Proposed McDonald's Drive Thru, Lane End, Kirkby in Ashfield

Transport Assessment

December 2024

McDonald's Restaurants Ltd

AMA Project Number: 50082

Andrew Moseley Associates
15 St Paul's Street
Leeds
LS1 2JG

www.amatp.co.uk
info@amatp.co.uk

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REPORT PRODUCTION TEAM

Name	Initials	Job Title
Andrew Moseley	ATM	Managing Director
Elizabeth Theakston	ECT	Graduate Transport Planner
Matthew Taylor	MHT	Senior Transport Planner

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 Andrew Moseley Associates (AMA) has been commissioned by McDonald's Restaurants Ltd to prepare this Transport Assessment (TA) and an Interim Travel Plan (ITP) to accompany a planning application for the development of a McDonald's restaurant with drive-thru, located to the south of the B6020 Lane End, Kirkby-in-Ashfield.

1.1.2 The Local Planning Authority (LPA) is Ashfield District Council (ADC), and the Local Highway Authority (LHA) is Nottinghamshire County Council (NCC).

1.1.3 The application site is bounded to the north by the B6020 Lane End; to the east by an unnamed carriageway; to the south by an industrial storage yard; and to the west by the B6020 Lane End. At a wider level, the site is located within a largely residential area and is adjacent to an Aldi foodstore and the Kirkby-in-Ashfield railway station.

1.1.4 Vehicular and pedestrian access to the site will be taken via the B6020 Lane End at the northern extent of the site with dropped kerbs and tactile paving. A detailed site layout plan is attached at **Appendix A**.

1.1.5 This TA has been prepared with following discussions with both ADC and NCC including a Highways Scoping Note (HSN) which sought to agree the scope of this TA. This TA has therefore been produced in line with the HSN and the resultant comments from NCC and ADC.

1.1.6 This TA also refers to the Department for Communities and Local Government National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

1.1.7 This TA will demonstrate that the site is well served by existing transport provision and is accessible to a range of key services and facilities. The report will also demonstrate that the traffic generated by the proposals will not result in a detrimental impact on the surrounding road network.

1.1.8 An ITP has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

1.2 REPORT STRUCTURE

1.2.1 The structure of the report is set out as follows:

- **Section 2** – outlines the policy background at a national and local level.
- **Section 3** – provides a description of the site location, highway network surrounding the site, and examines the accessibility of the site by sustainable modes of travel. This section also considers the accessibility of a range of key services and facilities as well as a review of personal injury collisions.
- **Section 4** – describes the development proposals regarding the proposed quantum of development, the proposed means of access to the site, servicing, parking provision and drive thru queue capacity.
- **Section 5** – summarises the assessment parameters and trips rates that have been adopted within this TA.
- **Section 6** – examines the impact of development traffic on the local highway network and presents the results of the future year junction assessments to determine the potential impact of the proposals.
- **Section 7** – provides a summary of the TA.

2 POLICY BACKGROUND

2.1 NATIONAL POLICY

2.1.1 The National Planning Policy Framework (NPPF) came into effect in 2012. The document was designed to supersede and simplify previous national planning documents and their policies. The National Planning Policy Framework was revised in response to the Proposed reforms to the National Planning Policy Framework and other changes to the Planning system consultation on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

2.1.2 This revised framework replaces the previous Nation Planning Policy Framework published in March 2012, revised in July 2018, updated in February 2012, revised in July 2021, updated in September 2023 and revised in December 2023.

2.1.3 The preparation of this TA is consistent with national transport policy guidance set out in the NPPF which advocates the submission of such documents to support applications for new developments which generate traffic movements.

2.1.4 The NPPF states under the subheading 'Considering development proposals', within the 'Promoting Sustainable Transport' chapter that:

> *115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *b) safe and suitable access to the site can be achieved for all users;*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*
>
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach*
>
> *116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*
>
> *117. Within this context, applications for development should:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
>
> *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
>
> *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
>
> *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

118. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.

2.1.5 Section 3 of this report highlights the existing sustainable travel modes within the vicinity of the site and demonstrates that the development will be well suited to this location.

2.1.6 Section 6 of this report assesses the traffic associated with the development on the surrounding road network and will identify mitigation measures where necessary to ensure that the impact of the development is not severe.

2.1.7 The Government's objectives set out in the revised NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.

2.2 LOCAL POLICY

Nottinghamshire Local Transport Plan 2011 - 2026

2.2.1 The Nottinghamshire Local Transport Plan (LTP) is the third LTP and sets out NCC's plans and strategies for maintaining and improving all aspects of the local transport system from 2011 - 2026. The LTP sets out the strategic transport goals for the Nottinghamshire area and are set out as follows:

- Provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel;
- Improve access to key services, particularly enabling employment and training opportunities; and
- Minimised the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.

2.2.2 The LTP also sets out Nottinghamshire transport objectives to improve the transport network within the lifetime of LTP3:

- Objectives related to economic growth
  - Tackle congestion and make journey times more reliable;
  - Improve connectivity to inter-urban, regional, and international networks;
  - Address the transport impacts of planned housing and employment growth;
  - Encourage people to walk, cycle and use public transport through promotion and provision of facilities; and
  - Support regeneration.
- Objectives related to helping protect the environment
  - Reduces transports impact on the environment (air quality, noise etc.); and
  - Adapt to climate change and the development of a low-carbon transport system.
- Objectives related to improving health and safety
  - Improve levels of heath and activity by encouraging active travel (walking or cycling) instead of short car journeys;
  - Address and improve personal safety (and the perceptions of safety) when walking, cycling, or using public transport.
- Objectives related to improving accessibility
  - Improve access to employment and other key services particularly from rural areas; and
  - Provision of an affordable, reliable, and convenient public transport network.
- Objectives related to maintaining and improving existing infrastructure
  - Maintain the existing transport infrastructure (roads, footways, public transport services)

3 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

3.1 SITE LOCATION

3.1.1 The application site is bound to the north by the B6020 Lane End; to the east by an unnamed carriageway; to the south by an industrial storage yard; and to the west by the B6020 Lane End. At a wider level, the site is located within a largely residential area and is adjacent to an Aldi foodstore and the Kirkby-in-Ashfield railway station. The location of the site is illustrated in Figure 3-1.

Figure 3-1 Site Location Plan

3.2 LOCAL HIGHWAY NETWORK

3.2.1 The site would be accessed from the B6020 Lane End which is a single carriageway two-way road that is subject to a 30mph speed restriction. The carriageway is of good quality and is bound on either side by pedestrian footways as well as street lighting. Within the vicinity of the access, the carriageway provides access to various uses such as an Aldi foodstore, B&M store and Ashfield District Council.

3.2.2 At a wider level, the B6020 Lane End runs in an approximate east – west alignment and forms a through route through the centre of Kirkby-in-Ashfield, providing access to a number of smaller residential roads that provide access to the residential areas that surround the site.

3.2.3 Continuing east through Kirkby-in-Ashfield, the carriageway continues for approximately 4.8km before meeting the A60 via a traffic-signal controlled crossroads to the north-western extent of Ravenshead. From here, the B6020 continues east around the northern extent of Ravenshead.

3.2.4 The A60 runs in a north-south alignment, providing vehicular travel south towards Nottingham, as well as north towards Mansfield.

3.2.5 To the west, the B6020 Lane End continues through Kirkby-in-Ashfield before meeting with the B6018 Sutton Road via a priority-controlled mini-roundabout. From here, the B6018 Sutton Road runs in a north – south alignment through Kirkby-in-Ashfield. To the north, the carriageway provides travel towards Sutton-in-Ashfield.

3.2.6 Approximately 1.4km to the north of the mini-roundabout junction, the B6018 Sutton Road meets with the A38 Kings Mill Road East via a traffic-signal controlled crossroads. From here, the B6018 Sutton Road continues north through to Sutton-in-Ashfield.

3.2.7 The A38 Kings Mill Road East runs in an approximate east – west alignment, providing travel east towards Mansfield, and west towards the M1. The A38 meets with the M1 at junction 28. Forming part of the Strategic Road Network, the M1 provides travel on a regional and national level. Running in a north – south alignment, the carriageway provides travel south towards Nottingham and north towards Sheffield.

3.2.8 Overall, it is considered that the site is well located in terms of its access to both the local highway network.

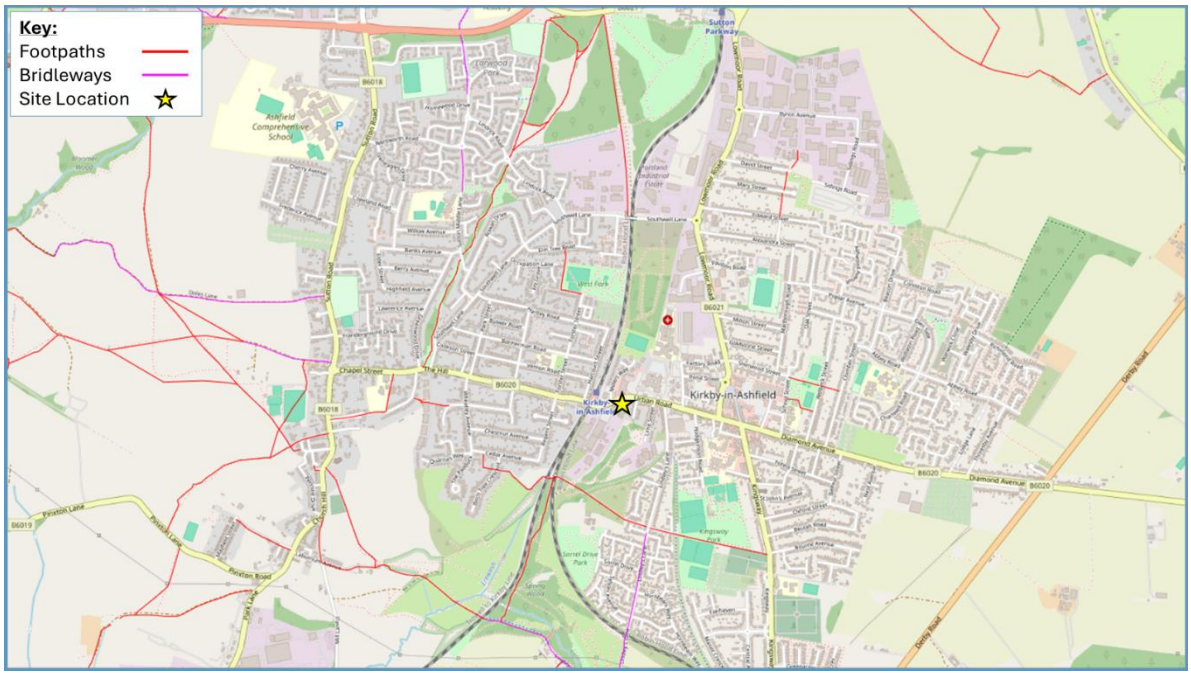
3.3 WALKING ACCESSIBILITY

3.3.1 Within the vicinity of the application site are pedestrian provisions, with street-lit footways along the full length of the B6020 Lane End on both the eastbound and westbound sides. There are uncontrolled crossing points along the length of the carriageway that are equipped with dropped kerbs and tactile paving as well as pedestrian refuge islands. A signal-controlled pedestrian crossing is also provided at the Portland Street T-junction approximately 200m to the east of the site.

3.3.2 The site also can be accessed on foot from the residential areas that surround the site that make up Kirkby in Ashfield.

3.3.3 There are also a number of Public Rights of Way (PRoW) within the vicinity of the site that provide a number of traffic-free walking facilities that connect with the residential areas close to the site; details of which are provided in Figure 3-2.

Figure 3-2 Public Rights of Way Map



3.3.4 The development is therefore considered to be located within a sustainable location to a range of walkable destinations.

3.4 CYCLING ACCESSIBILITY

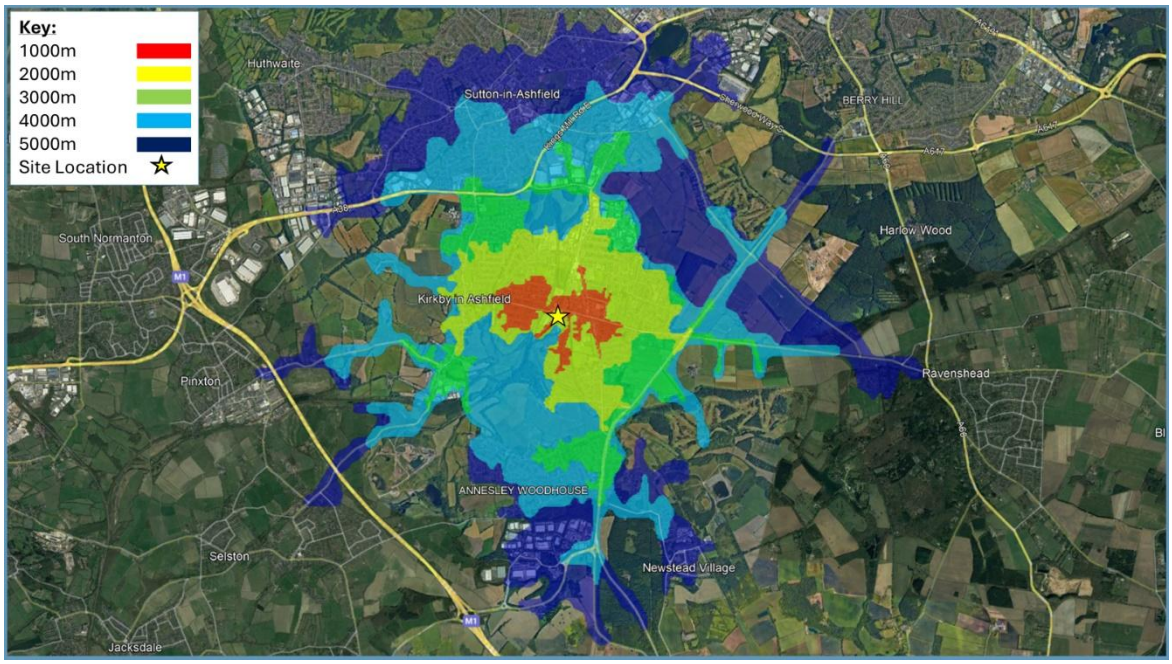
3.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

> *"Cycling also has potential to substitute for short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Para 77)*

3.4.2 Cycling has the potential to substitute for short car trips, particularly less than five kilometres. As such, all areas and facilities within a reasonable walking distance can also be considered to be within a reasonable cycling distance.

