216			866				
C-B	84	21	433	0.193	84	0.4	0.3	11.585	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	104	26	498	0.208	105	0.5	0.3	9.989	A
B-AD	33	8	193	0.169	34	0.6	0.2	26.386	D
A-B	11	3			11				
A-C	831	208			831				
A-D	5	1	481	0.009	5	0.0	0.0	9.068	A
D-ABC	4	0.94	395	0.010	4	0.0	0.0	11.484	B
C-D	5	1			5				
C-A	725	181			725				
C-B	70	18	476	0.147	70	0.3	0.2	9.936	A

Survey 2019, 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
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		2.90	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	Survey 2019	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1020	100.000
B - Mickledale Lane		ONE HOUR	✓	152	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1105	100.000
D - Inkersall Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	67	952	1
	B - Mickledale Lane	28	0	121	3
	C - Old Rufford Road (S)	1013	87	0	5
	D - Inkersall Lane	1	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	3	0	0
	B - Mickledale Lane	5	0	0	0
	C - Old Rufford Road (S)	0	33	0	0
	D - Inkersall Lane	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	0.38	16.22	0.6	C	113	169
B-AD	0.45	96.87	0.8	F	27	40
A-B					61	92
A-C					874	1310
A-D	0.00	9.82	0.0	A	0.92	1
D-ABC	0.10	75.10	0.1	F	6	8
C-D					5	7
C-A					930	1394
C-B	0.24	15.55	0.4	C	80	120

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	92	23	534	0.173	92	0.0	0.2	8.115	A
B-AD	22	6	212	0.104	22	0.0	0.1	19.728	C
A-B	50	13			50				
A-C	717	179			717				
A-D	0.75	0.19	473	0.002	0.75	0.0	0.0	7.617	A
D-ABC	5	1	243	0.019	4	0.0	0.0	18.099	C
C-D	4	0.94			4				
C-A	763	191			763				
C-B	65	16	498	0.132	65	0.0	0.2	11.042	B

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	110	28	480	0.230	110	0.2	0.3	9.714	A
B-AD	26	7	153	0.172	26	0.1	0.2	29.637	D
A-B	60	15			60				
A-C	856	214			856				
A-D	0.90	0.22	429	0.002	0.90	0.0	0.0	8.411	A
D-ABC	5	1	170	0.032	5	0.0	0.0	26.177	D
C-D	4	1			4				
C-A	911	228			911				
C-B	78	20	458	0.171	78	0.2	0.3	12.585	B

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	136	34	365	0.372	134	0.3	0.6	15.565	C
B-AD	32	8	70	0.453	30	0.2	0.7	89.273	F
A-B	74	18			74				
A-C	1048	262			1048				
A-D	1	0.28	368	0.003	1	0.0	0.0	9.818	A
D-ABC	7	2	65	0.102	6	0.0	0.1	73.391	F
C-D	6	1			6				
C-A	1115	279			1115				
C-B	96	24	404	0.237	95	0.3	0.4	15.499	C

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	136	34	357	0.380	136	0.6	0.6	16.221	C
B-AD	32	8	70	0.454	31	0.7	0.8	96.871	F
A-B	74	18			74				
A-C	1048	262			1048				
A-D	1	0.28	368	0.003	1	0.0	0.0	9.824	A
D-ABC	7	2	64	0.103	7	0.1	0.1	75.097	F
C-D	6	1			6				
C-A	1115	279			1115				
C-B	96	24	404	0.237	96	0.4	0.4	15.551	C

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	110	28	477	0.232	112	0.6	0.3	9.890	A
B-AD	26	7	153	0.172	29	0.8	0.2	30.873	D
A-B	60	15			60				
A-C	856	214			856				
A-D	0.90	0.22	429	0.002	0.90	0.0	0.0	8.419	A
D-ABC	5	1	169	0.032	6	0.1	0.0	26.446	D
C-D	4	1			4				
C-A	911	228			911				
C-B	78	20	458	0.171	79	0.4	0.3	12.637	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	92	23	533	0.173	93	0.3	0.2	8.178	A
B-AD	22	6	212	0.104	22	0.2	0.1	19.937	C
A-B	50	13			50				
A-C	717	179			717				
A-D	0.75	0.19	473	0.002	0.75	0.0	0.0	7.627	A
D-ABC	5	1	242	0.019	5	0.0	0.0	18.173	C
C-D	4	0.94			4				
C-A	763	191			763				
C-B	65	16	498	0.132	66	0.3	0.2	11.097	B

No Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		361.13	F

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	No Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1179	100.000
B - Mickledale Lane		ONE HOUR	✓	219	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1124	100.000
D - Inkersall Lane		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	16	1157	6
	B - Mickledale Lane	48	0	170	1
	C - Old Rufford Road (S)	1009	109	0	6
	D - Inkersall Lane	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	0	5	20
	B - Mickledale Lane	16	0	9	0
	C - Old Rufford Road (S)	6	12	0	0
	D - Inkersall Lane	33	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	3.95	4061.86	70.2	F	157	235
B-AD	3.85	4349.68	20.2	F	44	66
A-B					15	22
A-C					1062	1593
A-D	0.02	12.26	0.0	B	6	8
D-ABC	9999999999.00	1450.33	2.8	F	5	7
C-D					6	8
C-A					926	1389
C-B	0.34	17.03	0.6	C	100	150

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	128	32	485	0.265	127	0.0	0.4	10.906	B
B-AD	36	9	174	0.209	35	0.0	0.3	29.831	D
A-B	12	3			12				
A-C	871	218			871				
A-D	5	1	468	0.010	4	0.0	0.0	9.326	A
D-ABC	4	0.94	371	0.010	4	0.0	0.0	12.236	B
C-D	5	1			5				
C-A	760	190			760				
C-B	82	21	465	0.176	81	0.0	0.2	10.466	B

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	153	38	402	0.382	152	0.4	0.7	15.637	C
B-AD	43	11	106	0.411	42	0.3	0.7	63.720	F
A-B	14	4			14				
A-C	1040	260			1040				
A-D	5	1	422	0.013	5	0.0	0.0	10.367	B
D-ABC	4	1	268	0.017	4	0.0	0.0	17.047	C
C-D	5	1			5				
C-A	907	227			907				
C-B	98	24	420	0.233	98	0.2	0.3	12.499	B

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	188	47	52	3.631	51	0.7	35.0	1025.356	F
B-AD	53	13	15	3.489	14	0.7	10.4	1218.347	F
A-B	18	4			18				
A-C	1274	318			1274				
A-D	7	2	359	0.018	7	0.0	0.0	12.245	B
D-ABC	6	1	0	9999999999.000	0	0.0	1.4	1450.326	F
C-D	7	2			7				
C-A	1111	278			1111				
C-B	120	30	357	0.336	119	0.3	0.6	16.911	C

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	188	47	48	3.947	48	35.0	70.2	4061.863	F
B-AD	53	13	14	3.851	14	10.4	20.2	4349.679	F
A-B	18	4			18				
A-C	1274	318			1274				
A-D	7	2	359	0.018	7	0.0	0.0	12.257	B
D-ABC	6	1	0	9999999999.000	0	1.4	2.8	620.892	F
C-D	7	2			7				
C-A	1111	278			1111				
C-B	120	30	357	0.336	120	0.6	0.6	17.030	C

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	154	38	263	0.585	259	70.2	43.9	834.880	F
B-AD	43	11	75	0.575	71	20.2	13.3	881.059	F
A-B	14	4			14				
A-C	1040	260			1040				
A-D	5	1	422	0.013	5	0.0	0.0	10.381	B
D-ABC	4	1	70	0.064	15	2.8	0.1	93.354	F
C-D	5	1			5				
C-A	907	227			907				
C-B	98	24	420	0.233	99	0.6	0.3	12.595	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	129	32	411	0.313	302	43.9	0.5	120.378	F
B-AD	36	9	144	0.252	88	13.3	0.4	126.596	F
A-B	12	3			12				
A-C	871	218			871				
A-D	5	1	467	0.010	5	0.0	0.0	9.340	A
D-ABC	4	0.94	314	0.012	4	0.1	0.0	14.485	B
C-D	5	1			5				
C-A	760	190			760				
C-B	82	21	465	0.176	82	0.3	0.2	10.539	B

No Dev 2022, 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
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		15.98	C

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	No Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1071	100.000
B - Mickledale Lane		ONE HOUR	✓	175	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1179	100.000
D - Inkersall Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	73	997	1
	B - Mickledale Lane	31	0	141	3
	C - Old Rufford Road (S)	1061	113	0	5
	D - Inkersall Lane	1	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	5	3	0
	B - Mickledale Lane	8	0	3	0
	C - Old Rufford Road (S)	2	5	0	0
	D - Inkersall Lane	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	1.06	171.10	8.3	F	131	197
B-AD	0.91	332.42	3.1	F	29	44
A-B					67	100
A-C					915	1372
A-D	0.00	10.54	0.0	B	0.92	1
D-ABC	0.38	360.67	0.5	F	6	8
C-D					5	7
C-A					974	1460
C-B	0.32	14.30	0.5	B	104	156

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	107	27	522	0.206	106	0.0	0.3	8.899	A
B-AD	24	6	192	0.127	24	0.0	0.2	22.969	C
A-B	55	14			55				
A-C	751	188			751				
A-D	0.75	0.19	456	0.002	0.75	0.0	0.0	7.901	A
D-ABC	5	1	218	0.021	4	0.0	0.0	20.143	C
C-D	4	0.94			4				
C-A	799	200			799				
C-B	85	21	487	0.175	84	0.0	0.2	9.357	A

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	128	32	460	0.279	128	0.3	0.4	11.109	B
B-AD	29	7	128	0.225	28	0.2	0.3	38.533	E
A-B	66	16			66				
A-C	896	224			896				
A-D	0.90	0.22	409	0.002	0.90	0.0	0.0	8.829	A
D-ABC	5	1	140	0.039	5	0.0	0.0	32.039	D
C-D	4	1			4				
C-A	954	238			954				
C-B	102	25	446	0.228	101	0.2	0.3	10.953	B

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	158	40	190	0.832	147	0.4	3.3	72.346	F
B-AD	34	9	38	0.904	27	0.3	2.3	262.368	F
A-B	80	20			80				
A-C	1098	274			1098				
A-D	1	0.28	343	0.003	1	0.0	0.0	10.532	B
D-ABC	7	2	23	0.293	5	0.0	0.4	239.275	F
C-D	6	1			6				
C-A	1168	292			1168				
C-B	124	31	389	0.320	124	0.3	0.5	14.223	B

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	159	40	150	1.060	139	3.3	8.3	171.098	F
B-AD	34	9	38	0.908	31	2.3	3.1	332.424	F
A-B	80	20			80				
A-C	1098	274			1098				
A-D	1	0.28	343	0.003	1	0.0	0.0	10.540	B
D-ABC	7	2	17	0.384	6	0.4	0.5	360.671	F
C-D	6	1			6				
C-A	1168	292			1168				
C-B	124	31	389	0.320	124	0.5	0.5	14.295	B

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	129	32	442	0.291	160	8.3	0.4	14.602	B
B-AD	29	7	127	0.227	40	3.1	0.3	49.536	E
A-B	66	16			66				
A-C	896	224			896				
A-D	0.90	0.22	408	0.002	0.90	0.0	0.0	8.840	A
D-ABC	5	1	130	0.041	7	0.5	0.1	35.523	E
C-D	4	1			4				
C-A	954	238			954				
C-B	102	25	446	0.228	102	0.5	0.3	11.019	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	107	27	520	0.206	108	0.4	0.3	9.003	A
B-AD	24	6	192	0.127	25	0.3	0.2	23.367	C
A-B	55	14			55				
A-C	751	188			751				
A-D	0.75	0.19	456	0.002	0.76	0.0	0.0	7.909	A
D-ABC	5	1	218	0.021	5	0.1	0.0	20.266	C
C-D	4	0.94			4				
C-A	799	200			799				
C-B	85	21	487	0.175	85	0.3	0.2	9.412	A

With Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		576.27	F

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	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1179	100.000
B - Mickledale Lane		ONE HOUR	✓	249	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1133	100.000
D - Inkersall Lane		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	16	1157	6
	B - Mickledale Lane	48	0	200	1
	C - Old Rufford Road (S)	1009	118	0	6
	D - Inkersall Lane	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	0	5	20
	B - Mickledale Lane	16	0	9	0
	C - Old Rufford Road (S)	6	12	0	0
	D - Inkersall Lane	33	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	5.24	5808.69	89.3	F	184	276
B-AD	5.12	6199.11	21.9	F	44	66
A-B					15	22
A-C					1062	1593
A-D	0.02	12.39	0.0	B	6	8
D-ABC	9999999999.00	2276.33	3.9	F	5	7
C-D					6	8
C-A					926	1389
C-B	0.36	17.77	0.6	C	108	162

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	151	38	487	0.310	149	0.0	0.5	11.559	B
B-AD	36	9	170	0.214	35	0.0	0.3	30.613	D
A-B	12	3			12				
A-C	871	218			871				
A-D	5	1	465	0.010	4	0.0	0.0	9.377	A
D-ABC	4	0.94	364	0.010	4	0.0	0.0	12.470	B
C-D	5	1			5				
C-A	760	190			760				
C-B	89	22	465	0.191	88	0.0	0.3	10.648	B

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	180	45	401	0.450	179	0.5	0.9	17.574	C
B-AD	43	11	101	0.430	42	0.3	0.8	68.296	F
A-B	14	4			14				
A-C	1040	260			1040				
A-D	5	1	419	0.013	5	0.0	0.0	10.445	B
D-ABC	4	1	254	0.018	4	0.0	0.0	18.018	C
C-D	5	1			5				
C-A	907	227			907				
C-B	106	27	420	0.253	106	0.3	0.4	12.816	B

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	221	55	47	4.673	47	0.9	44.5	1187.532	F
B-AD	53	13	12	4.482	11	0.8	11.2	1395.111	F
A-B	18	4			18				
A-C	1274	318			1274				
A-D	7	2	356	0.019	7	0.0	0.0	12.379	B
D-ABC	6	1	0	9999999999.000	0	0.0	1.4	2276.329	F
C-D	7	2			7				
C-A	1111	278			1111				
C-B	130	32	357	0.364	129	0.4	0.6	17.622	C

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	221	55	42	5.245	42	44.5	89.3	5808.687	F
B-AD	53	13	10	5.118	10	11.2	21.9	6199.111	F
A-B	18	4			18				
A-C	1274	318			1274				
A-D	7	2	355	0.019	7	0.0	0.0	12.392	B
D-ABC	6	1	0	9999999999.000	0	1.4	2.8	1394.838	F
C-D	7	2			7				
C-A	1111	278			1111				
C-B	130	32	357	0.364	130	0.6	0.6	17.771	C

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	181	45	279	0.648	275	89.3	65.6	984.690	F
B-AD	43	11	68	0.638	64	21.9	16.6	1035.046	F
A-B	14	4			14				
A-C	1040	260			1040				
A-D	5	1	418	0.013	5	0.0	0.0	10.461	B
D-ABC	4	1	0	9999999999.000	0	2.8	3.9	511.648	F
C-D	5	1			5				
C-A	907	227			907				
C-B	106	27	420	0.253	107	0.6	0.4	12.932	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	151	38	381	0.397	375	65.6	9.8	371.651	F
B-AD	36	9	94	0.384	88	16.6	3.6	443.647	F
A-B	12	3			12				
A-C	871	218			871				
A-D	5	1	464	0.010	5	0.0	0.0	9.394	A
D-ABC	4	0.94	268	0.014	19	3.9	0.0	19.181	C
C-D	5	1			5				
C-A	760	190			760				
C-B	89	22	465	0.191	89	0.4	0.3	10.732	B

With Dev 2022, 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
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		35.01	E

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	With Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1071	100.000
B - Mickledale Lane		ONE HOUR	✓	190	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1207	100.000
D - Inkersall Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	73	997	1
	B - Mickledale Lane	31	0	156	3
	C - Old Rufford Road (S)	1061	141	0	5
	D - Inkersall Lane	1	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	5	3	0
	B - Mickledale Lane	8	0	3	0
	C - Old Rufford Road (S)	2	5	0	0
	D - Inkersall Lane	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	1.33	384.33	22.5	F	145	218
B-AD	1.21	499.22	5.4	F	29	44
A-B					67	100
A-C					915	1372
A-D	0.00	10.92	0.0	B	0.92	1
D-ABC	9999999999.00	1275.22	2.6	F	6	8
C-D					5	7
C-A					974	1460
C-B	0.40	16.18	0.7	C	129	194

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	119	30	523	0.227	118	0.0	0.3	9.125	A
B-AD	24	6	184	0.132	24	0.0	0.2	24.038	C
A-B	55	14			55				
A-C	751	188			751				
A-D	0.75	0.19	448	0.002	0.75	0.0	0.0	8.042	A
D-ABC	5	1	210	0.021	4	0.0	0.0	20.936	C
C-D	4	0.94			4				
C-A	799	200			799				
C-B	106	27	487	0.218	105	0.0	0.3	9.856	A

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	142	35	459	0.309	141	0.3	0.5	11.646	B
B-AD	29	7	119	0.242	28	0.2	0.3	42.229	E
A-B	66	16			66				
A-C	896	224			896				
A-D	0.90	0.22	399	0.002	0.90	0.0	0.0	9.043	A
D-ABC	5	1	129	0.042	5	0.0	0.1	34.690	D
C-D	4	1			4				
C-A	954	238			954				
C-B	127	32	446	0.284	126	0.3	0.4	11.805	B

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	175	44	143	1.227	132	0.5	11.2	201.774	F
B-AD	34	9	29	1.194	22	0.3	3.3	413.071	F
A-B	80	20			80				
A-C	1098	274			1098				
A-D	1	0.28	331	0.003	1	0.0	0.0	10.908	B
D-ABC	7	2	6	1.083	3	0.1	1.0	1275.216	F
C-D	6	1			6				
C-A	1168	292			1168				
C-B	155	39	389	0.399	154	0.4	0.7	16.038	C

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	175	44	132	1.330	130	11.2	22.5	384.334	F
B-AD	34	9	28	1.206	26	3.3	5.4	499.219	F
A-B	80	20			80				
A-C	1098	274			1098				
A-D	1	0.28	331	0.003	1	0.0	0.0	10.922	B
D-ABC	7	2	0	9999999999.000	0	1.0	2.6	554.736	F
C-D	6	1			6				
C-A	1168	292			1168				
C-B	155	39	389	0.399	155	0.7	0.7	16.177	C

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	142	36	420	0.338	230	22.5	0.5	31.036	D
B-AD	29	7	111	0.258	48	5.4	0.4	77.736	F
A-B	66	16			66				
A-C	896	224			896				
A-D	0.90	0.22	398	0.002	0.90	0.0	0.0	9.058	A
D-ABC	5	1	104	0.052	16	2.6	0.1	53.957	F
C-D	4	1			4				
C-A	954	238			954				
C-B	127	32	446	0.284	128	0.7	0.4	11.918	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	119	30	521	0.228	120	0.5	0.3	9.264	A
B-AD	24	6	184	0.132	25	0.4	0.2	24.588	C
A-B	55	14			55				
A-C	751	188			751				
A-D	0.75	0.19	448	0.002	0.76	0.0	0.0	8.053	A
D-ABC	5	1	209	0.022	5	0.1	0.0	21.105	C
C-D	4	0.94			4				
C-A	799	200			799				
C-B	106	27	487	0.218	107	0.4	0.3	9.943	A

No Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		151.90	F

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	No Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1258	100.000
B - Mickledale Lane		ONE HOUR	✓	231	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1198	100.000
D - Inkersall Lane		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	17	1234	7
	B - Mickledale Lane	51	0	179	1
	C - Old Rufford Road (S)	1076	115	0	7
	D - Inkersall Lane	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	0	5	20
	B - Mickledale Lane	16	0	9	0
	C - Old Rufford Road (S)	6	12	0	0
	D - Inkersall Lane	33	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	9999999999.00	1795.99	100.1	F	165	248
B-AD	9999999999.00	1409.49	29.4	F	47	70
A-B					16	23
A-C					1132	1699
A-D	0.02	13.13	0.0	B	6	10
D-ABC	9999999999.00	2291.33	3.9	F	5	7
C-D					6	10
C-A					987	1481
C-B	0.38	19.47	0.7	C	106	158

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	135	34	462	0.293	133	0.0	0.4	11.884	B
B-AD	39	10	151	0.256	37	0.0	0.4	36.157	E
A-B	13	3			13				
A-C	929	232			929				
A-D	5	1	452	0.012	5	0.0	0.0	9.659	A
D-ABC	4	0.94	341	0.011	4	0.0	0.0	13.334	B
C-D	5	1			5				
C-A	810	203			810				
C-B	87	22	450	0.193	86	0.0	0.3	11.041	B

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	162	40	337	0.479	160	0.4	1.0	21.816	C
B-AD	46	12	77	0.595	42	0.4	1.3	110.013	F
A-B	15	4			15				
A-C	1109	277			1109				
A-D	6	2	404	0.016	6	0.0	0.0	10.867	B
D-ABC	4	1	211	0.021	4	0.0	0.0	21.722	C
C-D	6	2			6				
C-A	967	242			967				
C-B	103	26	401	0.258	103	0.3	0.4	13.508	B

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	198	50	0	9999999999.000	0	1.0	50.5	1795.985	F
B-AD	56	14	0	9999999999.000	0	1.3	15.3	-517.713	?
A-B	19	5			19				
A-C	1359	340			1359				
A-D	8	2	337	0.023	8	0.0	0.0	13.115	B
D-ABC	6	1	0	9999999999.000	0	0.0	1.4	2291.328	F
C-D	8	2			8				
C-A	1185	296			1185				
C-B	127	32	334	0.380	125	0.4	0.7	19.272	C

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	198	50	0	9999999999.000	0	50.5	100.1	-311.524	?
B-AD	56	14	0	9999999999.000	0	15.3	29.4	-475.103	?
A-B	19	5			19				
A-C	1359	340			1359				
A-D	8	2	337	0.023	8	0.0	0.0	13.135	B
D-ABC	6	1	0	9999999999.000	0	1.4	2.8	1420.313	F
C-D	8	2			8				
C-A	1185	296			1185				
C-B	127	32	334	0.380	127	0.7	0.7	19.469	C

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	162	40	217	0.747	214	100.1	87.0	1362.846	F
B-AD	46	11	63	0.728	61	29.4	25.7	1409.489	F
A-B	15	4			15				
A-C	1109	277			1109				
A-D	6	2	403	0.016	6	0.0	0.0	10.888	B
D-ABC	4	1	0	9999999999.000	0	2.8	3.9	546.639	F
C-D	6	2			6				
C-A	967	242			967				
C-B	103	26	401	0.258	104	0.7	0.4	13.654	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	135	34	315	0.430	311	87.0	43.0	756.086	F
B-AD	38	10	92	0.417	88	25.7	13.3	812.418	F
A-B	13	3			13				
A-C	929	232			929				
A-D	5	1	452	0.012	5	0.0	0.0	9.677	A
D-ABC	4	0.94	171	0.022	19	3.9	0.0	32.476	D
C-D	5	1			5				
C-A	810	203			810				
C-B	87	22	450	0.193	87	0.4	0.3	11.136	B