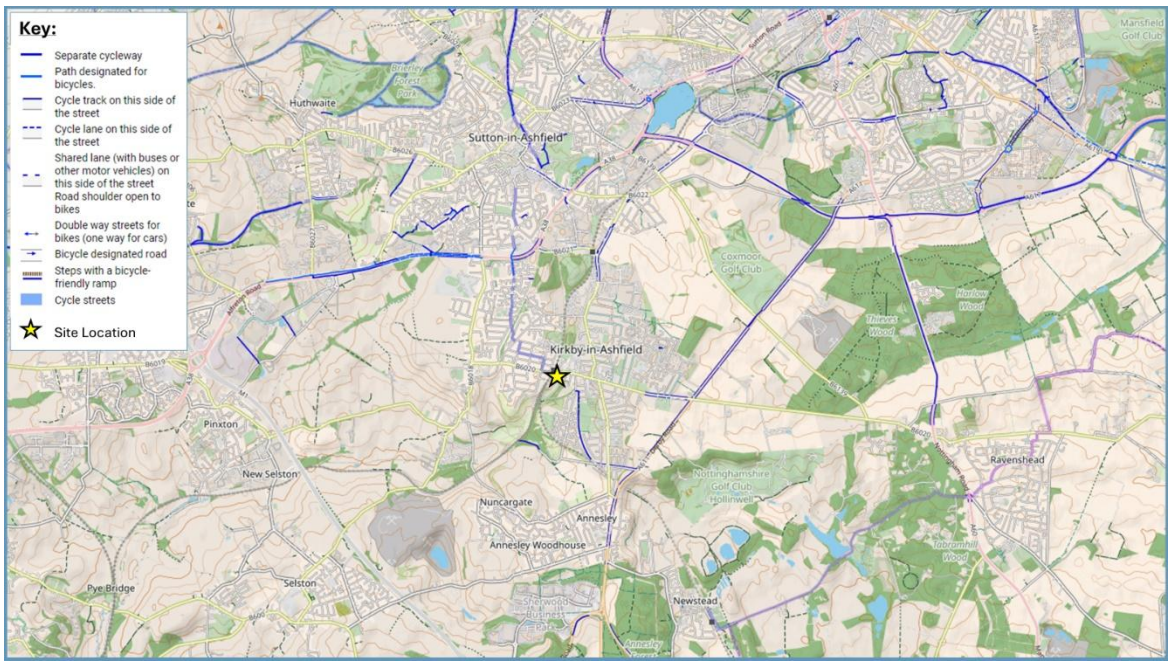
3.4.3 Figure 3-3 shows a 5km cycling catchment area from the centre of the site. The catchment sets out that the entirety of Kirkby-in-Ashfield is accessible as well as the residential areas of Sutton-in-Ashfield and a number of surrounding villages.

Figure 3-3 5km Cycling Catchment Plan



3.4.4 There are also a number of cycle routes within the vicinity of the site, with a network of advisory cycle routes throughout the residential areas close to the site. A copy of the cycle network map is attached at Figure 3-4.

Figure 3-4 Cycle Network Map



3.4.5 The map sets out that there are cycle safe streets as well as a number of separate cycleways within the local residential areas.

3.5 PUBLIC TRANSPORT

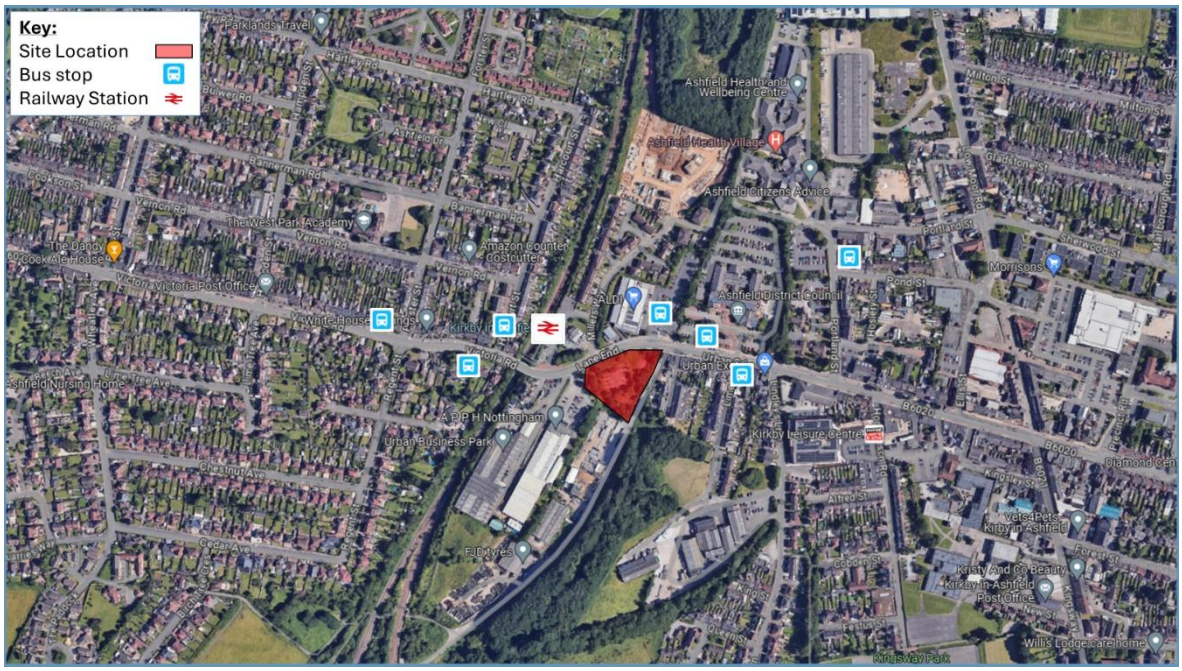
Bus Services

3.5.1 In line with current local and national transport objectives, particularly of encouraging modal shift away from the private car and increasing accessibility through sustainable travel, public transport has a major role to play. The IHT's 'Guidelines for Planning for Public Transport in Developments' (IHT 1999) recommend that the maximum walking distance to bus routes should not exceed 400 metres. Measures to facilitate the use of public transport are therefore an integral part of good land use and transport planning.

3.5.2 The nearest bus stops to the proposed site are located approximately 75m to the east on the B6020 Urban Road, with stops on either side of the carriageway. The eastbound stop is equipped with sheltered seating, whilst both stops provide live timetabling information as well as raised boarding kerbs.

3.5.3 The locations of the bus stops can be seen at Figure 3-5. As detailed in the plan, there are additional bus stops to the west of the site.

Figure 3-5 Public Transport Location Plan



3.5.4 Table 3-1 below summarises the morning/ daytime/ early evening frequencies of the bus route which calls at the nearest stops on the B6020 Urban Road / Lane End.

Table 3-1 Local Bus Services

Services	Route	Weekday	Saturday	Sunday
3A/B/C	Nottingham – Mansfield	Every 30 mins		Every 60 mins
445B	Blidworth - Kirkby	Two AM services Mon / Weds	-	
90 ninety	Mansfield – Ripley	Every 60 mins		-
A1	Kirkby-in-Ashfield – Glenair	One AM and one PM service		

3.5.5 As detailed within Table 3-1 sets out there are two regular bus services within a close proximity to the site. The services combine to provide travel towards Nottingham, Mansfield, Ripley and throughout Kirkby-in-Ashfield.

Rail Services

3.5.6 The Kirkby-in-Ashfield railway station is located approximately 200m to the west of the site. The railway station is accessible via the existing pedestrian infrastructure which includes two dropped kerb crossings with central reservation islands.

3.5.7 The railway station has two platforms, providing travel north and southbound. The station is serviced by East Midland Railway trains which provide services towards Worksop, Mansfield Woodhouse, and Nottingham.

3.5.8 There are approximately four services during peak the commuter hours and two services per hour in off-peak hours.

3.6 PERSONAL INJURY COLLISION RECORDS

3.6.1 To consider the last five years of Personal Injury Collision (PIC) data within the vicinity of the site, the data has been obtained from NCC. The study area includes the B6020 Urban Road, and the junction considered as part of the modelling exercise set out in **Section 6.** The most recent five-year period of available data has been considered ensuring the study is up to date. The collision plot is set out in **Figure 3-6**.

Figure 3-6 Personal Injury Collision Plot

3.6.2 **Table 3-2** provides a summary of the collisions that have occurred within the study area.

Table 3-2 Personal Injury Collision Data Summary

Study Area	Severity	Number of Collisions per Year						
		2019	2020	2021	2022	2023	2024	Total
B6020 Victoria Road / Harcourt Street	Slight					1		1
B6020 Urban Road	Slight		1					1
Millers Way / B6020 Lane End	Slight	2			1			3
B6020 Lane End and Aldi Car Park	Slight			1				1
Erewash Street / B6020 Urban Road	Serious					1		1
Lime Street / B6020 Urban Road	Slight		1			1		2
Lindley's Lane / B6020 Urban Road	Slight						1	1
B6020 Urban Road / Portland Street	Slight				1		1	2
B6020 Urban Road / Tennyson Street	Slight				1			1
B6020 Station Street / Morley Street	Slight					1		1
B6020 Station Street / B6021 Kingsway / B6020 Diamond Avenue	Slight	1						1
	Serious			2				2
B6020 Diamond Avenue / Precinct Road	Slight	1						1
Overall	Slight	4	2	1	3	3	2	15
	Serious	0	0	2	0	1	0	3

3.6.3 As detailed above, there were 15 'slight' collisions, and 3 'serious' collisions recorded within the study period. Of the slight collisions eight involved pedestrians and four involved pedal cyclists.

3.6.4 The three serious collisions are detailed further below:

- A serious collision occurred on 27th January 2021 at 11:59 in dry and daylight conditions. The collision occurred at the signalised T junction of the B6020 station street and B6021 Kingsway and involved a car approaching or parked on approach to the junction hitting a pedestrian crossing from the drivers offside. The pedestrian sustained serious injury.
- A serious collision occurred on 13th December 2021 at 15:45 in wet and dark conditions with streetlights lit. The collision occurred at the signalised T junction of the B6020 station street and B6021 Kingsway and involved a car approaching or parked on approach to the junction hitting a pedestrian crossing from the drivers offside. The pedestrian sustained serious injury.
- A serious collision occurred on 5th October 2023 at 05:50 in wet and dark conditions with street lighting unknown. The collision occurred at the T junction of the B6020 Urban Road and Erewash Street and involved a vehicle proceeding southeast bound along the B6020 Urban Road and a vehicle turning right out of Erewash Street. The driver of the vehicle travelling southeast bound on the B6020 Urban Road sustained serious injury.

Summary

3.6.5 Given the low frequency and severity of the collisions recorded over the large study area in the most recent five-year period, it is considered there are no existing highways safety concerns. Although two serious collisions have involved pedestrians it is considered that these are due to individual driver error rather than deficiencies in the local highway network.

4 DEVELOPMENT PROPOSALS

4.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

4.1.1 The development proposals are for a 527m^2 gross external area (GEA) McDonald's restaurant with drive-thru, including associated site access, servicing arrangements and parking. It is expected that the restaurant would operate 24-hours Monday to Sunday.

4.1.2 The proposed site layout is attached at **Appendix A**.

4.2 SITE ACCESS DESIGN AND VISIBILITY SPLAYS

4.2.1 Vehicular access is proposed via the B6020 Lane End that bounds the site to the north with a priority-controlled ghost-island right-turn. The ghost-island right turn would be delivered through the amendment to the existing ghost-island white-lining on the B6020 Lane End adjacent the site and as per the general road layout for an approximate 400m stretch of the B6020 to at each adjacent uses access or junction layout. The proposals are therefore considered to be in line with the general existing precedent on the B6020.

4.2.2 AMA Drawing No. 50082-SK-013 at **Appendix B** sets out the proposed access design which includes a 6.5m wide carriageway, 6m corner radii. The proposed ghost-island would be 2.5m in width as per the ghost-islands adjacent the site.

4.2.3 The proposed site access junction achieves a junction offset of 32m from the Aldi Access to the east, and 40m to the Millers Way T-junction to the west. The access location is therefore in the optimum location to ensure the maximum possible junction spacing between each access whilst ensuring suitable visibility can be achieved. The achievable junction spacing is also similar to that of a number of junctions accessed from the B6020.

4.2.4 To ensure HGV 'hooking' manoeuvres do not impede one another, the Aldi access and Millers Way T-junction have been tracked with an HGV. This is set out in AMA Drawing No. 50082-ATR-002-4.4 and is detailed in **Appendix C**. As shown, there are no vehicular conflicts from any of the accesses.

4.2.5 The McDonald's car park will operate with a clockwise, one-way system. The drive-thru will commence from the southern extent of the car park and continue around the west of the building, exiting into the car park to the north.

Visibility

4.2.6 The access is deliverable with 2.4m x 43m visibility splays in accordance with MfS standards. To understand whether MfS standards for a 30mph carriageway are appropriate, speed surveys were undertaken either side of the proposed access location.

4.2.7 Two 7-day Automatic Traffic Counts (ATC) were carried out in a neutral week from 14th November 2024 to 20th November 2024 to determine the speed of vehicles traveling along the B6020 Lane End in at either side of the proposed access. The recorded 85th percentile speeds are shown in **Table 4-1** below. The raw data for the surveys is attached at **Appendix D**.

Table 4-1 ATC Speed Results Summary

Direction	85th Percentile Speed	Required Splay (m)	Provided Splay (m)
West	28.5	40.9	43
East	29.7	42.6	43

4.2.8 It is therefore shown that speeds are in line with the posted 30mph speed limit and so it is considered that the MfS visibility splays for a 30mph road of 2.4m by 43m visibility splays are acceptable.

Pedestrian Access

4.2.9 To accommodate pedestrian manoeuvres to the site, it is proposed that dropped kerbs and tactile paving would also be provided with the new corner radii. From here, pedestrian routes will be provided throughout the internal layout to the McDonalds store as set out in Appendix A.

4.2.10 In addition to the internal pedestrian provisions, it is proposed that the development will upgrade the existing pedestrian facilities across the Unnamed Road and Erewash Street adjacent to the site. This would consist of the provision of new dropped kerbs and tactile paving as detailed in AMA Drawing No. 50082-SK-014 as attached at **Appendix E**.

4.3 SERVICING ARRANGEMENTS

4.3.1 McDonald's has been trading in the UK since 1974. The company operates over 1,250 fast service restaurants of which around 820 are restaurants with drive-thru facilities.

4.3.2 Martin Brower are McDonald's sole distributor and have a fleet of 150 vehicles. They utilise multi-temperature vehicles which allows all the restaurant's requirements for frozen, chilled, and ambient products to be delivered in one visit. This therefore reduces the number of deliveries each restaurant receives.

4.3.3 Restaurants typically receive three deliveries per week. Servicing McDonald's restaurants whilst they are open is a common practise and does not present any operational difficulties.

4.3.4 Martin Brower uses a sophisticated computerised planning tool (Paragon), which enables requirements of delivery destinations to be set and ensures they are complied with on every occasion a delivery is planned. The restaurant is allocated a 2-hour delivery slot, and the delivery will be planned within this. Notification of the planned delivery is emailed to the restaurant two days before delivery. On the day of the delivery, the GPS system linked to Paragon will automatically email the restaurant 30-minutes prior to the vehicles arrival.

4.3.5 The goods would be delivered in a rigid HGV, typically up to 11.1m in length. This is usually parked for between 15 minutes – 1 hour within the 2-hour delivery slot. The duration of the stay depends upon the range and quantity of products to be delivered.