No Dev 2027, 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
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		285.91	F

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
D9	No Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1141	100.000
B - Mickledale Lane		ONE HOUR	✓	185	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1256	100.000
D - Inkersall Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	77	1063	1
	B - Mickledale Lane	33	0	149	3
	C - Old Rufford Road (S)	1131	119	0	6
	D - Inkersall Lane	1	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	5	3	0
	B - Mickledale Lane	8	0	3	0
	C - Old Rufford Road (S)	2	5	0	0
	D - Inkersall Lane	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	3.83	3865.40	61.3	F	139	208
B-AD	3.72	4258.71	13.7	F	31	46
A-B					71	106
A-C					975	1463
A-D	0.00	11.31	0.0	B	0.92	1
D-ABC	9999999999.00	1621.47	3.4	F	6	8
C-D					6	8
C-A					1038	1557
C-B	0.36	15.92	0.6	C	109	164

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	113	28	503	0.225	112	0.0	0.3	9.448	A
B-AD	26	6	171	0.151	25	0.0	0.2	26.462	D
A-B	58	14			58				
A-C	800	200			800				
A-D	0.75	0.19	440	0.002	0.75	0.0	0.0	8.186	A
D-ABC	5	1	193	0.023	4	0.0	0.0	22.888	C
C-D	5	1			5				
C-A	851	213			851				
C-B	90	22	473	0.189	89	0.0	0.2	9.798	A

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	136	34	430	0.315	135	0.3	0.5	12.530	B
B-AD	31	8	103	0.297	30	0.2	0.4	52.178	F
A-B	69	17			69				
A-C	956	239			956				
A-D	0.90	0.22	390	0.002	0.90	0.0	0.0	9.260	A
D-ABC	5	1	108	0.050	5	0.0	0.1	42.080	E
C-D	5	1			5				
C-A	1017	254			1017				
C-B	107	27	429	0.249	107	0.2	0.3	11.694	B

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	167	42	49	3.410	48	0.5	30.3	971.276	F
B-AD	36	9	11	3.294	10	0.4	7.0	1203.255	F
A-B	85	21			85				
A-C	1170	293			1170				
A-D	1	0.28	320	0.003	1	0.0	0.0	11.299	B
D-ABC	7	2	0	9999999999.000	0	0.1	1.7	1621.468	F
C-D	7	2			7				
C-A	1245	311			1245				
C-B	131	33	368	0.356	130	0.3	0.6	15.806	C

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	167	42	44	3.828	44	30.3	61.3	3865.400	F
B-AD	36	9	10	3.722	10	7.0	13.7	4258.708	F
A-B	85	21			85				
A-C	1170	293			1170				
A-D	1	0.28	319	0.003	1	0.0	0.0	11.311	B
D-ABC	7	2	0	9999999999.000	0	1.7	3.4	-11639.748	?
C-D	7	2			7				
C-A	1245	311			1245				
C-B	131	33	368	0.356	131	0.6	0.6	15.918	C

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	136	34	300	0.455	295	61.3	21.6	479.774	F
B-AD	30	7	67	0.449	62	13.7	5.7	504.742	F
A-B	69	17			69				
A-C	956	239			956				
A-D	0.90	0.22	389	0.002	0.90	0.0	0.0	9.274	A
D-ABC	5	1	28	0.195	17	3.4	0.4	405.244	F
C-D	5	1			5				
C-A	1017	254			1017				
C-B	107	27	429	0.249	108	0.6	0.4	11.790	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	114	28	479	0.237	199	21.6	0.3	18.195	C
B-AD	26	6	167	0.154	48	5.7	0.2	38.385	E
A-B	58	14			58				
A-C	800	200			800				
A-D	0.75	0.19	440	0.002	0.76	0.0	0.0	8.196	A
D-ABC	5	1	170	0.027	6	0.4	0.0	26.622	D
C-D	5	1			5				
C-A	851	213			851				
C-B	90	22	473	0.189	90	0.4	0.2	9.870	A

With Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		151.49	F

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
D10	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1258	100.000
B - Mickledale Lane		ONE HOUR	✓	262	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1207	100.000
D - Inkersall Lane		ONE HOUR	✓	5	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	17	1234	7
	B - Mickledale Lane	51	0	210	1
	C - Old Rufford Road (S)	1076	124	0	7
	D - Inkersall Lane	4	0	1	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	0	5	20
	B - Mickledale Lane	16	0	9	0
	C - Old Rufford Road (S)	6	12	0	0
	D - Inkersall Lane	33	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	9999999999.00	1514.21	117.5	F	194	290
B-AD	9999999999.00	1569.48	29.6	F	47	70
A-B					16	23
A-C					1132	1699
A-D	0.02	13.29	0.0	B	6	10
D-ABC	9999999999.00	2341.75	3.9	F	5	7
C-D					6	10
C-A					987	1481
C-B	0.41	20.44	0.8	C	114	171

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	159	40	463	0.342	156	0.0	0.6	12.703	B
B-AD	39	10	147	0.262	37	0.0	0.4	37.317	E
A-B	13	3			13				
A-C	929	232			929				
A-D	5	1	450	0.012	5	0.0	0.0	9.715	A
D-ABC	4	0.94	332	0.011	4	0.0	0.0	13.667	B
C-D	5	1			5				
C-A	810	203			810				
C-B	93	23	450	0.208	92	0.0	0.3	11.244	B

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	190	47	329	0.575	186	0.6	1.4	26.814	D
B-AD	46	12	72	0.638	42	0.4	1.5	124.187	F
A-B	15	4			15				
A-C	1109	277			1109				
A-D	6	2	401	0.016	6	0.0	0.0	10.952	B
D-ABC	4	1	192	0.023	4	0.0	0.0	23.993	C
C-D	6	2			6				
C-A	967	242			967				
C-B	111	28	401	0.278	111	0.3	0.4	13.877	B

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	232	58	0	9999999999.000	0	1.4	59.5	52.131	F
B-AD	56	14	0	9999999999.000	0	1.5	15.5	-120.968	?
A-B	19	5			19				
A-C	1359	340			1359				
A-D	8	2	333	0.023	8	0.0	0.0	13.269	B
D-ABC	6	1	0	9999999999.000	0	0.0	1.4	2341.753	F
C-D	8	2			8				
C-A	1185	296			1185				
C-B	137	34	334	0.409	135	0.4	0.7	20.195	C

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	232	58	0	9999999999.000	0	59.5	117.5	1.056	A
B-AD	56	14	0	9999999999.000	0	15.5	29.6	-113.196	?
A-B	19	5			19				
A-C	1359	340			1359				
A-D	8	2	333	0.023	8	0.0	0.0	13.291	B
D-ABC	6	1	0	9999999999.000	0	1.4	2.8	1506.017	F
C-D	8	2			8				
C-A	1185	296			1185				
C-B	137	34	334	0.409	136	0.7	0.8	20.445	C

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	190	47	232	0.817	230	117.5	107.5	1514.209	F
B-AD	46	11	58	0.795	56	29.6	27.1	1569.477	F
A-B	15	4			15				
A-C	1109	277			1109				
A-D	6	2	400	0.016	6	0.0	0.0	10.976	B
D-ABC	4	1	0	9999999999.000	0	2.8	3.9	664.385	F
C-D	6	2			6				
C-A	967	242			967				
C-B	111	28	401	0.278	113	0.8	0.4	14.056	B

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	159	40	326	0.487	323	107.5	66.5	973.158	F
B-AD	38	10	81	0.472	78	27.1	17.2	1036.055	F
A-B	13	3			13				
A-C	929	232			929				
A-D	5	1	449	0.012	5	0.0	0.0	9.732	A
D-ABC	4	0.94	77	0.049	19	3.9	0.1	93.371	F
C-D	5	1			5				
C-A	810	203			810				
C-B	93	23	450	0.208	94	0.4	0.3	11.355	B

With Dev 2027, 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
J2	A614/Mickledale Lane/Inkersall Lane	Crossroads	Two-way		1730.40	F

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
D11	With Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Old Rufford Road (N)		ONE HOUR	✓	1141	100.000
B - Mickledale Lane		ONE HOUR	✓	200	100.000
C - Old Rufford Road (S)		ONE HOUR	✓	1284	100.000
D - Inkersall Lane		ONE HOUR	✓	6	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	77	1063	1
	B - Mickledale Lane	33	0	164	3
	C - Old Rufford Road (S)	1131	147	0	6
	D - Inkersall Lane	1	1	4	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - Old Rufford Road (N)	B - Mickledale Lane	C - Old Rufford Road (S)	D - Inkersall Lane
From	A - Old Rufford Road (N)	0	5	3	0
	B - Mickledale Lane	8	0	3	0
	C - Old Rufford Road (S)	2	5	0	0
	D - Inkersall Lane	0	0	33	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-CD	9999999999.00	21903.38	91.5	F	153	229
B-AD	9999999999.00	26549.64	18.5	F	31	46
A-B					71	106
A-C					975	1463
A-D	0.00	11.75	0.0	B	0.92	1
D-ABC	9999999999.00	2312.51	4.7	F	6	8
C-D					6	8
C-A					1038	1557
C-B	0.44	18.28	0.8	C	135	202

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	125	31	504	0.248	123	0.0	0.3	9.713	A
B-AD	26	6	163	0.158	25	0.0	0.2	27.878	D
A-B	58	14			58				
A-C	800	200			800				
A-D	0.75	0.19	433	0.002	0.75	0.0	0.0	8.337	A
D-ABC	5	1	185	0.024	4	0.0	0.0	23.929	C
C-D	5	1			5				
C-A	851	213			851				
C-B	111	28	473	0.234	109	0.0	0.3	10.349	B

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	149	37	426	0.350	148	0.3	0.5	13.313	B
B-AD	31	8	94	0.325	29	0.2	0.5	59.034	F
A-B	69	17			69				
A-C	956	239			956				
A-D	0.90	0.22	380	0.002	0.90	0.0	0.0	9.495	A
D-ABC	5	1	97	0.056	5	0.0	0.1	46.999	E
C-D	5	1			5				
C-A	1017	254			1017				
C-B	132	33	429	0.308	132	0.3	0.5	12.674	B

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	184	46	4	46.449	4	0.5	45.5	21903.385	F
B-AD	36	9	0.81	44.666	0.75	0.5	9.4	26549.636	F
A-B	85	21			85				
A-C	1170	293			1170				
A-D	1	0.28	308	0.004	1	0.0	0.0	11.735	B
D-ABC	7	2	0	9999999999.000	0	0.1	1.7	2312.511	F
C-D	7	2			7				
C-A	1245	311			1245				
C-B	162	40	368	0.439	160	0.5	0.8	18.063	C

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	184	46	0	9999999999.000	0	45.5	91.5	-1828.040	?
B-AD	36	9	0	9999999999.000	0	9.4	18.5	-2135.225	?
A-B	85	21			85				
A-C	1170	293			1170				
A-D	1	0.28	307	0.004	1	0.0	0.0	11.754	B
D-ABC	7	2	0	9999999999.000	0	1.7	3.4	1461.883	F
C-D	7	2			7				
C-A	1245	311			1245				
C-B	162	40	368	0.439	162	0.8	0.8	18.283	C

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	150	38	291	0.516	288	91.5	57.1	922.776	F
B-AD	30	7	58	0.509	55	18.5	12.1	956.097	F
A-B	69	17			69				
A-C	956	239			956				
A-D	0.90	0.22	379	0.002	0.90	0.0	0.0	9.515	A
D-ABC	5	1	0	9999999999.000	0	3.4	4.7	606.725	F
C-D	5	1			5				
C-A	1017	254			1017				
C-B	132	33	429	0.308	133	0.8	0.5	12.833	B

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-CD	125	31	434	0.288	352	57.1	0.4	183.327	F
B-AD	25	6	120	0.212	73	12.1	0.3	142.678	F
A-B	58	14			58				
A-C	800	200			800				
A-D	0.75	0.19	432	0.002	0.76	0.0	0.0	8.351	A
D-ABC	5	1	120	0.038	23	4.7	0.0	52.252	F
C-D	5	1			5				
C-A	851	213			851				
C-B	111	28	473	0.234	111	0.5	0.3	10.453	B

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

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Filename: T19017 J3_02.j9
Path: G:\TBTP\Projects\2019\T19017 Eakring Road, Bilsthorpe\Calculations\CAPACITY MODELS
Report generation date: 27/05/2020 12:00:15

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	Survey 2019					
A - A617 Kirklington Road East	17.8	77.89	0.99	11.8	52.15	0.95
B - A614 Old Rufford Road South	20.3	67.68	0.99	9.8	36.36	0.92
C - A617 Kirklington Road West	21.6	92.69	1.01	12.7	60.99	0.96
D - A614 Old Rufford Road North	19.4	53.52	0.98	4.8	15.36	0.83
	No Dev 2022					
A - A617 Kirklington Road East	43.3	161.93	1.08	30.6	114.56	1.04
B - A614 Old Rufford Road South	42.8	124.03	1.05	23.8	76.99	1.00
C - A617 Kirklington Road West	40.9	156.51	1.07	31.2	126.94	1.05
D - A614 Old Rufford Road North	48.8	112.41	1.05	7.5	22.72	0.89
	With Dev 2022					
A - A617 Kirklington Road East	45.2	169.18	1.09	33.2	122.94	1.05
B - A614 Old Rufford Road South	45.1	129.50	1.06	29.7	91.51	1.02
C - A617 Kirklington Road West	42.4	161.23	1.08	36.2	144.02	1.07
D - A614 Old Rufford Road North	62.5	138.05	1.07	8.1	24.33	0.90
	No Dev 2027					
A - A617 Kirklington Road East	72.3	296.48	1.16	70.5	237.10	1.15
B - A614 Old Rufford Road South	78.7	229.98	1.13	51.2	143.95	1.07
C - A617 Kirklington Road West	69.7	285.92	1.15	56.3	233.89	1.12
D - A614 Old Rufford Road North	93.1	212.31	1.12	13.9	39.90	0.95
	With Dev 2027					
A - A617 Kirklington Road East	73.8	306.46	1.16	73.6	248.37	1.16
B - A614 Old Rufford Road South	81.9	241.89	1.13	59.9	164.45	1.09
C - A617 Kirklington Road West	71.6	295.83	1.15	62.2	265.46	1.14
D - A614 Old Rufford Road North	108.8	260.21	1.14	15.4	43.40	0.96

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

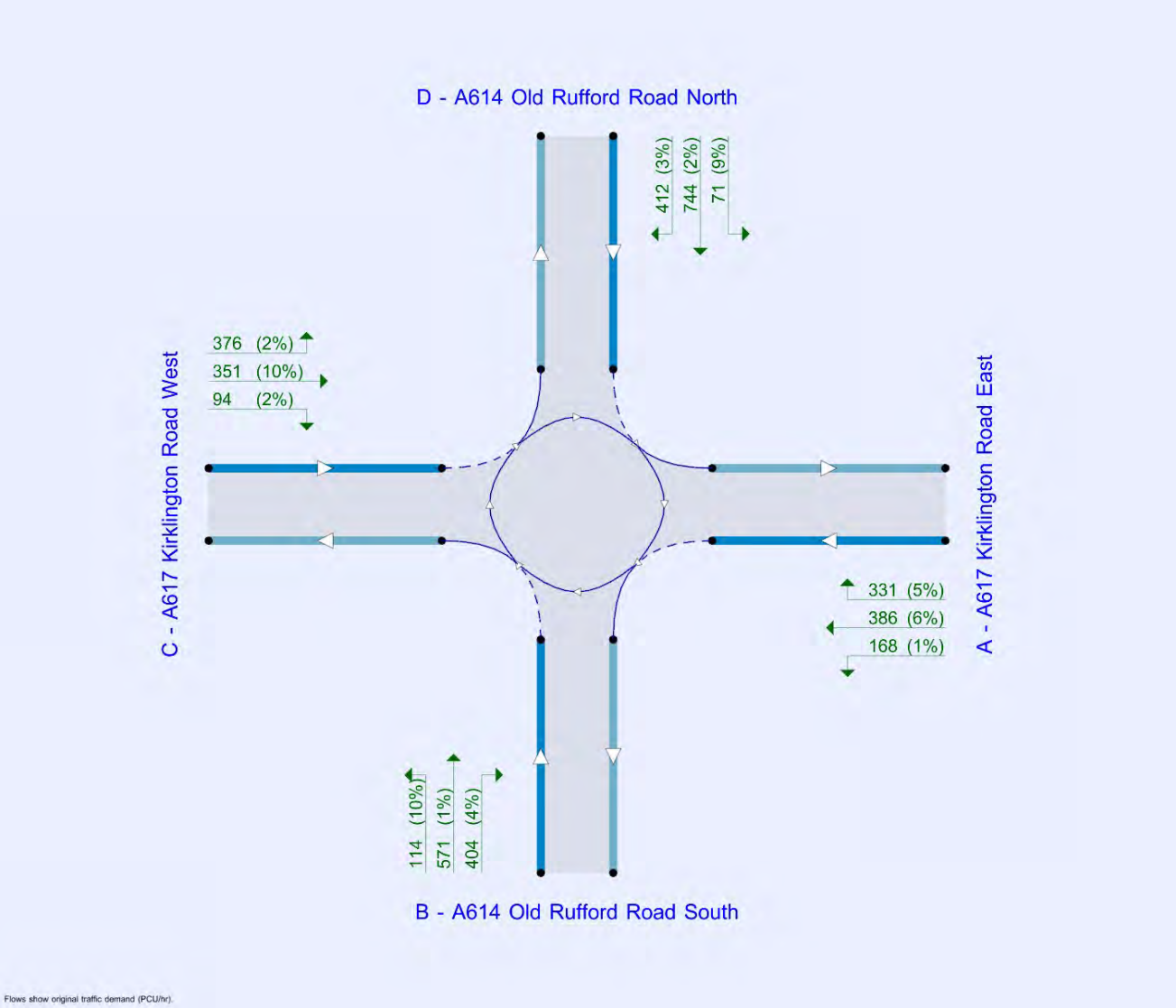
File summary

File Description

Title	J3_01
Location	Bilsthorpe, Notts
Site number	
Date	13/11/2019
Version	01
Status	Existing
Identifier	J3
Client	Keepmoat Homes
Jobnumber	T19017
Enumerator	TBTP\ryan.smith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Survey 2019	AM	ONE HOUR	07:15	08:45	15	✓
D2	Survey 2019	PM	ONE HOUR	16:15	17:45	15	✓
D3	No Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D4	No Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓
D5	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D6	With Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓
D7	No Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D8	No Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓
D9	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D10	With Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Survey 2019, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	70.18	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A617 Kirklington Road East	
B	A614 Old Rufford Road South	
C	A617 Kirklington Road West	
D	A614 Old Rufford Road North	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A - A617 Kirklington Road East	3.62	7.79	30.0	24.9	73.0	44.6	
B - A614 Old Rufford Road South	4.30	7.62	30.0	16.8	73.0	28.1	
C - A617 Kirklington Road West	3.52	7.61	30.0	12.9	73.0	57.9	
D - A614 Old Rufford Road North	4.08	6.93	30.0	14.4	73.0	48.7	

Slope / Intercept / Capacity

Arm Intercept Adjustments

Arm	Type	Reason	Percentage intercept adjustment (%)
A - A617 Kirklington Road East	Percentage		81.00
B - A614 Old Rufford Road South	Percentage		84.00
C - A617 Kirklington Road West	Percentage		82.50
D - A614 Old Rufford Road North	Percentage		104.00

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A - A617 Kirklington Road East	0.513	1531
B - A614 Old Rufford Road South	0.545	1714
C - A617 Kirklington Road West	0.463	1395
D - A614 Old Rufford Road North	0.480	1809

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	Survey 2019	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	759	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	993	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	759	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	143	333	283
	B - A614 Old Rufford Road South	387	0	142	464
	C - A617 Kirklington Road West	373	73	0	313
	D - A614 Old Rufford Road North	65	740	422	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	9	9	6
	B - A614 Old Rufford Road South	5	0	9	5
	C - A617 Kirklington Road West	10	16	0	9
	D - A614 Old Rufford Road North	25	4	5	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	0.99	77.89	17.8	F	696	1045
B - A614 Old Rufford Road South	0.99	67.68	20.3	F	911	1367
C - A617 Kirklington Road West	1.01	92.69	21.6	F	696	1045
D - A614 Old Rufford Road North	0.98	53.52	19.4	F	1126	1689

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	571	143	923	1058	0.540	566	616	0.0	1.2	7.801	A
B - A614 Old Rufford Road South	748	187	775	1291	0.579	742	714	0.0	1.4	6.862	A
C - A617 Kirklington Road West	571	143	847	1003	0.570	566	670	0.0	1.4	8.978	A
D - A614 Old Rufford Road North	924	231	622	1511	0.611	917	791	0.0	1.6	6.347	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	682	171	1104	965	0.707	677	736	1.2	2.5	13.227	B
B - A614 Old Rufford Road South	893	223	927	1209	0.739	887	854	1.4	2.9	11.636	B
C - A617 Kirklington Road West	682	171	1013	926	0.737	676	801	1.4	2.9	15.559	C
D - A614 Old Rufford Road North	1103	276	743	1452	0.759	1097	946	1.6	3.2	10.523	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	836	209	1313	858	0.974	797	866	2.5	12.2	46.707	E
B - A614 Old Rufford Road South	1093	273	1096	1117	0.979	1048	1014	2.9	14.1	40.797	E
C - A617 Kirklington Road West	836	209	1195	841	0.993	790	949	2.9	14.3	53.752	F
D - A614 Old Rufford Road North	1351	338	873	1390	0.972	1306	1113	3.2	14.5	34.255	D

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	836	209	1338	845	0.989	813	883	12.2	17.8	77.887	F
B - A614 Old Rufford Road South	1093	273	1118	1105	0.990	1069	1034	14.1	20.3	67.677	F
C - A617 Kirklington Road West	836	209	1219	830	1.007	807	968	14.3	21.6	92.692	F
D - A614 Old Rufford Road North	1351	338	891	1382	0.978	1331	1135	14.5	19.4	53.518	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	682	171	1176	928	0.735	741	805	17.8	3.2	26.050	D
B - A614 Old Rufford Road South	893	223	1002	1168	0.764	959	914	20.3	3.7	23.143	C
C - A617 Kirklington Road West	682	171	1098	886	0.770	752	863	21.6	4.1	39.594	E
D - A614 Old Rufford Road North	1103	276	816	1418	0.778	1165	1035	19.4	4.0	18.279	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	571	143	939	1049	0.544	579	630	3.2	1.3	8.353	A
B - A614 Old Rufford Road South	748	187	791	1283	0.583	756	728	3.7	1.5	7.346	A
C - A617 Kirklington Road West	571	143	864	995	0.574	582	683	4.1	1.5	9.850	A
D - A614 Old Rufford Road North	924	231	637	1504	0.614	933	809	4.0	1.7	6.772	A