4.3.6 Deliveries would be scheduled to arrive at quiet trading periods. Deliveries during lunchtime (12:00 – 14:00 hours) are avoided to minimise any delays in deliveries. When a delivery occurs, staff help to unload the delivery cages and store the food.

4.3.7 It is proposed that servicing will be undertaken from the main car park, making use of approximately five parking spaces to complete the parking manoeuvre.

4.3.8 The swept path analysis is presented in **Appendix F**. The analysis demonstrates that a delivery vehicle can enter, manoeuvre around and exit the site. Prior to the delivery vehicle arriving, staff will ensure that parking bays are vacated and coned off.

4.3.9 Refuse collection for McDonald's is undertaken by a private contractor three times per week. Waste minimisation and recycling are promoted. Waste minimisation has been achieved through the re-design of tray liners and specifying the use of light weight bin liners. Food wastage is minimised using a computer system which monitors the amount of food served at given times of day resulting in more accurate preparation and ordering of stock. This therefore reduces the quantum of waste and frequency of collection required. Service vehicles also collect empty delivery trays and crates which are returned to supplies for reuse.

4.3.10 Cooking oil from restaurants is collected by Martin Brower's delivery vehicles and is recycled into bio diesel. The bio diesel is used as fuel by all McDonald's delivery vehicles, resulting in a carbon saving of 8,200 tonnes per annum.

4.3.11 The arrangements described above follow a 'tried and tested' methodology used successfully across the UK and there are no reasons to suggest why it could not be successfully undertaken in this location.

4.4 PARKING

4.4.1 The proposed layout would have 36 parking bays, sized at 2.5m x 5m, within its demise, split specifically as:

- 30 standard bays;
- 2 bays for "blue badge" holders (including additional 1.2m surround);
- 2 electric vehicle charging bays – 1 of which will be a "blue badge" bay; and
- 2 reserve bays for occasional drive-thru customer use.

4.4.2 There are no specific parking standards for this type of use set by NCC. The level of provision proposed is considered appropriate based on experience at other restaurants across the UK.

4.4.3 There will be six secure cycle parking spaces provided close to the restaurant near the entrance of the building, via three "Sheffield" type stands.

4.4.4 A total of two bays are equipped with EV charging points.

4.4.5 The proposed level of parking provision is in line with McDonald's operational requirements as proven over numerous sites across the country. The proposed level of parking provision has also been shown to be suitable based on the surveyed peak parking demand set out within **Section 5**.

4.4.6 The proposed level of parking provision is therefore considered to be appropriate.

4.5 DRIVE-THRU LANE OPERATION

4.5.1 The drive-thru lane forms an integral part of the McDonald's operation, and this lane is shown adjacent to the eastern and southern edges of the building.

4.5.2 When a customer wishes to purchase a meal without leaving their vehicle, the following steps are taken:

- Enter the drive-thru lane;
- Place an order at a Customer Order Display (COD) units;
- Pay at the first booth; and
- Collect meal from the second booth.

4.5.3 In the event that a customer places a large or unusual order, which could take longer to prepare (and potentially delay other drivers using the drive thru lane), then a member of staff will divert them to one of the 'reserve bays'. Once the order is ready, a member of staff will carry the meal from the restaurant to the customer.

4.5.4 In order to assist with order taking, the proposals include a side-by-side ordering process, so that customer orders can be prepared quicker. Drivers waiting to order would use one of the two COD units within the drive thru lane depending upon how many vehicles are waiting. Both COD units would operate simultaneously at all times of the day, and in practice, can be likened to a dual pay barrier arrangement at multi-storey car parks across the country.

5 ASSESSMENT PARAMETERS

5.1 INTRODUCTION

5.1.1 This section sets out the methodology and assessment parameters used in assessing the proposed development and its potential impact on the highway network.

5.2 BASE TRAFFIC SURVEYS

5.2.1 Traffic surveys were undertaken at the junctions that are predicted to experience an increase of more than 30 two-way trips as a result of the development proposals. These are as follows:

- B6020 Urban Road / Site Access / B6020 Lane End priority-controlled T-junction.

5.2.2 The surveys were undertaken on Friday 30th June and Saturday 1st July 2023 between the hours of 07:00 – 10:00, 16:00 – 19:00 and 10:00 – 14:00 respectively to weekday AM and PM peaks as well as the Saturday inter peak period where the highest overall network flows are recorded, ensuring a robust assessment. The raw traffic data is attached at **Appendix G**.

5.2.3 The resultant network peak periods were concluded to occur between:

- AM Peak – 09:00 – 10:00
- PM Peak – 16:45 – 17:45
- SAT Peak – 12:30 – 13:30

5.2.4 For the purposes of the junction capacity modelling, the above surveys have been converted to Passenger Car Units (PCUs). The resultant 2023 surveyed flows are illustrated at **Appendix H**.

5.3 ASSESSMENT YEARS

5.3.1 In line with national guidance the anticipated opening year is required for the future horizon assessment. Therefore, a horizon year of 2030 has been assessed within this TA.

5.4 TRAFFIC GROWTH

5.4.1 The National Traffic Model (NTM) within TEMPro has been used to identify appropriate growth factors. The Middle Super Output Area (MSOA) Ashfield 009 has been selected within which the site is situated. The growth factors used within the assessment are set out in **Table 5-1** below.

Table 5-1 TEMPro Growth Factors – Ashfield 009

Period	MSOA	AM Peak	PM Peak	SAT Peak
2023-2024	Ashfield 009	1.008	1.008	1.008
2024-2030	Ashfield 009	1.04	1.04	1.04

5.4.2 Details of the resultant 2024 and 2030 base traffic flows are set out at **Appendix H** which sets out all traffic flow diagrams associated with the proposals.

5.5 COMMITTED DEVELOPMENTS

5.5.1 AMA contacted NCC to request details of any committed developments that might impact the site access junction. No committed developments were found to have an impact on the proposed site access, therefore have not been included within the 2030 base situation.

5.6 DEVELOPMENT TRAFFIC GENERATION

5.6.1 McDonald's operates more than 1,250 restaurants across the UK, and it is key to their business to ensure efficient operation of all sites to ensure quality of service and efficiency. McDonalds regularly undertake traffic counts and customer interview surveys on newly opened and existing sites to provide robust data for new restaurants in terms of trip generation and types of trips.

5.6.2 McDonald's highways consultants (ADL) have previously commissioned counts and customer interview surveys at a number of McDonald's restaurants. Of these, three restaurants have been identified which have similar characteristics of the proposed site, i.e., have a drive-thru, are located adjacent to an 'A' / 'B' road within a suburban area, and are surrounded by a similar level of development. These restaurants are:

- Sheen Road, Bristol – BS3 4EG
- Morris Street, Wigan – WN1 3RB
- Walton Road, Liverpool – L4 4BB

5.6.3 The location of these restaurants are shown in Figure 5-1 to Figure 5-3 below.

Figure 5-1 Existing McDonald's Sheen Road, Bristol BS3 4EG

Figure 5-2 Existing McDonald's Morris Street, Wigan WN1 3RB

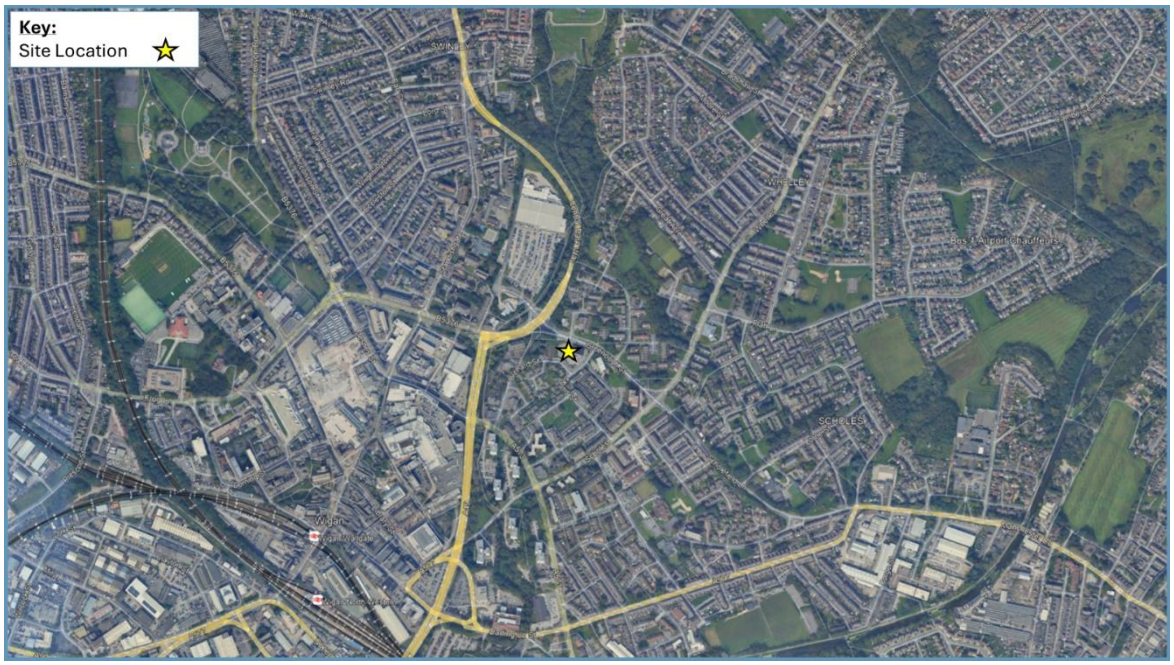
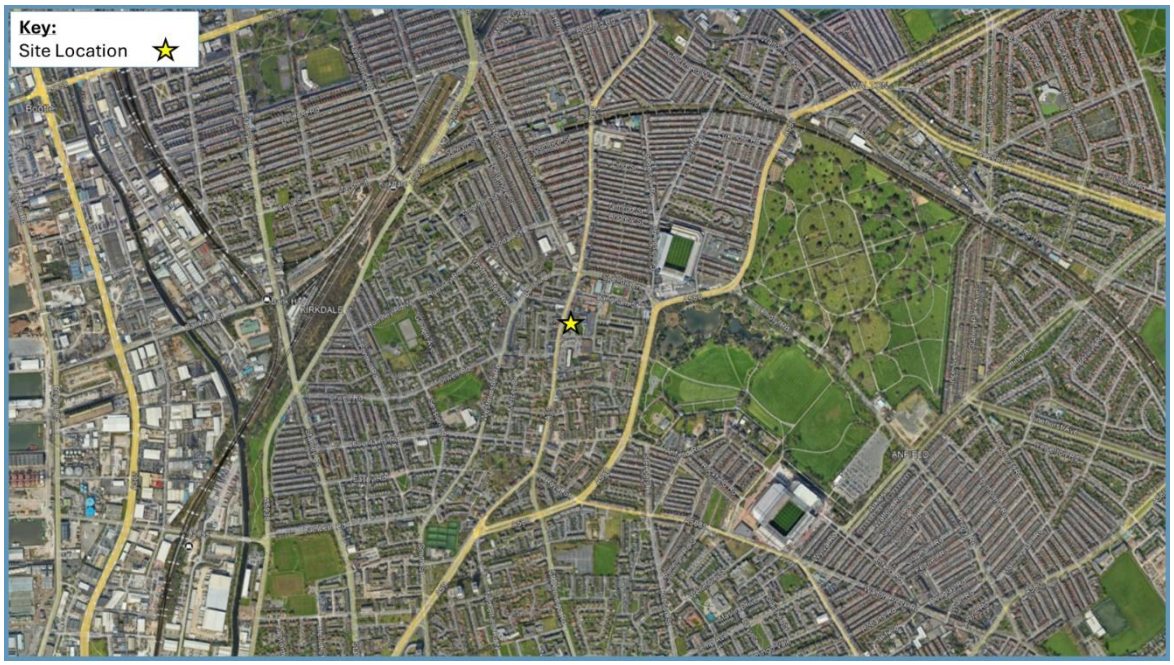


Figure 5-3 Existing McDonald's Walton Road, Liverpool L4 4BB



5.6.4 These surveys are included at **Appendix I**.

5.6.5 The average peak hour trip generation from these surveys has been taken and applied to the peak hours identified within the traffic surveys of the local highway network. The peak hour trip generation of the proposed development is set out in **Table 5-2** overleaf.

Table 5-2 McDonald's Proposed Trip Generation

	Arrivals	Departures
Friday 16:00-17:00	78	83
Saturday 11:00-12:00	91	96

5.6.6 Average restaurant trip rates are considered appropriate and highly robust as there is proven to be no significant relationship between McDonald's traffic and floor area, dining area, seating numbers or parking provision with each restaurant having a varying number of trips generated.

5.6.7 Seeing as the specific McDonalds surveys conducted by ADL do not consider the AM network peak period, the TRICS database has been interrogated to understand the predicted trip generation in the AM peak. To obtain the trip rate, the following criteria have been selected:

- Land Use: 06 – Hotel, Food & Drink
- Category: Fast Food – Drive Through
- Survey Days: Tuesday, Wednesday, Thursday, Friday
- Locations: Edge of Town Centre, Suburban Area, Edge of Town
- Omissions
    - Covid-19 Surveys
    - Non-McDonald's sites

5.6.8 The resultant AM network peak period was found to occur between the hours of 09:00 – 10:00 which accords with the observed network peak. The TRICS report is attached at **Appendix J**, whilst the trip rate and trip generation are set out below in **Table 5-3**.

Table 5-3 McDonald's AM Peak Trip Generation

	Arrivals	Departures
Trip Rate	9.164	8.669
Trip Generation	24	23

5.7 TRIPS BY TYPE

5.7.1 Given the location of the proposed site adjacent to the B6020 Lane End and the surrounding residential and business area, it is considered that the majority of trips attracted to the site are unlikely to be new to the network, but existing trips that are on the road network enroute to another destination. The primary trip types are detailed overleaf:

Additional Trips

- These are specific car journeys to visit the McDonald's, whereby customers return to their original location immediately after completing their visit:
- e.g. Home – McDonald's – Home
- In the case of the proposed restaurant these are specific car journeys to visit the restaurant.

Diverted Trips

- These are trips where a driver is already on the network and alters their route to visit the McDonald's:
- e.g. Home – McDonald's – Other – Home
- e.g. Work – McDonald's – Home

Pass By Trips

- These are also trips which are already on the network in any event which as the driver passes the site, they decide to make a visit.
- Given the access arrangement at the site, it is considered that this will apply to the majority of trips, accounting for existing trips on the B6020.

5.7.2 To ascertain the split of trip types, the same McDonald's sites as used to identify the trip generation have been reviewed. Surveys included questions relating to customer behaviour and trip patterns. The average trip type profiles of the three sites are set out in **Table 5-4** below and have been applied to the proposed trip generation outlined above.

5.7.3 In the absence of specific data for the AM peak period, it is assumed that trip type for the AM peak period would mirror that of the PM network peak period.

Table 5-4 Proposed Trips by Type

Trip Type	Friday AM Peak			Friday PM Peak			Saturday Peak		
	%	In	Out	%	In	Out	%	In	Out
Additional	19%	5	4	19%	15	16	21%	19	20
Diverted/Pass by	81%	20	19	81%	63	68	79%	72	76
Total	100%	25	23	100%	78	83	100%	91	96

5.7.4 The following trips would therefore be generated by the proposed restaurant in the network peak hours:

Friday AM Peak

- 9 'new' two-way trips on the network; and
- 39 'diverted / pass-by' two-way trips as existing journeys making a visit to the restaurant.

Friday PM Peak:

- 31 'new' two-way trips on the network; and
- 131 'diverted / pass-by' two-way trips as existing journeys making a visit to the restaurant.

Saturday Peak:

- 39 'new' two-way trips on the network; and
- 148 'diverted / pass by' two-way trips as 'existing journeys' making a visit to the restaurant.

5.7.5 As detailed it is anticipated that the proposed restaurant would result in 31 and 39 'new' trips during the restaurants two busiest peak hours of the week, resulting in approximately one new trip every minute.

5.7.6 This is not considered to be of a significant impact, however for robustness the impact of the proposed development on the existing highway networks base flows is assessed in **Section 6** of this TA.

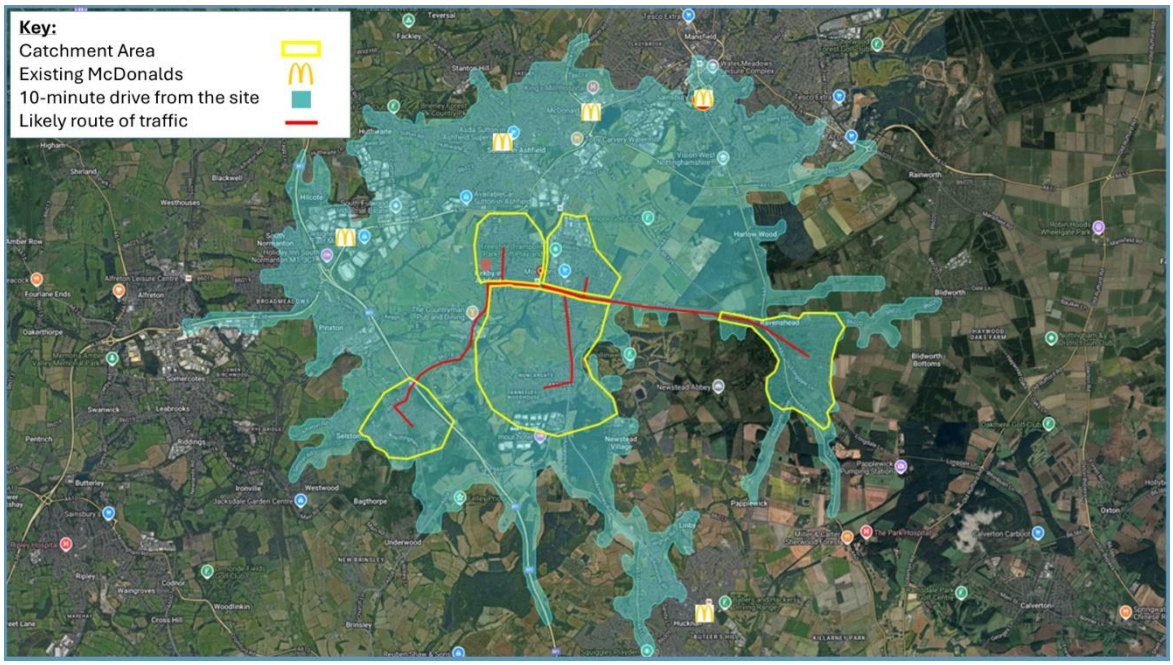
5.8 DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSIGNMENT

Additional Trips

5.8.1 It can be assumed that those trips that are new to the network, specifically to visit the site, will come from the local area. It is not envisaged customers will travel a significant distance to access a McDonald's.

5.8.2 To understand the likely trip distribution from local residential areas, a 10-minute drive time catchment from the site has been identified as detailed below in **Figure 5-4**.

Figure 5-4 Proposed Distribution



5.8.3 Within the catchment area, there are four existing McDonalds stores, therefore any residential area closer to these stores has not been selected as it is unlikely that customers would travel further to arrive to the proposed McDonalds store.

5.8.4 Five key residential areas and the primary route from each of these areas has been identified. Details of the residential areas and their population are set out below in Table 5-5. The percentage trip distribution has been based on the population for each area.

Table 5-5 Residential Catchment and Trip Weighting

Area	Proportion of area	Population	Distribution
Kirkby in Ashfield West	50%	12,633	28%
Kirkby in Ashfield East	25%	6,316	14%
Kirkby in Ashfield South	25%	6,316	14%
Ravenshead	100%	5,891	13%
Annesley	100%	1,814	4%
Selston	100%	12,240	27%
Total	-	45,210	100%

5.8.5 On this basis, the following distribution for the predicted additional trips is set out in Table 5-6.

Table 5-6 New Trip Distribution

Link	Direction	Distribution
B6020 Urban Road	East	45%
B6020 Lane End	West	55%

5.8.6 The 'additional' trip distribution has been applied to the 'additional' trip generation. The resultant additional trip assignment is set out in Appendix H. As detailed, there are no junctions beyond the site access that are predicted to experience an increase of more than 30 two-way trips in the worst-case peak period. Therefore, no additional junctions have been modelled as part of this TA.

Pass-by Trips

5.8.7 It is considered that the 'pass-by' trips to the site will be passing traffic on the B6020 Lane End. Therefore, the existing traffic flows have been utilised to calculate the predicted pass-by distribution to the site as per Table 5-7. The pass-by trip distribution and resultant pass-by trip assignment is set out in Appendix H.

5.9 MCDONALD'S PEDESTRIAN TRIPS

5.9.1 The number of proposed pedestrian trips are summarised in Table 5-7 which are based upon the average pedestrian trips surveyed across the three McDonald's restaurants.

Table 5-7 Pedestrian Trips – Surveyed Average

Link	Arrivals	Departures
Friday PM	38	35
Saturday	42	32

5.10 PARKING DEMAND

5.10.1 The maximum parking demand for the proposed McDonald's (including staff, reserved bays, and accessible parking) is expected to be as follows based on the demand surveyed at the three comparable sites:

- Friday – 20 vehicles; and
- Saturday – 24 vehicles.

5.10.2 The parking proposals for 30 'general' spaces on site is therefore sufficient to accommodate the expected level of demand.

5.11 DRIVE THRU QUEUE

5.11.1 The proposed drive thru queues is based upon the average queues of the three surveyed restaurant sites which are summarised in Table 5-8. This includes all vehicles waiting in the drive thru lane back from the collection booth.

Table 5-8 Drive Thru Queue – Surveyed Average

Link	Friday PM	Saturday
Min Queue	0	0
Max Queue	7	9
Average	4	4

5.11.2 The proposed drive thru lane has the capacity to accommodate 19 vehicles and therefore is more than suitable to meet anticipated demand during peak times.

5.12 SUMMARY

5.12.1 The trip generation for the proposed restaurant has been derived based on several existing McDonald's restaurant sites of similar size, location, and characteristics.

5.12.2 The assumptions behind the proportions of additional, existing, and shared trips generated by the development are considered appropriate and robust.

5.12.3 These assumptions have been applied to the future year assessment and the impact of the proposed restaurant on the capacity of the highway network is detailed in Section 66.

6 TRAFFIC MODELLING AND DEVELOPMENT IMPACTS

6.1 INTRODUCTION

6.1.1 Based on the above development generated traffic and the calculated distribution, the B6020 Urban Road / Access Road / B6020 Lane End priority-controlled ghost-island right turn will be analysed for its future year scenarios as follows:

- 2030 Base + Development – Do Something

6.2 JUNCTION MODELLING RESULTS

B6020 Urban Road / Access Road / B6020 Lane End

6.2.1 Table 6-1 sets out the operational capacity at the B6020 Urban Road / Access Road / B6020 Lane End priority-controlled ghost-island right turn.

Table 6-1 B6020 / Unnamed Road / Aldi Access Modelling Summary

Arms	AM Peak		PM Peak		Saturday Peak	
	RFC	Queue	RFC	Queue	RFC	Queue
2030 Base + Development Traffic						
B6020 Lane End	0.04	0	0.08	0	0.28	0
Site Access	0.10	0	0.22	0	0.24	0

6.2.2 The modelling results of the 2030 Base + Development situation shows that the B6020 Urban Road / Site Access / B6020 Lane End priority-controlled ghost-island right-turn is predicted to operate within its theoretical capacity in future scenarios with no noticeable queuing. The full Junctions9 report is attached at Appendix K.

6.3 SUMMARY

6.3.1 The impact of the development generated traffic on the surrounding area has been shown to be negligible and it is therefore concluded that the proposals could be accommodated without resulting in a detrimental or severe impact upon the network.

7 SUMMARY

7.1.1 AMA has prepared this Transport Assessment to accompany a planning application for a proposed McDonald's restaurant with drive-thru at Lane End, Kirkby in Ashfield. The following summarises the key points:

- The proposed development has been assessed for a McDonalds Restaurant and drive-thru development. The site fully accords with both national and local transport policy;
- Future employees of the development would have the opportunity to travel for all key journey purposes by modes other than the private car, including walking, cycling and public transport;
- The site access and internal road layout has been designed in accordance with the relevant NCC, MfS standards;
- The development proposals are anticipated to generate 9 'new' two-way trips in the AM peak hour and 31 'new' two-way trips in the PM peak hour and 39 'new' two-way trips in the Saturday peak hour;
- Operational assessments of the local highway network have been undertaken based on 2024 survey data, growthed to a future year of 2030 using TEMPro;
- The operational assessments demonstrate that the local highway network has sufficient capacity to accommodate the predicted traffic generation associated with the traffic flows generated by the proposed development;
- Swept path analysis has been undertaken of the proposed site access and internal road layout to demonstrate that a refuse vehicle will be able to manoeuvre the site;
- Car parking and cycle parking will be provided to meet the operational requirements of the site; and
- A Travel Plan has also been prepared which sets out measures to encourage sustainable travel patterns and reduce the reliance on private car use.

7.1.2 This TA has demonstrated that the traffic associated with the development proposals can be accommodated on surrounding highway network without having a severe impact in accordance with the NPPF.

7.1.3 Therefore, there are no overriding traffic and transportation reasons preventing the local highway authority from recognising that the proposals are acceptable nor why planning permission could not be granted.

APPENDICES

Appendix A Proposed Site Layout

Appendix B Site Access Designs and Visibility Splays

Appendix C Site Access Junction Stagger HGV Tracking

Appendix D ATC Survey Raw Data

Appendix E Proposed Pedestrian Improvements

Appendix F 11.105m Delivery Vehicle Swept Path Analysis

Appendix G Raw Junction Survey Data

Appendix H Traffic Flow Diagram

Appendix I McDonalds Store Surveys

Appendix J TRICS Report

Appendix K Junctions9 Modelling Report

Appendix A
Proposed Site Layout

N

0 2 4 6 8 10m

Scale 1:200

MILLERS WAY

LANE END

2.4m x 43m Visibility Splay

2.4m x 43m Visibility Splay

2 no. Grill Bays

Cycles

Patio

McDonald's Restaurant

Entrance

36no. Car Parking Spaces (Inc. 3no. Accessible Bays)

DRIVE THRU

External Storage Area

Deliveries

Proposed Substation

EREWASH STREET

1

2

10

13

17

Proposed Site Plan

General Site Proposal Notes:

'DOT' denotes Department of Transport Signs. For Signage type refer to AEW drawing no. 13010_AEW_2120_1008

'DK' denotes drop kerb to be installed

All drive thru related road markings to be in yellow thermoplastic material

Car park related road markings to be in white thermoplastic material

Standard parking bays to be finished in white thermoplastic material

All junction road markings to be lined in white thermoplastic material

Accessible parking bays to be lined in yellow thermoplastic material to current Part M standards with relevant 'DOT' signage and drop kerbs as indicated

Parked order bays to be lined in yellow thermoplastic material with relevant 'DOT' signage

All pedestrian crossings set out in white thermoplastic material. Tactile paving where crossing leads to safe destination

Drop kerbs to be installed along delivery routes

Patio Aubrillam Furniture Schedule	
Circular Table - 4 Seat 1600mm Ø (H 780mm). Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 8 Seat 600mm x 2670mm (H 780mm). Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 4 Seat 1250mm x 1450mm (H 780mm). Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 2 Seat 700mm x 1450mm (H 780mm). Galvanised steel frame with laminated timber effect finish	
Trash Bin 492 x 492mm (H 1217mm). Galvanised steel frame with laminated timber effect finish	
Ash Bin 297 x 297mm (H 891mm). Galvanised steel frame with laminated timber effect finish	
Umbrella 2.1 m Octagonal Parasols (black canopy with white 'McDonald's' text)	

NOTES

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dims only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: **At Design Workshop**

Principal Designer: **CSS**

Unless noted below, all known hazards have been highlighted on the drawing:

Drawing Based:

Glanville's Topographical Survey
Drawing no. 4230177/4101
Dated: June 2023

McDonald's Demise Boundary Indicated:

Proposed Schedule of Parking	
Proposed Accessible Bays	02
Proposed Grill Bays	02
Proposed General Bays	30
Proposed EVCP Bays	02
Total Proposed Parking Bays	36

Schedule of Areas	
Proposed Site Area (Hectares)	0.42
Proposed Building (GEA / M²) (Excluding Corral)	527

Proposed Site Finishes	
Tarmacadam - Car Park	
Imprinted concrete - Air-entrained concrete with full layer works, hardening agent and curing system; through-colour concrete grey, london cobble patten. Drive Thru Lane	
Marshalls 200x100 Charcoal Keyblok Paving - Patio	
Tarmacadam - Footpaths	
Turf & low level shrubs - Soft Landscaping	
Brushed concrete - DT lane where road markings and delivery route	
Terracotta rubber flooring - Outdoor Play Area	
Cranked bollards Painted Black	
Tactile Blister Paving	
Target Bin	
"LP" Denotes Lamppost	LP
150mm Diameter stainless steel protective bollard	BOL
Proposed 1100mm High Timber Post & Rail Fence	
Proposed 1100mm High (Close Boarded Timber Fence)	

REV	Date	Drawn by: -	Checked by: -
A	27/11/2024	TSS	MC
	Car park amended to show pedestrian route off Main street. Parking increased by 1 bay		
-	15/11/2024	BA	TSS
	Initial Issue		