Survey 2019, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	38.49	E

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	Survey 2019	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	786	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	939	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	714	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1073	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	147	343	296
	B - A614 Old Rufford Road South	355	0	102	482
	C - A617 Kirklington Road West	309	84	0	321
	D - A614 Old Rufford Road North	64	649	360	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	1	6	5
	B - A614 Old Rufford Road South	4	0	10	1
	C - A617 Kirklington Road West	10	2	0	2
	D - A614 Old Rufford Road North	9	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	0.95	52.15	11.8	F	721	1082
B - A614 Old Rufford Road South	0.92	36.36	9.8	E	862	1292
C - A617 Kirklington Road West	0.96	60.99	12.7	F	655	983
D - A614 Old Rufford Road North	0.83	15.36	4.8	C	985	1477

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	592	148	818	1112	0.532	587	544	0.0	1.2	7.111	A
B - A614 Old Rufford Road South	707	177	747	1307	0.541	702	658	0.0	1.2	6.083	A
C - A617 Kirklington Road West	538	134	847	1003	0.536	533	602	0.0	1.2	7.994	A
D - A614 Old Rufford Road North	808	202	559	1541	0.524	803	821	0.0	1.1	4.982	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	707	177	979	1029	0.687	702	651	1.2	2.2	11.379	B
B - A614 Old Rufford Road South	844	211	894	1227	0.688	840	788	1.2	2.2	9.488	A
C - A617 Kirklington Road West	642	160	1013	925	0.694	638	720	1.2	2.3	12.974	B
D - A614 Old Rufford Road North	965	241	669	1488	0.648	962	982	1.1	1.9	6.981	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	865	216	1190	921	0.940	837	779	2.2	9.4	36.265	E
B - A614 Old Rufford Road South	1034	258	1073	1129	0.916	1010	954	2.2	8.1	27.008	D
C - A617 Kirklington Road West	786	197	1215	832	0.945	757	868	2.3	9.6	40.412	E
D - A614 Old Rufford Road North	1181	295	799	1426	0.829	1171	1174	1.9	4.6	13.923	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	865	216	1201	915	0.946	856	794	9.4	11.8	52.151	F
B - A614 Old Rufford Road South	1034	258	1092	1119	0.924	1027	965	8.1	9.8	36.359	E
C - A617 Kirklington Road West	786	197	1238	821	0.957	774	881	9.6	12.7	60.988	F
D - A614 Old Rufford Road North	1181	295	814	1418	0.833	1180	1198	4.6	4.8	15.362	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	707	177	998	1019	0.693	744	683	11.8	2.5	15.363	C
B - A614 Old Rufford Road South	844	211	932	1206	0.700	873	810	9.8	2.5	12.054	B
C - A617 Kirklington Road West	642	160	1059	905	0.710	682	747	12.7	2.7	19.702	C
D - A614 Old Rufford Road North	965	241	705	1471	0.656	976	1035	4.8	2.0	7.641	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	592	148	827	1107	0.534	597	553	2.5	1.2	7.442	A
B - A614 Old Rufford Road South	707	177	757	1301	0.543	712	666	2.5	1.2	6.342	A
C - A617 Kirklington Road West	538	134	859	997	0.539	543	610	2.7	1.3	8.468	A
D - A614 Old Rufford Road North	808	202	568	1536	0.526	811	834	2.0	1.2	5.120	A

No Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	134.49	F

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	No Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	813	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1052	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	803	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1312	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	159	357	297
	B - A614 Old Rufford Road South	409	0	149	494
	C - A617 Kirklington Road West	394	77	0	332
	D - A614 Old Rufford Road North	68	793	451	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	9	9	6
	B - A614 Old Rufford Road South	5	0	9	5
	C - A617 Kirklington Road West	10	16	0	9
	D - A614 Old Rufford Road North	25	4	5	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.08	161.93	43.3	F	746	1119
B - A614 Old Rufford Road South	1.05	124.03	42.8	F	965	1448
C - A617 Kirklington Road West	1.07	156.51	40.9	F	737	1105
D - A614 Old Rufford Road North	1.05	112.41	48.8	F	1204	1806

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	612	153	986	1025	0.597	606	649	0.0	1.6	9.101	A
B - A614 Old Rufford Road South	792	198	824	1265	0.626	785	768	0.0	1.7	7.832	A
C - A617 Kirklington Road West	605	151	895	980	0.617	598	714	0.0	1.7	10.206	B
D - A614 Old Rufford Road North	988	247	656	1494	0.661	980	837	0.0	2.0	7.285	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	731	183	1177	927	0.788	722	774	1.6	3.7	18.175	C
B - A614 Old Rufford Road South	946	236	983	1178	0.803	937	916	1.7	4.0	15.240	C
C - A617 Kirklington Road West	722	180	1068	900	0.802	713	852	1.7	4.0	20.239	C
D - A614 Old Rufford Road North	1179	295	782	1434	0.823	1169	998	2.0	4.5	13.896	B

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	895	224	1353	837	1.069	811	881	3.7	24.7	78.303	F
B - A614 Old Rufford Road South	1158	290	1115	1106	1.047	1072	1049	4.0	25.4	62.473	F
C - A617 Kirklington Road West	884	221	1217	831	1.064	805	971	4.0	23.9	78.331	F
D - A614 Old Rufford Road North	1445	361	889	1382	1.045	1346	1133	4.5	29.2	56.627	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	895	224	1373	827	1.083	821	894	24.7	43.3	161.929	F
B - A614 Old Rufford Road South	1158	290	1130	1098	1.055	1089	1064	25.4	42.8	124.031	F
C - A617 Kirklington Road West	884	221	1234	823	1.074	816	984	23.9	40.9	156.510	F
D - A614 Old Rufford Road North	1445	361	902	1376	1.050	1366	1148	29.2	48.8	112.411	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	731	183	1348	840	0.870	819	884	43.3	21.2	145.131	F
B - A614 Old Rufford Road South	946	236	1120	1104	0.857	1078	1048	42.8	9.8	95.066	F
C - A617 Kirklington Road West	722	180	1224	828	0.872	806	973	40.9	19.9	139.946	F
D - A614 Old Rufford Road North	1179	295	892	1381	0.854	1340	1139	48.8	8.6	79.796	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	612	153	1025	1005	0.609	690	704	21.2	1.7	15.495	C
B - A614 Old Rufford Road South	792	198	903	1222	0.648	823	812	9.8	2.0	10.280	B
C - A617 Kirklington Road West	605	151	959	951	0.636	676	768	19.9	2.0	18.306	C
D - A614 Old Rufford Road North	988	247	717	1465	0.674	1013	918	8.6	2.2	8.865	A

No Dev 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	79.00	F

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	No Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	831	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1005	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	762	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1138	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	158	363	310
	B - A614 Old Rufford Road South	379	0	107	519
	C - A617 Kirklington Road West	330	88	0	344
	D - A614 Old Rufford Road North	67	689	382	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	1	6	5
	B - A614 Old Rufford Road South	4	0	10	1
	C - A617 Kirklington Road West	10	2	0	2
	D - A614 Old Rufford Road North	9	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.04	114.56	30.6	F	763	1144
B - A614 Old Rufford Road South	1.00	76.99	23.8	F	922	1383
C - A617 Kirklington Road West	1.05	126.94	31.2	F	699	1049
D - A614 Old Rufford Road North	0.89	22.72	7.5	C	1044	1566

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	626	156	867	1087	0.576	620	579	0.0	1.4	7.972	A
B - A614 Old Rufford Road South	757	189	788	1284	0.589	751	699	0.0	1.4	6.872	A
C - A617 Kirklington Road West	574	143	902	977	0.587	568	637	0.0	1.5	9.144	A
D - A614 Old Rufford Road North	857	214	595	1524	0.562	852	875	0.0	1.3	5.459	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	747	187	1037	999	0.748	741	692	1.4	2.9	14.237	B
B - A614 Old Rufford Road South	903	226	942	1200	0.753	897	836	1.4	3.0	11.991	B
C - A617 Kirklington Road West	685	171	1078	895	0.765	678	761	1.5	3.2	16.930	C
D - A614 Old Rufford Road North	1023	256	710	1468	0.697	1019	1046	1.3	2.3	8.158	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	915	229	1252	889	1.029	851	807	2.9	18.9	60.665	F
B - A614 Old Rufford Road South	1107	277	1104	1112	0.995	1054	999	3.0	16.0	44.414	E
C - A617 Kirklington Road West	839	210	1260	811	1.034	777	899	3.2	18.7	65.997	F
D - A614 Old Rufford Road North	1253	313	824	1414	0.886	1235	1213	2.3	6.7	19.054	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	915	229	1268	881	1.039	868	821	18.9	30.6	114.560	F
B - A614 Old Rufford Road South	1107	277	1123	1102	1.004	1075	1013	16.0	23.8	76.987	F
C - A617 Kirklington Road West	839	210	1285	800	1.049	789	913	18.7	31.2	126.941	F
D - A614 Old Rufford Road North	1253	313	838	1407	0.891	1250	1235	6.7	7.5	22.724	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	747	187	1072	982	0.761	855	772	30.6	3.7	46.110	E
B - A614 Old Rufford Road South	903	226	1042	1146	0.788	982	884	23.8	4.2	30.554	D
C - A617 Kirklington Road West	685	171	1196	841	0.815	786	828	31.2	5.9	80.089	F
D - A614 Old Rufford Road North	1023	256	802	1424	0.718	1042	1181	7.5	2.7	10.117	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	626	156	880	1080	0.579	635	596	3.7	1.5	8.606	A
B - A614 Old Rufford Road South	757	189	803	1276	0.593	767	711	4.2	1.5	7.435	A
C - A617 Kirklington Road West	574	143	922	968	0.593	591	648	5.9	1.6	10.501	B
D - A614 Old Rufford Road North	857	214	613	1515	0.566	862	900	2.7	1.4	5.712	A

With Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	146.75	F

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	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	813	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1057	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	806	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1343	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	159	357	297
	B - A614 Old Rufford Road South	409	0	149	499
	C - A617 Kirklington Road West	394	77	0	335
	D - A614 Old Rufford Road North	68	813	462	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	9	9	6
	B - A614 Old Rufford Road South	5	0	9	5
	C - A617 Kirklington Road West	10	16	0	9
	D - A614 Old Rufford Road North	25	4	5	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.09	169.18	45.2	F	746	1119
B - A614 Old Rufford Road South	1.06	129.50	45.1	F	970	1455
C - A617 Kirklington Road West	1.08	161.23	42.4	F	740	1109
D - A614 Old Rufford Road North	1.07	138.05	62.5	F	1232	1849