Status: **S2** — Purpose of Issue: **For Information**

drawing stage: **Planning**

client: **McDonald's Restaurants Ltd**

project: **Lane End, Kirkby**

store: **2120**

drawing title: **Proposed Site Plan**

date: **15/11/2024** drawn: **BA**

scale@A1: **1:200** checked: **TSS**

PLANNING

Rev **A**

Job No **13010_AEW_2120_1004**

aew architects
0161 214 4370
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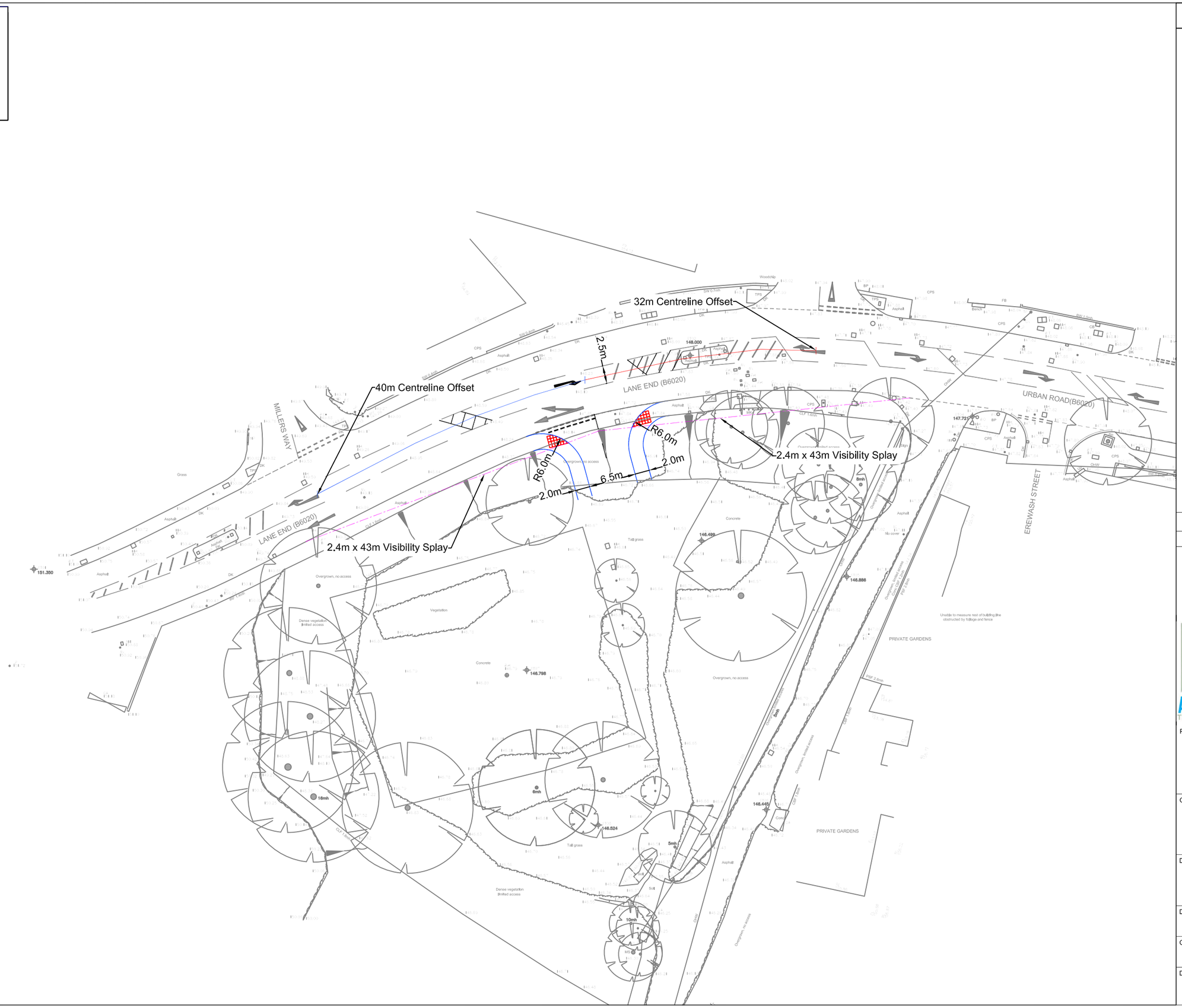
AEW

Appendix B
Site Access Designs and Visibility Splays



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
LANE END
KIRKBY IN ASHFIELD

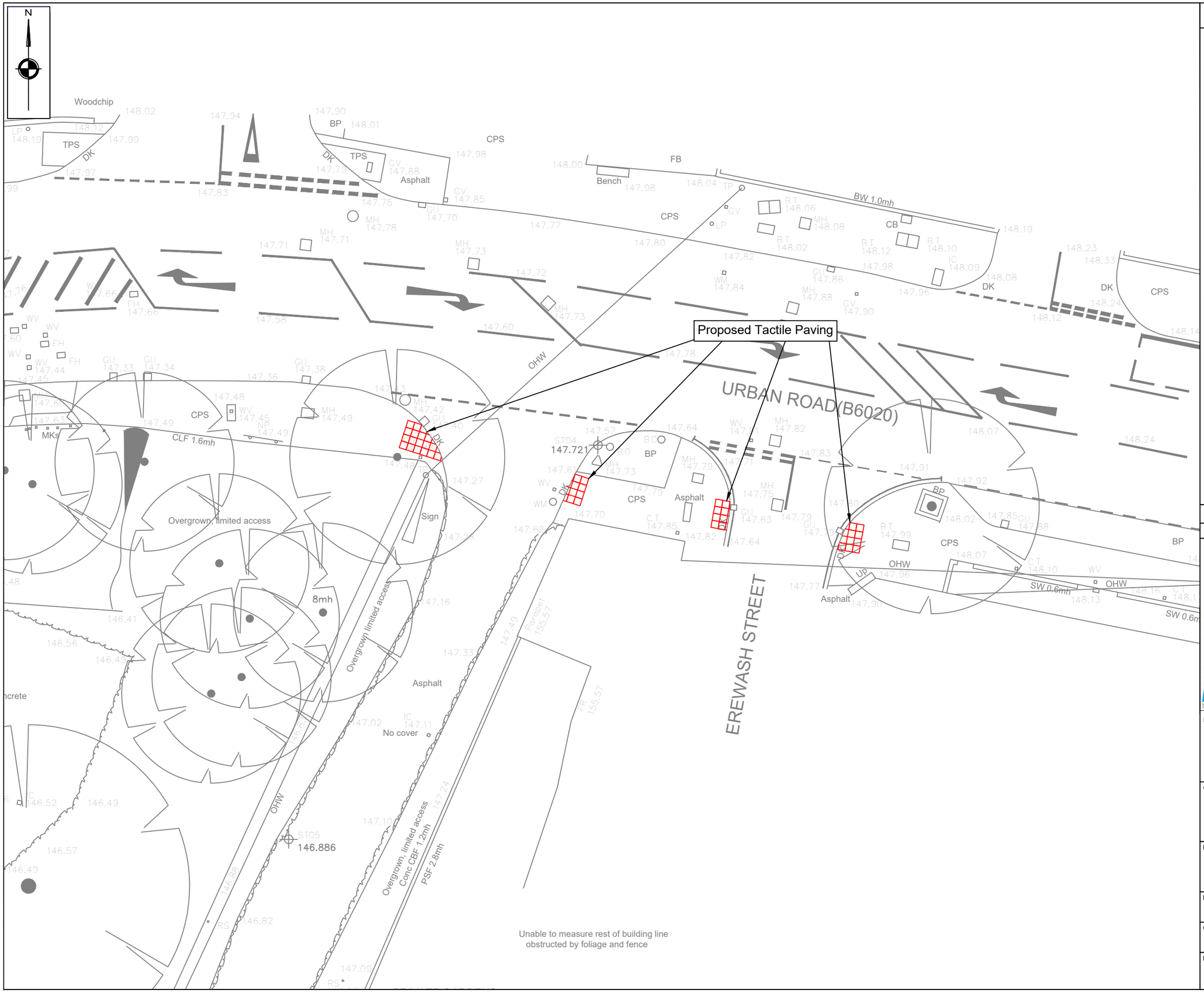
Client:
MCDONALDS RESTAURANTS LTD

Drawing:
POTENTIAL ACCESS DIRECTLY FROM LANE END

Drawn By:	Date:
GDM	23/10/24
Checked:	Scale:
AMM	1:500 @ A3

Drawing No. AMA/50082/SK013 Rev. -

Appendix C
Site Access Junction Stagger HGV Tracking



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
LANE END
KIRKBY IN ASHFIELD

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
PROPOSED TACTILE PAVING
ON UNNAMED ROAD AND
EREWASH STREET

Drawn By:	Date:
MHT	03/12/24
Checked:	Scale:
AMM	1:500 @ A3

Drawing No. AMA/50082/SK014 Rev. -

Appendix D
ATC Survey Raw Data

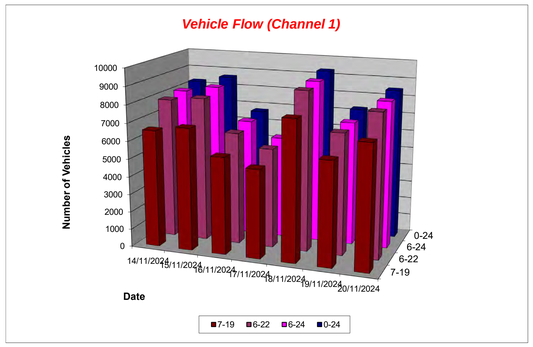

Harcourt St
Millers Way
Millers Way
Millers Way
Millers Way
ALDI
bp pulse Charging Station
Kirkby in Ashfield
The Wyvern Club
Timeout tea rooms
Lane End
Lane End
Lane End
Lane End
B6020
Lane End
Urban Rd
B6020
Recresco
Metalogalvá
Erewash St
Erewash St
Victoria Rd
Lane End
Taylors Services
1
2

Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound — Vehicle Flow — Week 1

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday	Weekday Average	Average
1	34	30	43	77	32	28	32	31	39
2	11	12	33	37	12	25	11	14	20
3	12	14	26	18	12	42	11	18	19
4	15	22	21	13	14	31	14	19	19
5	31	29	23	19	51	43	38	38	33
6	123	150	40	36	132	166	128	140	111
7	192	252	70	43	206	267	215	226	178
8	427	491	115	71	458	543	464	477	367
9	537	545	286	162	562	426	490	512	430
10	473	510	423	365	561	413	443	480	455
11	491	584	485	486	610	452	497	527	515
12	504	617	533	526	661	428	616	565	555
13	588	598	595	623	668	494	622	594	598
14	507	550	549	579	664	469	620	562	563
15	595	673	505	547	693	520	714	639	607
16	600	501	486	518	744	539	588	594	568
17	608	596	542	490	847	588	668	661	620
18	698	670	508	344	767	541	685	672	602
19	542	523	413	261	598	412	512	517	468
20	491	433	323	259	421	350	452	429	390
21	383	283	264	160	276	219	282	289	267
22	256	272	195	145	187	138	196	210	198
23	115	175	147	91	133	97	114	127	125
24	48	115	113	64	20	28	62	55	64
7-19	6570	6858	5440	4972	7833	5825	6919	6801	6345
6-22	7892	8098	6292	5579	8923	6799	8064	7955	7378
6-24	8068	8398	6552	5734	9076	6924	8246	8137	7567
0-24	8281	8645	6738	5934	9329	7259	8474	8398	7809



Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound — Average Speed — Week 1

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	24.8	27.0	27.8	26.0	27.7	14.4	23.4
2	29.4	27.8	28.1	27.0	24.8	18.5	22.6
3	27.1	25.5	27.7	27.8	28.7	17.6	23.7
4	30.9	27.9	33.6	27.3	26.2	22.7	22.7
5	27.0	27.9	28.2	29.4	25.7	23.8	24.0
6	22.8	25.6	23.4	27.6	26.0	22.5	23.7
7	25.2	24.0	27.2	26.9	25.4	20.9	22.7
8	25.5	26.1	27.0	26.9	25.0	21.3	21.6
9	24.7	24.9	26.1	25.3	25.2	21.8	21.2
10	26.2	24.2	26.2	26.5	24.1	22.3	21.8
11	25.4	24.4	25.1	25.5	24.4	22.2	22.0
12	24.9	23.9	24.8	25.4	25.0	24.5	22.1
13	24.6	23.8	25.1	25.6	24.7	24.3	21.5
14	25.1	24.7	25.6	25.7	24.9	21.7	22.5
15	25.3	24.1	25.5	25.8	25.0	21.9	22.3
16	24.2	23.2	25.8	25.8	24.5	22.7	22.1
17	24.3	24.2	25.6	25.7	24.5	22.1	22.0
18	24.3	25.3	25.4	25.9	25.1	22.7	21.4
19	26.0	25.7	25.4	26.4	26.0	22.5	22.3
20	25.5	25.8	27.0	26.9	26.1	23.0	23.3
21	26.1	26.6	25.6	27.2	25.5	23.1	23.2
22	27.4	25.9	26.6	27.2	24.2	22.3	23.7
23	27.4	26.0	25.2	27.6	23.0	23.5	23.5
24	28.7	26.9	27.1	28.9	15.9	23.6	23.4
10-12	25.1	24.1	24.9	25.5	24.8	23.3	22.1
14-16	24.7	23.7	25.6	25.8	24.7	22.3	22.2
0-24	25.2	24.8	25.7	26.0	24.9	22.4	22.2

Mean (ALL)	24.4
Weekday Inter-Peak	23.7

Channel 1 - Westbound — 85th Percentile

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	29.4	30.8	33.0	29.2	30.8	19.2	27.5
2	37.2	31.4	31.7	30.2	28.8	22.2	26.0
3	29.2	28.2	30.2	32.0	31.9	20.2	26.6
4	37.8	32.5	40.9	29.1	34.3	25.4	24.3
5	31.0	31.7	30.8	33.6	31.6	26.7	27.4
6	28.6	29.9	30.7	30.5	30.3	26.2	27.6
7	29.7	28.8	31.5	31.4	29.4	24.4	26.4
8	29.4	29.5	32.1	29.7	28.8	24.5	26.3
9	28.8	28.9	29.7	29.5	29.2	25.2	24.8
10	29.2	28.7	29.6	29.9	27.5	25.9	25.4
11	29.0	27.9	28.7	29.0	27.8	25.8	25.5
12	29.2	28.0	28.4	28.8	29.0	27.8	25.0
13	28.6	28.0	28.8	29.1	28.6	28.2	24.9
14	29.0	29.6	29.2	29.5	28.9	24.9	25.6
15	29.2	27.8	29.2	29.0	28.6	25.0	25.7
16	28.0	26.8	29.5	29.1	28.2	26.2	25.3
17	28.4	27.9	28.9	29.5	28.3	25.1	25.3
18	28.6	29.7	29.4	30.0	28.7	25.5	24.6
19	29.5	29.2	29.7	29.6	29.3	25.7	25.7
20	29.1	29.3	30.9	30.4	29.4	25.9	26.4
21	29.6	30.7	29.6	30.7	29.0	26.7	26.9
22	31.0	29.8	31.0	30.5	28.1	26.3	27.3
23	31.0	30.0	29.3	31.3	26.4	27.4	26.7
24	32.6	30.9	31.3	33.0	21.0	27.3	26.4
10-12	29.1	27.9	28.5	29.0	28.5	27.0	25.3
14-16	28.6	27.4	29.3	29.1	28.4	25.6	25.5
0-24	29.2	28.9	29.6	29.6	28.7	25.9	25.7