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	612	153	1009	1014	0.604	606	649	0.0	1.6	9.347	A
B - A614 Old Rufford Road South	796	199	832	1260	0.631	789	783	0.0	1.8	7.956	A
C - A617 Kirklington Road West	607	152	899	979	0.620	600	722	0.0	1.7	10.304	B
D - A614 Old Rufford Road North	1011	253	656	1494	0.677	1002	843	0.0	2.2	7.608	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	731	183	1203	914	0.800	722	774	1.6	3.9	19.270	C
B - A614 Old Rufford Road South	950	238	992	1173	0.810	941	933	1.8	4.1	15.751	C
C - A617 Kirklington Road West	725	181	1072	898	0.806	715	861	1.7	4.1	20.650	C
D - A614 Old Rufford Road North	1207	302	782	1434	0.842	1196	1005	2.2	5.1	15.258	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	895	224	1364	831	1.077	807	878	3.9	25.8	81.734	F
B - A614 Old Rufford Road South	1164	291	1116	1106	1.053	1074	1056	4.1	26.6	64.624	F
C - A617 Kirklington Road West	887	222	1218	831	1.068	805	972	4.1	24.7	80.140	F
D - A614 Old Rufford Road North	1479	370	886	1384	1.069	1356	1137	5.1	35.7	65.737	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	895	224	1380	823	1.087	818	890	25.8	45.2	169.180	F
B - A614 Old Rufford Road South	1164	291	1130	1098	1.060	1090	1068	26.6	45.1	129.505	F
C - A617 Kirklington Road West	887	222	1235	823	1.078	816	985	24.7	42.4	161.228	F
D - A614 Old Rufford Road North	1479	370	899	1378	1.073	1372	1152	35.7	62.5	138.049	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	731	183	1368	830	0.881	810	881	45.2	25.3	159.041	F
B - A614 Old Rufford Road South	950	238	1120	1104	0.861	1079	1058	45.1	13.0	102.980	F
C - A617 Kirklington Road West	725	181	1223	828	0.875	807	976	42.4	21.7	146.580	F
D - A614 Old Rufford Road North	1207	302	889	1382	0.873	1359	1141	62.5	24.5	118.752	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	612	153	1109	962	0.636	705	715	25.3	2.0	20.997	C
B - A614 Old Rufford Road South	796	199	946	1198	0.664	839	869	13.0	2.2	11.824	B
C - A617 Kirklington Road West	607	152	978	942	0.644	685	806	21.7	2.1	20.351	C
D - A614 Old Rufford Road North	1011	253	725	1461	0.692	1099	939	24.5	2.5	13.192	B

With Dev 2022, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	88.63	F

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	With Dev 2022	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	831	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1023	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	771	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1153	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	158	363	310
	B - A614 Old Rufford Road South	379	0	107	537
	C - A617 Kirklington Road West	330	88	0	353
	D - A614 Old Rufford Road North	67	699	387	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	1	6	5
	B - A614 Old Rufford Road South	4	0	10	1
	C - A617 Kirklington Road West	10	2	0	2
	D - A614 Old Rufford Road North	9	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.05	122.94	33.2	F	763	1144
B - A614 Old Rufford Road South	1.02	91.51	29.7	F	939	1408
C - A617 Kirklington Road West	1.07	144.02	36.2	F	707	1061
D - A614 Old Rufford Road North	0.90	24.33	8.1	C	1058	1587

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	626	156	878	1081	0.579	620	579	0.0	1.4	8.067	A
B - A614 Old Rufford Road South	770	193	792	1282	0.601	764	706	0.0	1.5	7.067	A
C - A617 Kirklington Road West	580	145	915	971	0.598	574	640	0.0	1.5	9.424	A
D - A614 Old Rufford Road North	868	217	594	1524	0.570	863	895	0.0	1.3	5.548	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	747	187	1051	992	0.753	741	692	1.4	3.0	14.587	B
B - A614 Old Rufford Road South	920	230	946	1198	0.768	913	845	1.5	3.2	12.694	B
C - A617 Kirklington Road West	693	173	1094	888	0.780	685	766	1.5	3.4	18.042	C
D - A614 Old Rufford Road North	1037	259	710	1468	0.706	1032	1069	1.3	2.4	8.394	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	915	229	1266	882	1.038	847	800	3.0	20.1	63.659	F
B - A614 Old Rufford Road South	1126	282	1105	1111	1.013	1064	1008	3.2	18.9	49.857	E
C - A617 Kirklington Road West	849	212	1268	807	1.051	778	901	3.4	21.1	72.382	F
D - A614 Old Rufford Road North	1269	317	816	1417	0.896	1250	1230	2.4	7.2	20.095	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	915	229	1283	873	1.048	862	812	20.1	33.2	122.936	F
B - A614 Old Rufford Road South	1126	282	1123	1102	1.023	1083	1022	18.9	29.7	91.506	F
C - A617 Kirklington Road West	849	212	1292	797	1.066	789	915	21.1	36.2	144.019	F
D - A614 Old Rufford Road North	1269	317	829	1411	0.900	1266	1251	7.2	8.1	24.326	C

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	747	187	1087	973	0.767	864	782	33.2	3.9	54.165	F
B - A614 Old Rufford Road South	920	230	1055	1139	0.807	1019	897	29.7	4.9	43.838	E
C - A617 Kirklington Road West	693	173	1235	823	0.842	802	839	36.2	9.1	110.457	F
D - A614 Old Rufford Road North	1037	259	812	1419	0.730	1057	1224	8.1	2.9	10.749	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	626	156	893	1073	0.583	635	602	3.9	1.5	8.768	A
B - A614 Old Rufford Road South	770	193	808	1274	0.605	783	720	4.9	1.6	7.753	A
C - A617 Kirklington Road West	580	145	938	960	0.605	610	653	9.1	1.7	11.707	B
D - A614 Old Rufford Road North	868	217	621	1511	0.574	874	928	2.9	1.4	5.853	A

No Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	249.01	F

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	No Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	865	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1121	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	856	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1398	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	169	380	316
	B - A614 Old Rufford Road South	436	0	159	526
	C - A617 Kirklington Road West	420	82	0	354
	D - A614 Old Rufford Road North	73	844	481	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	9	9	6
	B - A614 Old Rufford Road South	5	0	9	5
	C - A617 Kirklington Road West	10	16	0	9
	D - A614 Old Rufford Road North	25	4	5	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.16	296.48	72.3	F	794	1191
B - A614 Old Rufford Road South	1.13	229.98	78.7	F	1029	1543
C - A617 Kirklington Road West	1.15	285.92	69.7	F	785	1178
D - A614 Old Rufford Road North	1.12	212.31	93.1	F	1283	1924

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	651	163	1049	993	0.656	643	691	0.0	2.0	10.831	B
B - A614 Old Rufford Road South	844	211	876	1236	0.683	835	816	0.0	2.2	9.301	A
C - A617 Kirklington Road West	644	161	952	954	0.675	636	760	0.0	2.2	12.160	B
D - A614 Old Rufford Road North	1052	263	698	1474	0.714	1042	890	0.0	2.6	8.620	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	778	194	1246	892	0.872	762	819	2.0	5.9	26.966	D
B - A614 Old Rufford Road South	1008	252	1039	1147	0.878	991	969	2.2	6.3	22.319	C
C - A617 Kirklington Road West	770	192	1129	872	0.883	752	901	2.2	6.5	29.723	D
D - A614 Old Rufford Road North	1257	314	827	1412	0.890	1239	1055	2.6	7.1	20.076	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	952	238	1369	829	1.149	817	892	5.9	39.7	115.660	F
B - A614 Old Rufford Road South	1234	309	1126	1100	1.122	1085	1060	6.3	43.6	95.458	F
C - A617 Kirklington Road West	942	236	1230	825	1.142	813	982	6.5	38.8	115.751	F
D - A614 Old Rufford Road North	1539	385	899	1378	1.117	1362	1144	7.1	51.3	88.249	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	952	238	1379	824	1.156	822	899	39.7	72.3	256.449	F
B - A614 Old Rufford Road South	1234	309	1134	1096	1.126	1094	1067	43.6	78.7	210.554	F
C - A617 Kirklington Road West	942	236	1239	821	1.148	819	988	38.8	69.7	250.052	F
D - A614 Old Rufford Road North	1539	385	906	1374	1.120	1372	1152	51.3	93.1	197.385	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	778	194	1369	829	0.938	817	892	72.3	62.5	296.480	F
B - A614 Old Rufford Road South	1008	252	1126	1100	0.916	1086	1060	78.7	59.2	229.977	F
C - A617 Kirklington Road West	770	192	1230	825	0.933	812	982	69.7	59.0	285.924	F
D - A614 Old Rufford Road North	1257	314	899	1378	0.912	1362	1144	93.1	66.7	212.311	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	651	163	1313	858	0.759	843	881	62.5	14.6	170.642	F
B - A614 Old Rufford Road South	844	211	1127	1100	0.767	1063	1030	59.2	4.6	107.279	F
C - A617 Kirklington Road West	644	161	1220	830	0.777	815	970	59.0	16.5	172.677	F
D - A614 Old Rufford Road North	1052	263	891	1381	0.762	1303	1143	66.7	4.0	84.200	F

No Dev 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	151.31	F

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	No Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	885	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1071	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	811	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1212	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	168	386	331
	B - A614 Old Rufford Road South	404	0	114	553
	C - A617 Kirklington Road West	351	94	0	366
	D - A614 Old Rufford Road North	71	734	407	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	1	6	5
	B - A614 Old Rufford Road South	4	0	10	1
	C - A617 Kirklington Road West	10	2	0	2
	D - A614 Old Rufford Road North	9	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.15	237.10	70.5	F	812	1218
B - A614 Old Rufford Road South	1.07	143.95	51.2	F	983	1474
C - A617 Kirklington Road West	1.12	233.89	56.3	F	744	1116
D - A614 Old Rufford Road North	0.95	39.90	13.9	E	1112	1668

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	666	167	923	1058	0.630	659	616	0.0	1.7	9.289	A
B - A614 Old Rufford Road South	806	202	839	1257	0.642	799	744	0.0	1.8	7.977	A
C - A617 Kirklington Road West	611	153	961	950	0.643	603	677	0.0	1.8	10.727	B
D - A614 Old Rufford Road North	912	228	632	1506	0.606	906	931	0.0	1.6	6.107	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	796	199	1103	965	0.824	785	733	1.7	4.4	19.806	C
B - A614 Old Rufford Road South	963	241	1000	1169	0.824	953	888	1.8	4.4	16.396	C
C - A617 Kirklington Road West	729	182	1145	865	0.843	717	808	1.8	4.9	23.932	C
D - A614 Old Rufford Road North	1090	272	753	1448	0.753	1084	1109	1.6	3.0	9.997	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	974	244	1316	856	1.138	842	823	4.4	37.5	104.021	F
B - A614 Old Rufford Road South	1179	295	1119	1104	1.068	1078	1039	4.4	29.7	69.875	F
C - A617 Kirklington Road West	893	223	1278	803	1.112	787	919	4.9	31.4	98.553	F
D - A614 Old Rufford Road North	1334	334	838	1407	0.949	1301	1226	3.0	11.4	28.554	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	974	244	1339	845	1.154	843	833	37.5	70.5	237.100	F
B - A614 Old Rufford Road South	1179	295	1127	1099	1.073	1093	1054	29.7	51.2	143.952	F
C - A617 Kirklington Road West	893	223	1292	796	1.121	793	929	31.4	56.3	211.706	F
D - A614 Old Rufford Road North	1334	334	848	1402	0.952	1324	1238	11.4	13.9	39.904	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	796	199	1154	939	0.847	926	808	70.5	38.0	212.276	F
B - A614 Old Rufford Road South	963	241	1129	1098	0.877	1077	950	51.2	22.8	127.412	F
C - A617 Kirklington Road West	729	182	1308	789	0.924	774	898	56.3	45.0	233.887	F
D - A614 Old Rufford Road North	1090	272	831	1410	0.773	1130	1252	13.9	3.7	14.918	B

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	666	167	957	1041	0.640	810	727	38.0	1.9	29.075	D
B - A614 Old Rufford Road South	806	202	966	1188	0.679	888	801	22.8	2.3	15.917	C
C - A617 Kirklington Road West	611	153	1097	887	0.688	780	757	45.0	2.6	72.960	F
D - A614 Old Rufford Road North	912	228	763	1443	0.632	920	1114	3.7	1.8	7.170	A

With Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	271.88	F

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
D9	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	865	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1127	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	859	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1428	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	169	380	316
	B - A614 Old Rufford Road South	436	0	159	532
	C - A617 Kirklington Road West	420	82	0	357
	D - A614 Old Rufford Road North	73	864	491	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	9	9	6
	B - A614 Old Rufford Road South	5	0	9	5
	C - A617 Kirklington Road West	10	16	0	9
	D - A614 Old Rufford Road North	25	4	5	100

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.16	306.46	73.8	F	794	1191
B - A614 Old Rufford Road South	1.13	241.89	81.9	F	1034	1551
C - A617 Kirklington Road West	1.15	295.83	71.6	F	788	1182
D - A614 Old Rufford Road North	1.14	260.21	108.8	F	1310	1966

Main Results for each time segment

07:15 - 07:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	651	163	1071	982	0.663	643	691	0.0	2.0	11.168	B
B - A614 Old Rufford Road South	848	212	883	1232	0.688	839	830	0.0	2.3	9.484	A
C - A617 Kirklington Road West	647	162	956	952	0.679	638	767	0.0	2.2	12.307	B
D - A614 Old Rufford Road North	1075	269	697	1474	0.729	1064	896	0.0	2.7	9.050	A

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	778	194	1269	880	0.883	760	819	2.0	6.4	28.868	D
B - A614 Old Rufford Road South	1013	253	1046	1144	0.886	995	984	2.3	6.7	23.288	C
C - A617 Kirklington Road West	772	193	1133	870	0.887	754	908	2.2	6.7	30.495	D
D - A614 Old Rufford Road North	1284	321	826	1413	0.909	1262	1061	2.7	8.2	22.502	C

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	952	238	1375	826	1.153	815	888	6.4	40.8	119.264	F
B - A614 Old Rufford Road South	1241	310	1126	1100	1.128	1087	1064	6.7	45.2	98.627	F
C - A617 Kirklington Road West	946	236	1231	825	1.147	813	981	6.7	39.8	118.382	F
D - A614 Old Rufford Road North	1572	393	896	1379	1.140	1368	1149	8.2	59.4	99.739	F

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	952	238	1383	822	1.159	820	894	40.8	73.8	262.485	F
B - A614 Old Rufford Road South	1241	310	1133	1097	1.132	1094	1070	45.2	81.9	218.222	F
C - A617 Kirklington Road West	946	236	1240	821	1.152	819	987	39.8	71.6	256.360	F
D - A614 Old Rufford Road North	1572	393	902	1376	1.142	1375	1157	59.4	108.8	227.621	F

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	778	194	1374	826	0.941	815	887	73.8	64.6	306.457	F
B - A614 Old Rufford Road South	1013	253	1125	1101	0.921	1087	1063	81.9	63.5	241.891	F
C - A617 Kirklington Road West	772	193	1231	825	0.936	812	981	71.6	61.6	295.828	F
D - A614 Old Rufford Road North	1284	321	895	1379	0.931	1366	1148	108.8	88.2	260.211	F

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	651	163	1372	827	0.787	814	885	64.6	23.9	200.263	F
B - A614 Old Rufford Road South	848	212	1124	1101	0.770	1081	1062	63.5	5.4	120.669	F
C - A617 Kirklington Road West	647	162	1226	827	0.782	813	979	61.6	20.1	186.241	F
D - A614 Old Rufford Road North	1075	269	893	1380	0.779	1364	1145	88.2	15.9	141.920	F

With Dev 2027, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
3	J3 A614/A617	Standard Roundabout		A, B, C, D	166.61	F

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
D10	With Dev 2027	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A617 Kirklington Road East		ONE HOUR	✓	885	100.000
B - A614 Old Rufford Road South		ONE HOUR	✓	1089	100.000
C - A617 Kirklington Road West		ONE HOUR	✓	821	100.000
D - A614 Old Rufford Road North		ONE HOUR	✓	1227	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	168	386	331
	B - A614 Old Rufford Road South	404	0	114	571
	C - A617 Kirklington Road West	351	94	0	376
	D - A614 Old Rufford Road North	71	744	412	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A - A617 Kirklington Road East	B - A614 Old Rufford Road South	C - A617 Kirklington Road West	D - A614 Old Rufford Road North
From	A - A617 Kirklington Road East	0	1	6	5
	B - A614 Old Rufford Road South	4	0	10	1
	C - A617 Kirklington Road West	10	2	0	2
	D - A614 Old Rufford Road North	9	2	3	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
A - A617 Kirklington Road East	1.16	248.37	73.6	F	812	1218
B - A614 Old Rufford Road South	1.09	164.45	59.9	F	999	1499
C - A617 Kirklington Road West	1.14	265.46	62.2	F	753	1130
D - A614 Old Rufford Road North	0.96	43.40	15.4	E	1126	1689

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	666	167	934	1052	0.633	659	615	0.0	1.8	9.416	A
B - A614 Old Rufford Road South	820	205	842	1255	0.653	812	751	0.0	1.9	8.237	A
C - A617 Kirklington Road West	618	155	974	944	0.655	610	681	0.0	1.9	11.129	B
D - A614 Old Rufford Road North	924	231	632	1506	0.614	917	952	0.0	1.6	6.217	A

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	796	199	1116	959	0.830	785	732	1.8	4.5	20.428	C
B - A614 Old Rufford Road South	979	245	1004	1167	0.839	967	897	1.9	4.8	17.636	C
C - A617 Kirklington Road West	738	185	1160	858	0.860	724	812	1.9	5.4	26.048	D
D - A614 Old Rufford Road North	1103	276	751	1448	0.762	1097	1132	1.6	3.1	10.335	B

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	974	244	1328	850	1.146	837	814	4.5	39.0	108.061	F
B - A614 Old Rufford Road South	1199	300	1119	1104	1.086	1082	1046	4.8	34.0	77.285	F
C - A617 Kirklington Road West	904	226	1282	801	1.128	787	919	5.4	34.5	106.713	F
D - A614 Old Rufford Road North	1351	338	828	1412	0.957	1314	1241	3.1	12.4	30.247	D

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	974	244	1352	838	1.163	836	823	39.0	73.6	248.372	F
B - A614 Old Rufford Road South	1199	300	1127	1100	1.090	1095	1061	34.0	59.9	164.446	F
C - A617 Kirklington Road West	904	226	1293	796	1.136	793	929	34.5	62.2	231.778	F
D - A614 Old Rufford Road North	1351	338	836	1408	0.960	1339	1250	12.4	15.4	43.402	E

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	796	199	1171	930	0.855	917	798	73.6	43.2	229.728	F
B - A614 Old Rufford Road South	979	245	1129	1098	0.891	1080	960	59.9	34.7	159.608	F
C - A617 Kirklington Road West	738	185	1310	788	0.936	775	899	62.2	52.9	265.459	F
D - A614 Old Rufford Road North	1103	276	821	1415	0.779	1149	1264	15.4	3.9	16.001	C

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Throughput (exit side) (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
A - A617 Kirklington Road East	666	167	971	1033	0.645	831	755	43.2	2.0	37.738	E
B - A614 Old Rufford Road South	820	205	986	1176	0.697	948	816	34.7	2.5	26.427	D
C - A617 Kirklington Road West	618	155	1160	858	0.721	816	775	52.9	3.4	117.841	F
D - A614 Old Rufford Road North	924	231	794	1428	0.647	931	1182	3.9	1.9	7.559	A

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: T19017 SA_02.j9
Path: G:\TBTP\Projects\2019\T19017 Eakring Road, Bilsthorpe\Calculations\CAPACITY MODELS
Report generation date: 27/05/2020 12:01:01

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
	With Dev 2022					
Stream B-C	0.1	6.46	0.09	0.1	6.47	0.07
Stream B-A	0.0	9.09	0.04	0.0	9.37	0.03
Stream C-AB	0.1	5.14	0.05	0.1	5.59	0.09
	With Dev 2027					
Stream B-C	0.1	6.48	0.09	0.1	6.50	0.07
Stream B-A	0.0	9.63	0.04	0.0	9.47	0.03
Stream C-AB	0.1	5.07	0.05	0.1	5.57	0.09

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

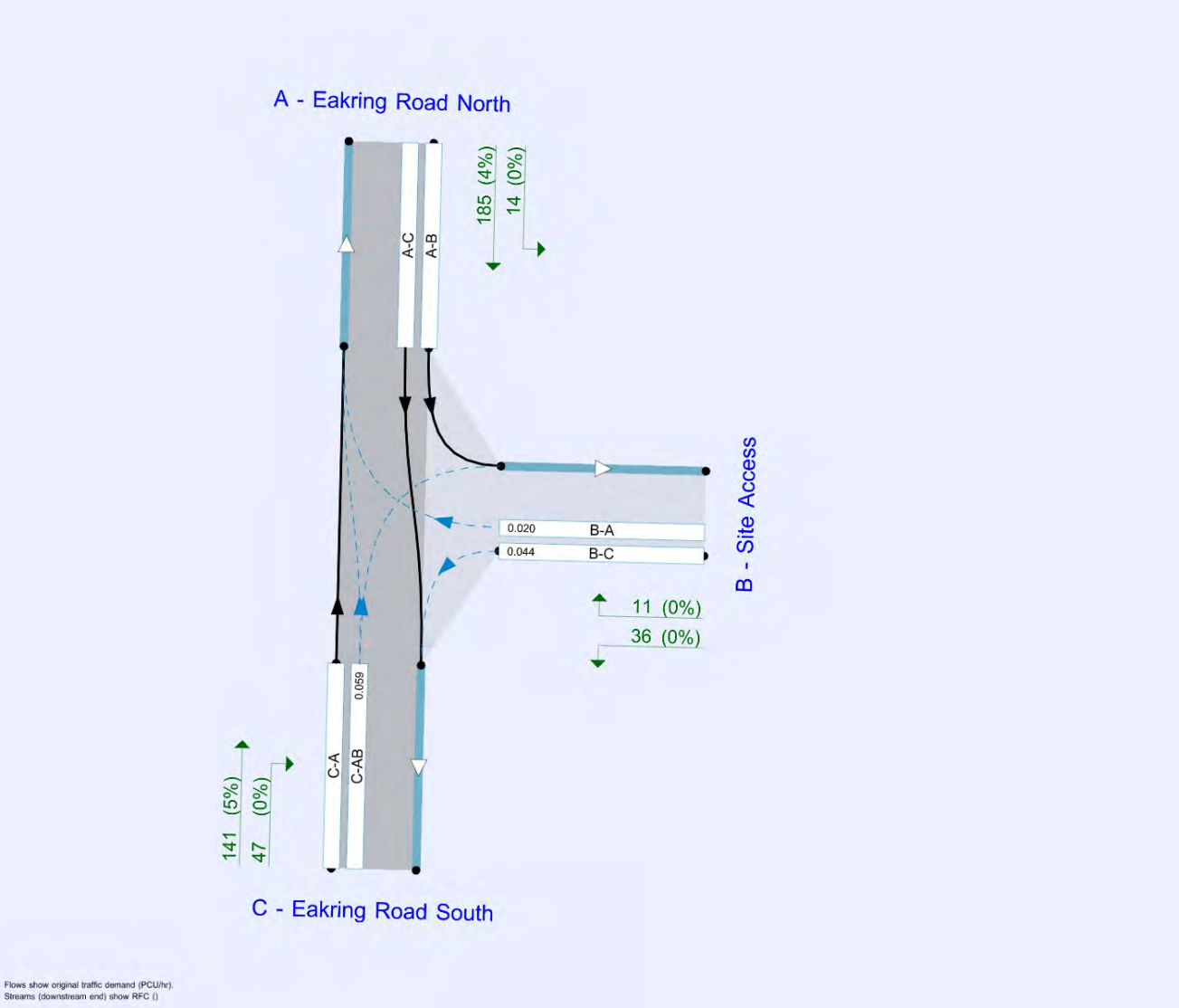
File summary

File Description

Title	SA_01
Location	Bilsthorpe, Notts
Site number	
Date	13/11/2019
Version	01
Status	Proposed
Identifier	SA
Client	Keepmoat Homes
Jobnumber	T19017
Enumerator	TBTP\ryan.smith
Description	

Units

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



The junction diagram reflects the last run of Junctions.