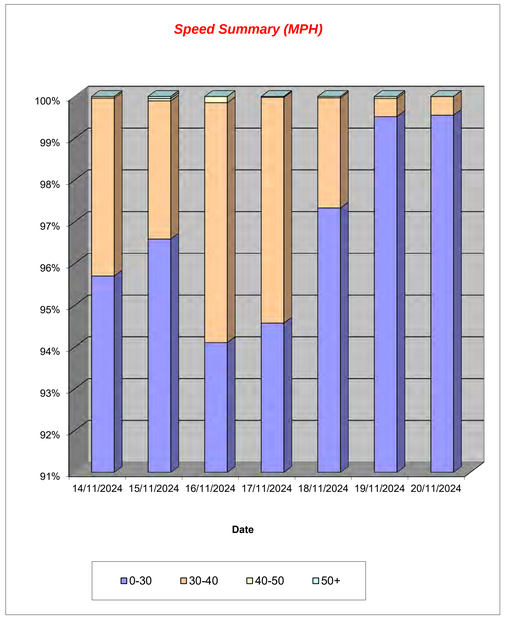
85th %ile (ALL)	28.5
Weekday Inter-Peak	27.5

Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound — Speed Summary — Week 1

Speed (MPH)	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
0-30	7925	8350	6341	5612	9080	7224	8436
30-40	353	286	387	321	246	32	38
40-50	3	5	10	1	3	3	0
50+	0	4	0	0	0	0	0
TOTAL	8281	8645	6738	5934	9329	7259	8474

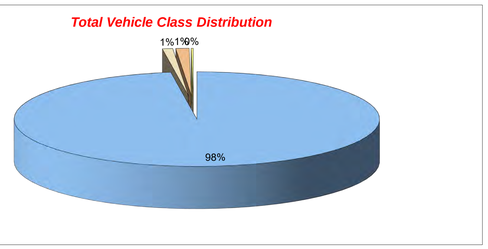


Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound — Vehicle Class — Week 1

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/11/2024					
7-19	6336	113	70	51	6570
6-22	7624	122	89	57	7892
6-24	7764	125	89	57	8055
0-24	7998	135	90	-58	8165
15/11/2024					
7-19	6680	60	61	57	6858
6-22	7890	68	78	62	8098
6-24	8188	71	88	62	8388
0-24	8416	79	88	62	8645
16/11/2024					
7-19	5344	49	29	18	5440
6-22	6176	57	37	22	6292
6-24	6426	58	47	22	6552
0-24	6606	59	51	22	6738
17/11/2024					
7-19	4852	31	81	8	4972
6-22	5449	36	86	8	5579
6-24	5601	37	88	8	5734
0-24	5791	40	94	9	5934
18/11/2024					
7-19	7638	47	125	23	7833
6-22	8697	50	151	25	8923
6-24	8842	52	157	25	9076
0-24	9080	58	165	26	9329
19/11/2024					
7-19	5707	34	67	17	5825
6-22	6671	35	76	17	6799
6-24	6796	35	76	17	6924
0-24	7123	38	81	17	7259
20/11/2024					
7-19	6773	68	57	23	6919
6-22	7885	80	64	27	8064
6-24	8068	81	64	27	8240
0-24	8286	91	70	27	8474
Average					
7-19	6190	57	70	28	6345
6-22	7200	64	83	31	7378
6-24	7384	66	87	31	7567
0-24	7614	71	91	15	7792

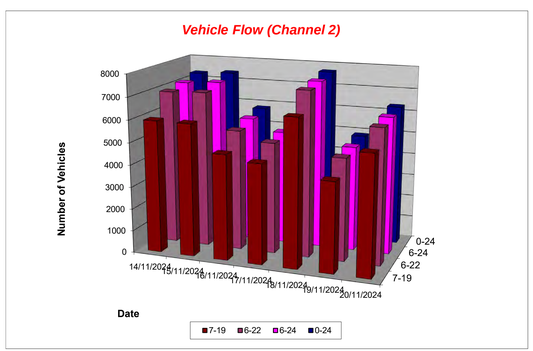


Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound — Vehicle Flow — Week 1

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday	Weekday Average	Average
1	29	19	37	51	19	12	15	19	26
2	13	13	26	31	7	17	14	13	17
3	6	4	9	19	7	19	4	8	10
4	16	14	22	14	9	9	7	11	13
5	33	19	27	21	34	20	24	26	25
6	109	131	50	32	99	77	85	100	83
7	223	251	75	69	210	162	197	209	170
8	465	441	149	98	476	258	371	402	323
9	650	565	285	226	741	344	528	566	477
10	552	527	416	399	588	264	436	473	455
11	438	450	528	470	563	277	468	439	456
12	464	561	489	504	485	354	508	474	481
13	442	555	437	481	495	341	440	455	456
14	402	506	438	453	449	329	423	422	429
15	518	531	435	502	504	374	492	484	479
16	548	416	399	438	624	381	508	495	473
17	489	467	434	336	643	416	398	483	455
18	503	515	408	319	553	387	407	473	442
19	488	409	316	255	452	291	366	401	368
20	370	339	256	217	274	215	252	290	275
21	231	290	198	139	227	138	127	203	193
22	164	186	156	91	121	81	128	136	132
23	121	126	131	89	101	73	96	103	105
24	40	75	93	40	24	27	21	37	46
7-19	5959	5943	4734	4481	6573	4016	5345	5567	5293
6-22	6947	7009	5419	4997	7405	4612	6049	6404	6063
6-24	7108	7210	5643	5126	7530	4712	6186	6545	6214
0-24	7314	7410	5814	5294	7705	4866	6315	6722	6388



Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound — Average Speed — Week 1

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	27.1	28.8	28.6	26.4	25.0	14.0	24.2
2	25.2	29.3	27.4	27.2	24.9	14.0	22.7
3	28.4	30.3	24.9	27.1	29.3	16.8	20.0
4	27.1	28.6	28.6	27.3	27.1	18.2	21.4
5	28.6	29.4	27.0	29.5	27.3	20.1	24.9
6	27.1	26.9	27.9	29.0	27.4	18.9	21.9
7	27.3	26.4	26.8	28.1	26.3	19.5	21.9
8	25.1	26.1	27.0	27.2	24.7	18.5	20.7
9	24.2	25.0	25.8	26.2	24.1	19.7	18.3
10	24.4	24.3	25.8	26.7	24.0	21.6	21.0
11	24.9	24.1	24.9	26.2	24.4	21.5	21.1
12	24.7	21.6	24.4	25.4	25.1	21.6	21.7
13	24.3	23.3	24.8	25.9	24.8	22.6	21.9
14	24.8	25.2	24.2	25.4	25.4	21.3	22.4
15	24.6	24.5	25.9	25.8	23.9	22.8	20.0
16	21.2	10.6	25.2	26.1	22.9	21.3	21.1
17	18.1	17.7	25.5	25.7	23.9	21.1	16.7
18	24.4	24.2	24.6	25.7	25.0	21.5	13.2
19	26.1	24.7	25.5	26.1	24.3	21.3	21.4
20	25.8	24.9	26.7	26.0	25.5	21.7	22.3
21	25.2	25.6	26.4	25.8	23.8	22.5	22.6
22	27.6	25.6	26.3	27.5	24.9	22.3	21.4
23	27.5	26.6	27.3	27.9	22.6	21.0	22.5
24	26.5	27.0	27.6	27.2	16.2	22.0	23.9
10-12	24.8	22.7	24.7	25.8	24.7	21.5	21.4
14-16	22.9	18.4	25.6	25.9	23.4	22.0	20.5
0-24	24.4	23.4	25.5	26.1	24.4	21.2	20.3

Average (ALL)	23.6
Weekday Inter-Peak	22.3

Channel 2 - Eastbound — 85th Percentile

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	30.9	33.7	34.0	30.1	29.2	17.0	28.7
2	30.1	33.4	32.1	31.8	28.3	17.0	26.4
3	31.0	32.7	28.8	31.9	32.6	21.0	23.2
4	30.7	33.6	31.9	32.2	28.6	21.8	26.8
5	33.2	34.5	30.4	32.2	32.4	24.5	27.7
6	30.7	30.9	31.1	32.2	31.1	22.8	25.6
7	30.8	31.0	31.4	31.2	30.0	23.4	25.5
8	29.6	29.3	30.1	30.6	28.8	22.7	24.4
9	28.3	28.7	29.8	31.6	27.9	23.4	23.9
10	28.1	28.3	29.5	30.2	27.7	25.7	24.9
11	28.4	28.3	28.7	29.4	27.9	25.1	24.3
12	28.7	27.6	28.4	29.4	28.6	25.9	24.9
13	28.3	28.5	28.7	29.6	28.7	26.2	25.1
14	28.8	29.1	28.0	29.4	29.1	24.9	27.5
15	28.2	27.8	29.5	29.1	28.0	26.0	24.8
16	28.5	15.9	29.3	29.7	27.8	25.0	24.6
17	26.4	26.4	29.3	29.2	28.3	25.2	23.2
18	28.0	28.2	28.4	29.2	28.7	25.2	19.8
19	29.5	28.3	29.1	30.1	28.0	25.4	25.2
20	29.6	28.6	30.5	29.6	28.8	25.4	26.0
21	29.3	29.4	30.3	29.8	28.1	26.1	26.5
22	30.9	29.9	30.5	31.3	29.1	26.3	25.5
23	31.4	30.5	31.3	32.0	26.5	26.4	27.3
24	30.5	30.6	30.9	30.6	20.3	26.6	27.3
10-12	28.5	28.2	28.6	29.4	28.2	25.5	24.6
14-16	28.0	28.7	28.8	29.4	28.2	25.5	24.8
0-24	29.5	29.5	29.4	29.9	28.5	25.3	25.4

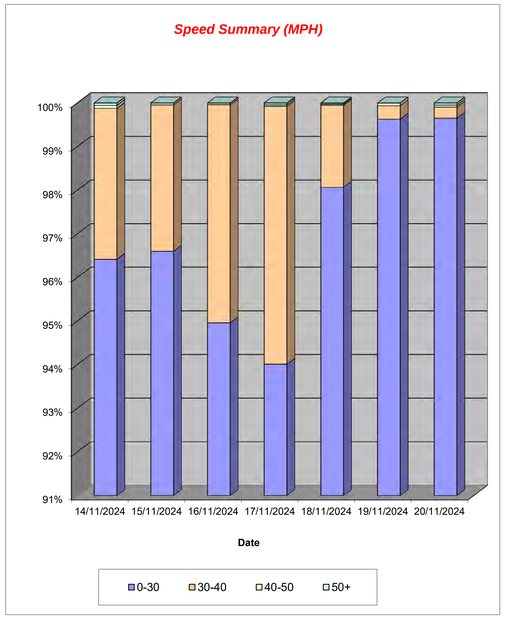
85th %ile (ALL)	28.7
Weekday Inter-Peak	27.6

Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound — Speed Summary — Week 1

Speed (MPH)	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
0-30	7052	7158	5521	4977	7556	4848	6293
30-40	253	249	291	313	145	15	16
40-50	5	3	2	2	2	3	3
50+	4	0	0	2	2	0	3
TOTAL	7314	7410	5814	5294	7705	4866	6315

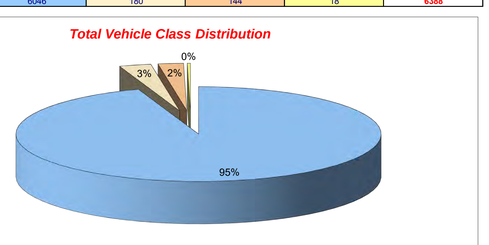


Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound — Vehicle Class — Week 1

Day / Time \ Classes	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/11/2024					
7-19	5639	215	83	22	5959
6-22	6577	233	114	23	6947
6-24	6727	234	124	23	7108
0-24	6919	245	127	23	7314
15/11/2024					
7-19	5646	179	98	20	5943
6-22	6658	204	126	21	7009
6-24	6846	210	133	21	7210
0-24	7024	220	144	22	7410
16/11/2024					
7-19	4544	119	57	14	4734
6-22	5202	130	72	15	5419
6-24	5417	130	81	15	5643
0-24	5579	134	86	15	5814
17/11/2024					
7-19	4272	71	124	14	4481
6-22	4756	80	146	15	4997
6-24	4880	83	148	15	5126
0-24	5037	85	157	15	5294
18/11/2024					
7-19	6184	163	214	12	6573
6-22	6959	188	246	12	7405
6-24	7073	189	256	12	7530
0-24	7237	194	260	14	7705
19/11/2024					
7-19	3741	157	104	14	4016
6-22	4296	191	110	15	4612
6-24	4388	192	112	15	4712
0-24	4518	210	123	15	4866
20/11/2024					
7-19	5104	132	86	23	5345
6-22	5762	162	101	24	6049
6-24	5872	165	105	24	6166
0-24	6011	171	109	24	6315
Average					
7-19	5019	148	109	17	5293
6-22	5744	170	131	18	6063
6-24	5887	172	137	18	6214
0-24	6046	180	144	18	6388



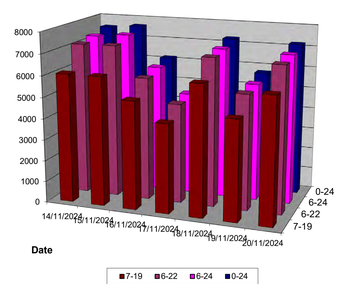
Kirkby in Ashfield ATC 2, B6020 Lane End (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound — **Vehicle Flow** — **Week 1**

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday	Weekday Average	Average
1	27	24	41	57	26	24	25	25	32
2	12	10	29	28	12	17	12	13	17
3	14	11	24	14	11	27	9	14	16
4	13	15	19	16	13	21	10	14	15
5	32	22	20	16	37	23	33	29	26
6	108	108	30	27	114	94	111	107	85
7	181	180	61	38	148	153	165	165	132
8	375	367	100	54	357	330	351	356	276
9	452	443	262	125	473	308	396	414	351
10	447	428	406	277	427	304	398	401	384
11	419	496	463	419	450	325	437	425	430
12	481	540	480	463	512	326	551	482	479
13	568	517	551	579	534	373	568	512	527
14	484	507	528	509	518	419	539	493	501
15	572	622	487	450	528	453	574	550	527
16	535	517	475	421	556	434	577	524	502
17	555	527	497	385	698	545	555	576	537
18	691	629	492	286	585	501	512	584	528
19	497	471	349	226	478	380	414	448	402
20	402	430	263	212	337	287	395	370	332
21	309	265	212	127	222	168	243	241	221
22	207	259	161	123	131	122	172	178	168
23	100	155	116	79	88	80	97	104	102
24	38	100	87	52	22	23	57	48	54
7-19	6076	6064	5090	4194	6116	4698	5872	5765	5444
6-22	7175	7198	5787	4694	6954	5428	6847	6720	6298
6-24	7313	7453	5990	4825	7064	5531	7001	6872	6454
0-24	7519	7643	6153	4983	7277	5737	7201	7075	6645