Analysis Options

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

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓
D2	With Dev 2022	PM	ONE HOUR	16:30	18:00	15	✓
D3	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓
D4	With Dev 2027	PM	ONE HOUR	16:30	18:00	15	✓

Analysis Set Details

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

With Dev 2022, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
SA	Eakring Road/Site Access	T-Junction	Two-way		1.56	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Eakring Road North		Major
B	Site Access		Minor
C	Eakring Road South		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 - Eakring Road South	6.09			173.0	✓	0.00

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

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	7.68	2.91	2.82	2.77	2.77		1.00	17	17

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
SA	B-A	476	0.086	0.218	0.137	0.312
SA	B-C	651	0.099	0.251	-	-
SA	C-B	674	0.260	0.260	-	-

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	With Dev 2022	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road North		ONE HOUR	✓	129	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Eakring Road South		ONE HOUR	✓	193	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	7	122
	B - Site Access	14	0	48
	C - Eakring Road South	168	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	0	4
	B - Site Access	0	0	0
	C - Eakring Road South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.46	0.1	A	44	66
B-A	0.04	9.09	0.0	A	13	19
C-AB	0.05	5.14	0.1	A	29	44
C-A					148	222
A-B					6	10
A-C					112	168

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	623	0.058	36	0.0	0.1	6.127	A
B-A	11	3	432	0.024	10	0.0	0.0	8.539	A
C-AB	23	6	730	0.031	23	0.0	0.0	5.137	A
C-A	123	31			123				
A-B	5	1			5				
A-C	92	23			92				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	618	0.070	43	0.1	0.1	6.264	A
B-A	13	3	423	0.030	13	0.0	0.0	8.764	A
C-AB	28	7	741	0.038	28	0.0	0.1	5.103	A
C-A	145	36			145				
A-B	6	2			6				
A-C	110	27			110				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	610	0.087	53	0.1	0.1	6.458	A
B-A	15	4	411	0.037	15	0.0	0.0	9.089	A
C-AB	36	9	757	0.048	36	0.1	0.1	5.059	A
C-A	176	44			176				
A-B	8	2			8				
A-C	134	34			134				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	610	0.087	53	0.1	0.1	6.458	A
B-A	15	4	411	0.037	15	0.0	0.0	9.089	A
C-AB	37	9	757	0.048	37	0.1	0.1	5.065	A
C-A	176	44			176				
A-B	8	2			8				
A-C	134	34			134				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	618	0.070	43	0.1	0.1	6.266	A
B-A	13	3	423	0.030	13	0.0	0.0	8.768	A
C-AB	28	7	741	0.038	28	0.1	0.1	5.115	A
C-A	145	36			145				
A-B	6	2			6				
A-C	110	27			110				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	623	0.058	36	0.1	0.1	6.135	A
B-A	11	3	432	0.024	11	0.0	0.0	8.545	A
C-AB	23	6	730	0.031	23	0.1	0.0	5.144	A
C-A	122	31			122				
A-B	5	1			5				
A-C	92	23			92				

With Dev 2022, 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
SA	Eakring Road/Site Access	T-Junction	Two-way		1.58	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	With Dev 2022	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road North		ONE HOUR	✓	188	100.000
B - Site Access		ONE HOUR	✓	47	100.000
C - Eakring Road South		ONE HOUR	✓	180	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	14	174
	B - Site Access	11	0	36
	C - Eakring Road South	133	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	0	4
	B - Site Access	0	0	0
	C - Eakring Road South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.47	0.1	A	33	50
B-A	0.03	9.37	0.0	A	10	15
C-AB	0.09	5.59	0.1	A	52	79
C-A					113	169
A-B					13	19
A-C					160	239

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	614	0.044	27	0.0	0.0	6.134	A
B-A	8	2	421	0.020	8	0.0	0.0	8.712	A
C-AB	41	10	702	0.059	41	0.0	0.1	5.483	A
C-A	94	24			94				
A-B	11	3			11				
A-C	131	33			131				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	606	0.053	32	0.0	0.1	6.271	A
B-A	10	2	411	0.024	10	0.0	0.0	8.979	A
C-AB	51	13	708	0.072	51	0.1	0.1	5.519	A
C-A	111	28			111				
A-B	13	3			13				
A-C	156	39			156				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	596	0.066	40	0.1	0.1	6.466	A
B-A	12	3	396	0.031	12	0.0	0.0	9.373	A
C-AB	65	16	716	0.091	65	0.1	0.1	5.577	A
C-A	133	33			133				
A-B	15	4			15				
A-C	192	48			192				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	596	0.066	40	0.1	0.1	6.466	A
B-A	12	3	396	0.031	12	0.0	0.0	9.374	A
C-AB	65	16	716	0.091	65	0.1	0.1	5.586	A
C-A	133	33			133				
A-B	15	4			15				
A-C	192	48			192				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	606	0.053	32	0.1	0.1	6.275	A
B-A	10	2	411	0.024	10	0.0	0.0	8.982	A
C-AB	51	13	708	0.072	51	0.1	0.1	5.534	A
C-A	111	28			111				
A-B	13	3			13				
A-C	156	39			156				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	614	0.044	27	0.1	0.0	6.138	A
B-A	8	2	421	0.020	8	0.0	0.0	8.716	A
C-AB	41	10	702	0.059	41	0.1	0.1	5.492	A
C-A	94	24			94				
A-B	11	3			11				
A-C	131	33			131				

With Dev 2027, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
SA	Eakring Road/Site Access	T-Junction	Two-way		1.52	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	With Dev 2027	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road North		ONE HOUR	✓	137	100.000
B - Site Access		ONE HOUR	✓	62	100.000
C - Eakring Road South		ONE HOUR	✓	203	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	7	130
	B - Site Access	14	0	48
	C - Eakring Road South	178	25	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	0	0
	B - Site Access	5	0	0
	C - Eakring Road South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.48	0.1	A	44	66
B-A	0.04	9.63	0.0	A	13	19
C-AB	0.05	5.07	0.1	A	30	44
C-A					157	235
A-B					6	10
A-C					119	179

Main Results for each time segment

07:15 - 07:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	622	0.058	36	0.0	0.1	6.143	A
B-A	11	3	430	0.025	10	0.0	0.0	9.017	A
C-AB	23	6	733	0.031	23	0.0	0.0	5.069	A
C-A	130	32			130				
A-B	5	1			5				
A-C	98	24			98				

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	616	0.070	43	0.1	0.1	6.284	A
B-A	13	3	421	0.030	13	0.0	0.0	9.265	A
C-AB	29	7	745	0.038	29	0.0	0.1	5.026	A
C-A	154	38			154				
A-B	6	2			6				
A-C	117	29			117				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	608	0.087	53	0.1	0.1	6.484	A
B-A	15	4	408	0.038	15	0.0	0.0	9.627	A
C-AB	37	9	762	0.049	37	0.1	0.1	4.967	A
C-A	186	47			186				
A-B	8	2			8				
A-C	143	36			143				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	53	13	608	0.087	53	0.1	0.1	6.484	A
B-A	15	4	408	0.038	15	0.0	0.0	9.627	A
C-AB	37	9	762	0.049	37	0.1	0.1	4.968	A
C-A	186	47			186				
A-B	8	2			8				
A-C	143	36			143				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	43	11	616	0.070	43	0.1	0.1	6.286	A
B-A	13	3	420	0.030	13	0.0	0.0	9.268	A
C-AB	29	7	745	0.038	29	0.1	0.1	5.026	A
C-A	154	38			154				
A-B	6	2			6				
A-C	117	29			117				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	36	9	622	0.058	36	0.1	0.1	6.149	A
B-A	11	3	430	0.025	11	0.0	0.0	9.022	A
C-AB	23	6	733	0.031	23	0.1	0.0	5.070	A
C-A	130	32			130				
A-B	5	1			5				
A-C	98	24			98				

With Dev 2027, 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
SA	Eakring Road/Site Access	T-Junction	Two-way		1.52	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	With Dev 2027	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	Average Demand (PCU/hr)	Scaling Factor (%)
A - Eakring Road North		ONE HOUR	✓	199	100.000
B - Site Access		ONE HOUR	✓	47	100.000
C - Eakring Road South		ONE HOUR	✓	188	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	14	185
	B - Site Access	11	0	36
	C - Eakring Road South	141	47	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - Eakring Road North	B - Site Access	C - Eakring Road South
From	A - Eakring Road North	0	0	4
	B - Site Access	0	0	0
	C - Eakring Road South	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.07	6.50	0.1	A	33	50
B-A	0.03	9.47	0.0	A	10	15
C-AB	0.09	5.57	0.1	A	53	80
C-A					119	179
A-B					13	19
A-C					170	255

Main Results for each time segment

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	612	0.044	27	0.0	0.0	6.156	A
B-A	8	2	419	0.020	8	0.0	0.0	8.768	A
C-AB	42	10	704	0.059	41	0.0	0.1	5.473	A
C-A	100	25			100				
A-B	11	3			11				
A-C	139	35			139				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	604	0.054	32	0.0	0.1	6.298	A
B-A	10	2	408	0.024	10	0.0	0.0	9.050	A
C-AB	51	13	710	0.073	51	0.1	0.1	5.508	A
C-A	118	29			118				
A-B	13	3			13				
A-C	166	42			166				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	593	0.067	40	0.1	0.1	6.502	A
B-A	12	3	392	0.031	12	0.0	0.0	9.468	A
C-AB	66	17	719	0.092	66	0.1	0.1	5.564	A
C-A	141	35			141				
A-B	15	4			15				
A-C	204	51			204				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	593	0.067	40	0.1	0.1	6.502	A
B-A	12	3	392	0.031	12	0.0	0.0	9.469	A
C-AB	66	17	719	0.092	66	0.1	0.1	5.571	A
C-A	141	35			141				
A-B	15	4			15				
A-C	204	51			204				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	32	8	604	0.054	32	0.1	0.1	6.300	A
B-A	10	2	408	0.024	10	0.0	0.0	9.055	A
C-AB	52	13	710	0.073	52	0.1	0.1	5.521	A
C-A	117	29			117				
A-B	13	3			13				
A-C	166	42			166				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	27	7	611	0.044	27	0.1	0.0	6.160	A
B-A	8	2	419	0.020	8	0.0	0.0	8.774	A
C-AB	42	10	704	0.059	42	0.1	0.1	5.484	A
C-A	100	25			100				
A-B	11	3			11				
A-C	139	35			139				