Vehicle Flow (Channel 1)



Channel 1 - Westbound — **Average Speed** — **Week 1**

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	30.2	29.3	29.2	26.8	27.8	15.9	27.1
2	29.8	28.9	26.9	26.5	26.9	19.1	25.1
3	29.2	26.4	26.4	29.3	29.8	19.2	29.0
4	31.6	29.6	31.6	27.3	29.3	22.5	29.4
5	28.2	29.6	26.1	27.1	28.2	26.8	28.1
6	27.4	28.5	28.6	28.7	28.3	22.6	27.3
7	27.5	27.0	29.4	28.8	27.4	22.3	26.2
8	26.9	26.7	28.2	27.1	26.6	21.9	24.7
9	26.2	26.2	26.6	27.3	25.6	22.3	24.4
10	26.0	25.8	26.4	27.6	24.6	22.8	25.1
11	25.6	25.2	26.3	26.3	24.9	23.4	24.5
12	25.1	24.7	25.4	26.4	25.0	24.0	24.6
13	25.3	24.8	25.9	26.0	24.7	24.9	24.6
14	26.0	25.5	25.8	26.1	25.8	24.6	25.8
15	26.1	25.7	25.9	25.7	24.8	24.5	24.9
16	25.8	23.7	26.3	25.1	24.9	25.5	25.7
17	25.6	25.0	26.0	25.7	24.8	24.6	24.8
18	25.5	26.5	26.4	26.1	25.2	25.2	24.0
19	26.2	26.7	25.9	27.0	25.9	26.3	25.5
20	25.8	26.4	26.7	26.9	26.0	25.7	26.0
21	26.4	27.0	25.9	27.3	25.7	26.1	27.2
22	27.6	26.7	26.0	27.4	25.3	25.4	26.9
23	28.1	26.7	26.6	27.5	23.0	26.3	27.1
24	28.6	27.8	28.3	27.2	17.9	26.3	27.4
10-12	25.4	24.9	25.8	26.4	25.0	23.7	24.6
14-16	26.0	24.8	26.1	26.4	24.9	25.0	25.3
0-24	26.1	25.8	26.2	26.4	25.3	24.4	25.2

Mean (ALL)	25.6
Weekday Inter-Peak	25.0

Channel 1 - Westbound — **85th Percentile**

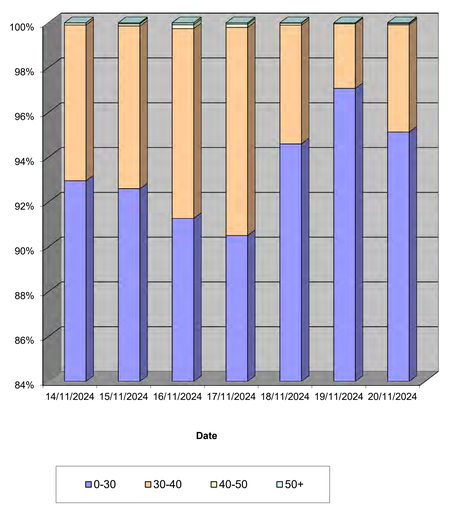
Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	35.4	33.3	33.7	30.5	32.8	20.2	30.4
2	37.7	33.8	31.8	30.2	30.5	22.9	29.3
3	33.6	28.4	30.7	32.7	33.2	22.9	33.7
4	38.2	33.7	39.2	30.7	33.2	27.8	32.2
5	33.3	34.5	30.0	32.9	33.3	31.7	32.4
6	30.7	32.6	32.0	32.8	31.8	26.7	30.4
7	30.9	30.3	33.3	33.1	31.3	26.2	30.0
8	30.7	30.9	31.5	30.8	30.3	25.2	29.3
9	30.1	29.9	30.8	31.5	29.7	25.8	28.3
10	29.7	29.4	29.8	30.8	28.5	26.1	29.0
11	29.5	28.7	29.6	29.8	28.5	27.1	28.3
12	29.4	28.5	29.1	30.0	28.9	27.6	28.4
13	29.3	29.1	29.5	29.8	28.8	28.6	28.2
14	29.6	29.1	29.7	30.4	30.1	28.5	29.6
15	29.8	29.5	29.3	30.1	28.8	28.5	29.1
16	29.3	28.4	30.1	29.1	28.8	29.4	29.3
17	29.2	28.6	30.9	29.6	28.3	28.1	29.1
18	29.4	31.1	30.4	30.3	29.1	28.7	28.4
19	30.3	30.2	30.3	31.0	29.7	30.2	29.3
20	29.7	30.2	31.0	30.8	29.7	29.5	29.9
21	30.0	31.6	30.1	31.6	29.6	30.3	31.2
22	31.6	30.3	30.6	31.5	29.3	30.0	31.6
23	32.5	30.6	29.9	32.0	26.8	30.6	31.2
24	32.7	32.7	33.2	31.9	23.2	29.3	30.9
10-12	29.5	28.6	29.4	30.0	28.8	27.4	28.4
14-16	29.8	29.1	29.7	29.8	28.8	29.0	29.3
0-24	30.0	29.9	30.2	30.5	29.3	28.4	29.3

85th %ile (ALL)	29.7
Weekday Inter-Peak	28.9

Channel 1 - Westbound — **Speed Summary** — **Week 1**

Speed (MPH)	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
0-30	6989	7077	5616	4510	6884	5569	6850
30-40	523	555	521	463	386	166	345
40-50	7	8	11	7	6	2	4
50+	0	3	5	3	1	0	2
TOTAL	7519	7643	6153	4983	7277	5737	7201

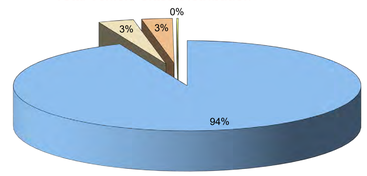
Speed Summary (MPH)



Channel 1 - Westbound — **Vehicle Class** — **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/11/2024					
7-19	5772	207	83	14	6076
6-22	6813	236	109	15	7175
6-24	6938	246	113	15	7313
0-24	7122	265	116	-16	7487
15/11/2024					
7-19	5737	216	90	21	6064
6-22	6827	241	103	27	7198
6-24	7079	247	105	28	7453
0-24	7238	268	108	29	7643
16/11/2024					
7-19	4895	133	53	9	5090
6-22	5545	157	74	11	5787
6-24	5736	160	82	12	5990
0-24	5882	169	90	12	6153
17/11/2024					
7-19	4021	106	58	9	4194
6-22	4495	121	68	10	4694
6-24	4817	125	73	10	4825
0-24	4766	128	79	10	4983
18/11/2024					
7-19	5575	253	267	21	6116
6-22	6354	277	300	23	6954
6-24	6454	278	309	23	7064
0-24	6646	295	313	23	7277
19/11/2024					
7-19	4349	117	228	4	4698
6-22	5014	148	261	5	5428
6-24	5110	151	265	5	5531
0-24	5294	163	274	6	5737
20/11/2024					
7-19	5380	183	299	10	5872
6-22	6276	220	340	11	6847
6-24	6419	225	346	11	7001
0-24	6593	248	349	11	7201
Average					
7-19	5104	174	154	13	5444
6-22	5903	200	179	15	6298
6-24	6080	205	185	15	6454
0-24	6220	219	190	11	6640

Total Vehicle Class Distribution



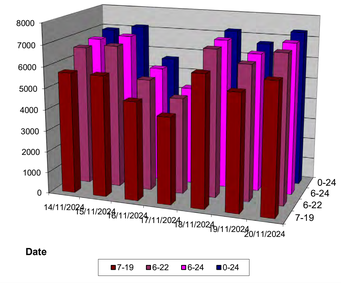
Kirkby in Ashfield ATC 2, B6020 Lane End (Eastern Site)

Produced by Road Data Services Ltd.

Channel 2 - Eastbound — **Vehicle Flow** — **Week 1**

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday	Weekday Average	Average
1	27	22	37	51	16	13	24	20	27
2	12	11	28	28	7	17	18	13	17
3	7	6	9	17	6	19	10	10	11
4	11	13	18	11	9	10	8	10	11
5	31	23	21	19	31	26	33	29	26
6	110	135	48	33	95	101	126	113	93
7	213	251	79	67	199	224	278	233	187
8	446	432	143	96	430	370	419	419	334
9	634	546	272	195	685	460	584	582	482
10	506	518	414	367	550	404	583	512	477
11	412	437	547	444	529	437	594	482	486
12	457	508	495	472	460	468	631	505	499
13	430	536	430	473	470	444	513	479	471
14	413	485	401	439	452	465	502	463	451
15	493	517	425	455	509	465	508	498	482
16	550	377	408	371	578	480	506	498	467
17	440	454	420	306	564	539	427	485	450
18	468	497	381	249	523	521	442	490	440
19	450	394	307	221	405	418	391	412	369
20	315	323	240	190	258	335	299	306	280
21	205	294	188	116	203	212	153	213	196
22	145	186	137	84	118	121	146	143	134
23	104	124	127	79	101	112	109	110	108
24	39	72	82	36	23	46	38	44	48
7-19	5699	5701	4643	4088	6155	5471	6100	5825	5408
6-22	6577	6755	5287	4545	6933	6363	6976	6721	6205
6-24	6720	6951	5496	4660	7057	6521	7123	6874	6361
0-24	6918	7161	5657	4819	7221	6707	7342	7070	6546

Vehicle Flow (Channel 2)



Channel 2 - Eastbound — **Average Speed** — **Week 1**

Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	28.1	30.3	28.4	26.5	26.4	17.6	25.0
2	25.8	30.5	26.6	28.4	26.1	17.9	25.9
3	27.9	27.5	27.1	28.4	28.1	17.4	23.5
4	31.0	28.9	28.8	28.4	26.9	20.4	30.3
5	28.1	29.8	27.7	28.7	26.7	21.3	27.4
6	27.6	27.7	29.5	29.1	28.4	22.9	23.6
7	27.5	27.1	26.9	28.9	27.3	24.0	23.8
8	25.3	26.3	27.8	28.1	25.5	21.6	23.2
9	23.1	24.9	25.9	27.0	24.3	22.1	19.8
10	23.4	24.6	25.9	27.1	24.3	23.4	23.6
11	23.9	23.7	24.5	25.9	24.5	23.0	23.8
12	24.4	21.7	24.0	25.4	24.9	23.4	23.6
13	23.8	22.7	24.5	25.2	24.9	24.2	25.0
14	24.6	24.5	23.8	24.9	25.4	24.1	24.9
15	23.7	23.8	25.7	25.1	23.6	25.6	23.1
16	19.7	9.7	25.0	26.6	23.1	25.5	24.0
17	17.2	16.7	25.2	27.0	24.1	24.4	17.1
18	23.2	23.4	24.9	26.6	24.7	25.2	15.3
19	26.0	24.9	26.3	27.5	24.7	25.1	23.8
20	25.0	24.8	26.5	27.0	25.8	25.2	25.1
21	24.9	25.1	26.2	27.4	24.4	25.3	26.1
22	26.4	26.0	26.9	29.3	25.3	25.9	25.5
23	28.7	26.5	27.7	28.4	24.3	25.2	27.3
24	27.6	28.7	27.8	27.0	20.5	24.6	26.6
10-12	24.1	22.6	24.2	25.6	24.7	23.2	23.7
14-16	21.6	17.9	25.3	25.8	23.3	25.8	23.8
0-24	23.7	23.2	25.4	26.3	24.6	24.1	22.9

Average (ALL)	24.2
Weekday Inter-Peak	23.1

Channel 2 - Eastbound — **85th Percentile**

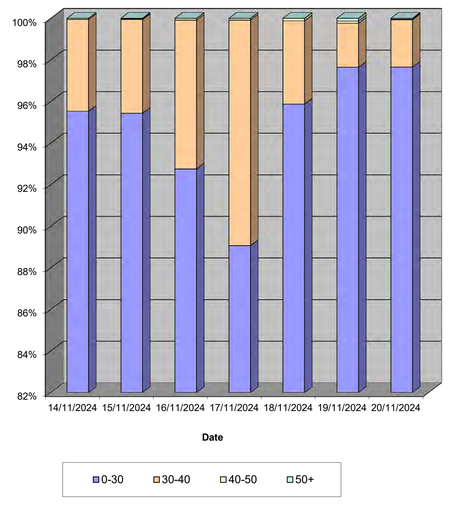
Hr Ending	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
1	31.1	34.3	34.1	31.1	30.8	21.9	28.5
2	29.4	35.1	30.8	33.9	31.7	22.6	29.0
3	35.0	30.9	31.7	31.6	30.4	21.3	26.7
4	34.8	31.6	33.9	32.2	29.8	25.3	34.7
5	33.3	35.8	30.6	32.9	31.9	26.3	31.0
6	32.2	32.0	33.8	33.5	32.7	26.2	28.3
7	32.0	31.0	30.9	33.1	31.2	27.4	28.3
8	29.4	29.8	31.4	31.8	30.5	25.0	26.9
9	28.5	28.5	29.5	31.2	28.5	25.1	27.1
10	27.3	28.1	29.5	31.1	28.3	26.5	27.9
11	27.7	28.6	28.7	29.6	28.2	26.6	27.5
12	28.7	26.8	27.8	30.0	28.8	27.3	27.6
13	27.8	28.0	28.4	29.3	28.7	28.0	28.7
14	28.3	29.0	28.7	29.4	29.0	27.4	28.9
15	28.6	28.1	29.8	28.9	28.2	29.2	29.0
16	27.4	14.3	28.9	30.8	28.3	29.1	28.0
17	26.3	25.0	29.2	30.6	28.4	29.3	24.9
18	28.2	27.8	28.5	29.9	28.6	29.5	22.4
19	29.5	28.9	30.0	31.7	28.5	29.9	27.6
20	28.8	29.0	30.3	30.8	29.8	28.8	29.8
21	29.2	29.2	30.7	30.8	28.1	29.0	29.8
22	30.8	29.7	31.4	33.4	29.3	29.9	29.9
23	32.6	31.6	31.5	33.1	28.4	29.2	32.0
24	31.3	31.7	30.9	31.1	25.1	28.5	31.0
10-12	28.2	27.7	28.2	29.8	28.5	27.0	27.6
14-16	28.5	26.3	29.3	29.8	28.2	29.2	28.6
0-24	29.4	29.5	29.6	30.5	28.9	28.2	28.7

85th %ile (ALL)	29.4
Weekday Inter-Peak	28.6

Channel 2 - Eastbound — **Speed Summary** — **Week 1**

Speed (MPH)	14/11/2024 Thursday	15/11/2024 Friday	16/11/2024 Saturday	17/11/2024 Sunday	18/11/2024 Monday	19/11/2024 Tuesday	20/11/2024 Wednesday
0-30	6609	6834	5247	4292	6923	6549	7170
30-40	305	323	405	523	289	142	167
40-50	4	2	5	4	9	7	2
50+	0	2	0	0	0	9	3
TOTAL	6918	7161	5657	4819	7221	6707	7342

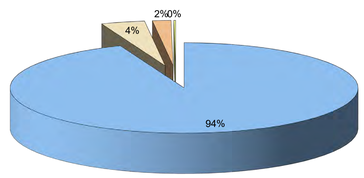
Speed Summary (MPH)



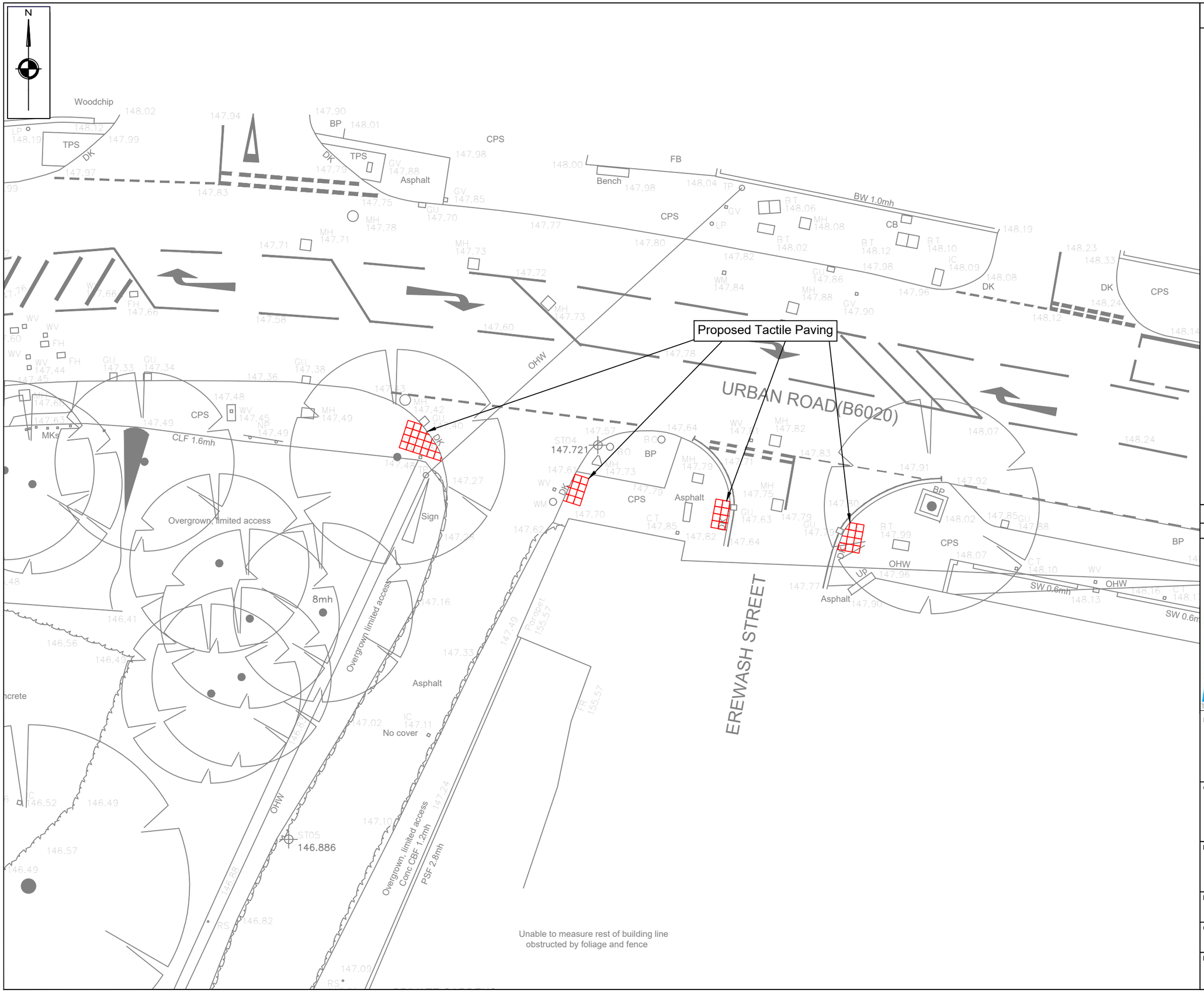
Channel 2 - Eastbound — **Vehicle Class** — **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	MGV - 2	OGV1 / Bus - 3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
14/11/2024					
7-19	5312	308	67	12	5699
6-22	6153	339	72	13	6577
6-24	6281	344	72	13	6720
0-24	6477	353	74	14	6918
15/11/2024					
7-19	5342	274	72	13	5701
6-22	6343	317	81	14	6755
6-24	6529	323	81	15	6951
0-24	6719	342	84	16	7161
16/11/2024					
7-19	4406	183	47	7	4643
6-22	5026	200	53	8	5287
6-24	5231	202	55	8	5496
0-24	5381	211	57	8	5657
17/11/2024					
7-19	3876	168	33	11	4088
6-22	4317	181	36	11	4545
6-24	4425	186	38	11	4660
0-24	4575	193	40	11	4819
18/11/2024					
7-19	5832	211	100	12	6155
6-22	6556	252	113	12	6933
6-24	6663	267	114	13	7057
0-24	6810	280	115	16	7221
19/11/2024					
7-19	5167	119	176	9	5471
6-22	6001	153	200	9	6363
6-24	6150	154	209	9	6521
0-24	6294	199	205	9	6707
20/11/2024					
7-19	5671	238	183	8	6100
6-22	6486	273	208	9	6976
6-24	6620	277	214	9	7123
0-24	6831	285	216	10	7342
Average					
7-19	5087	214	97	10	5408
6-22	5840	245	109	11	6205
6-24	5985	250	111	11	6361
0-24	6155	266	113	12	6546

Total Vehicle Class Distribution



Appendix E
Proposed Pedestrian Improvements



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY

ANDREW MOSELEY ASSOCIATES
TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS

Project:
LANE END
KIRKBY IN ASHFIELD

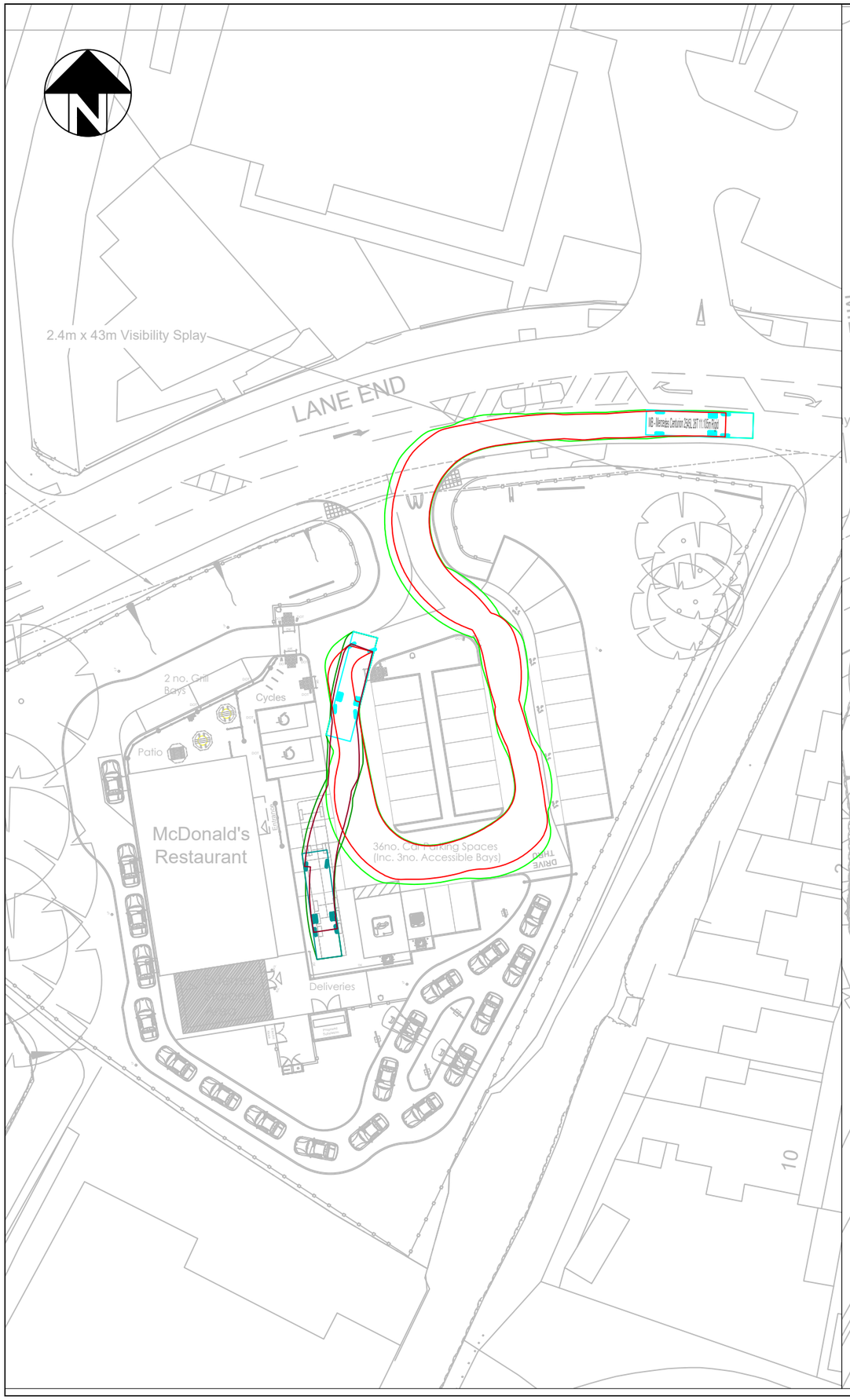
Client:
MCDONALDS RESTAURANTS LTD

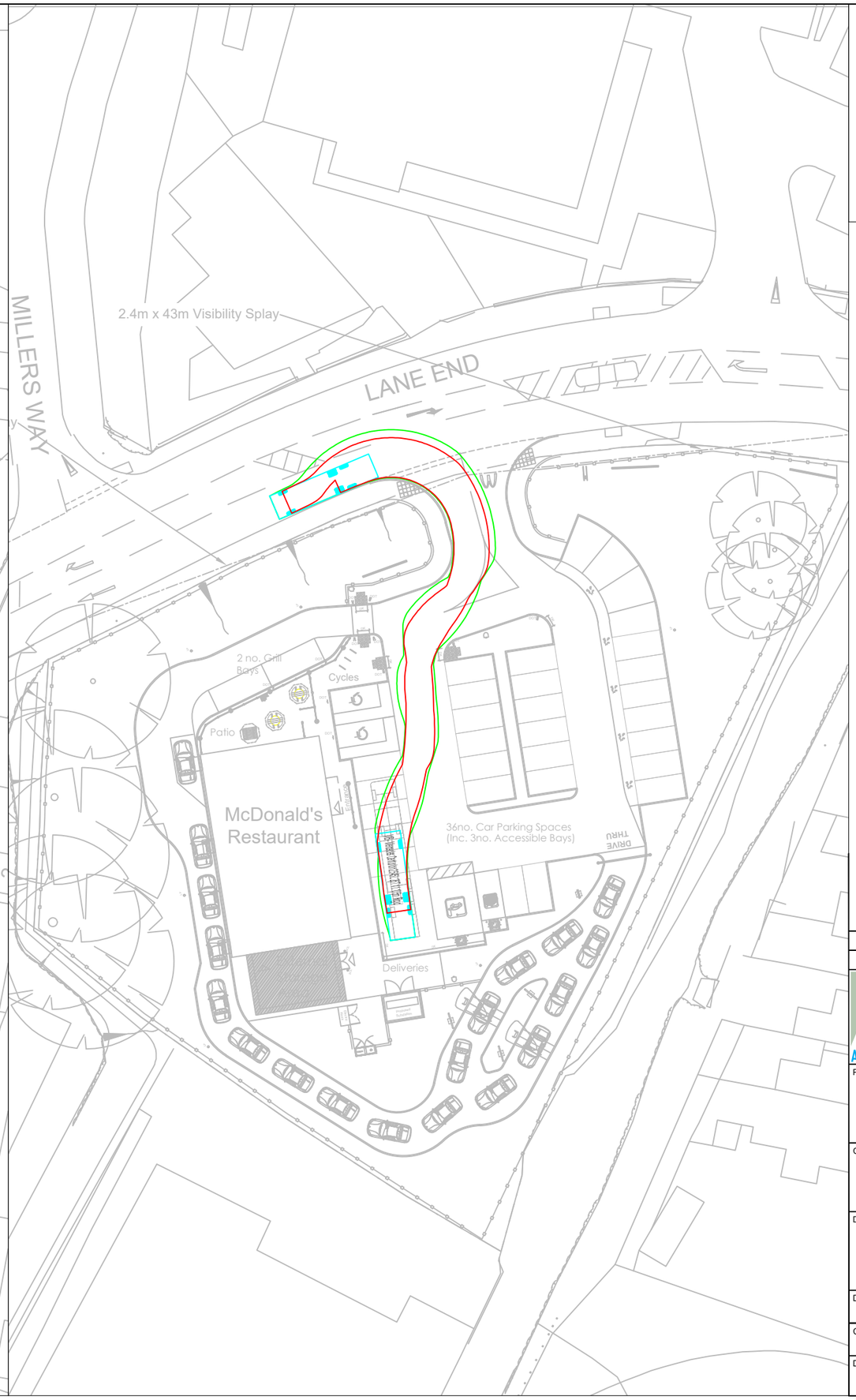
Drawing:
PROPOSED TACTILE PAVING
ON UNNAMED ROAD AND
EREWASH STREET

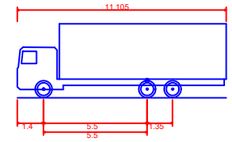
Drawn By:	Date:
MHT	03/12/24
Checked:	Scale:
AMM	1:500 @ A3

Drawing No. AMA/50082/SK014 Rev. -

Appendix F
11.105m Delivery Vehicle Swept Path Analysis







MB - Mercedes Centurion 2545L 26T 11.105m Rigid

Overall Length	11.105m
Overall Width	2.600m
Overall Body Height	3.923m
Min Body Ground Clearance	0.440m
Track Width	2.482m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.403m

P02	Updated Site Layout	02.12.24	ECT
P01	Preliminary Issue	24.10.24	OHJ

ANDREW MOSELEY ASSOCIATES
Transport & Infrastructure Consultants
15 St Paul's Street
Second Floor
Leeds
LS1 2JG
www.amatp.co.uk

Project:
LANE END, KIRKBY IN ASHFIELD

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
7.5 T PANEL VAN - DRIVE THRU

Drawn By: OHJ	Date: 24.10.2024	
Checked: RID	Scale: 1:500	Paper: A3
Drawing No. AMA-50082-ATR002 - 1.2		Rev. P02

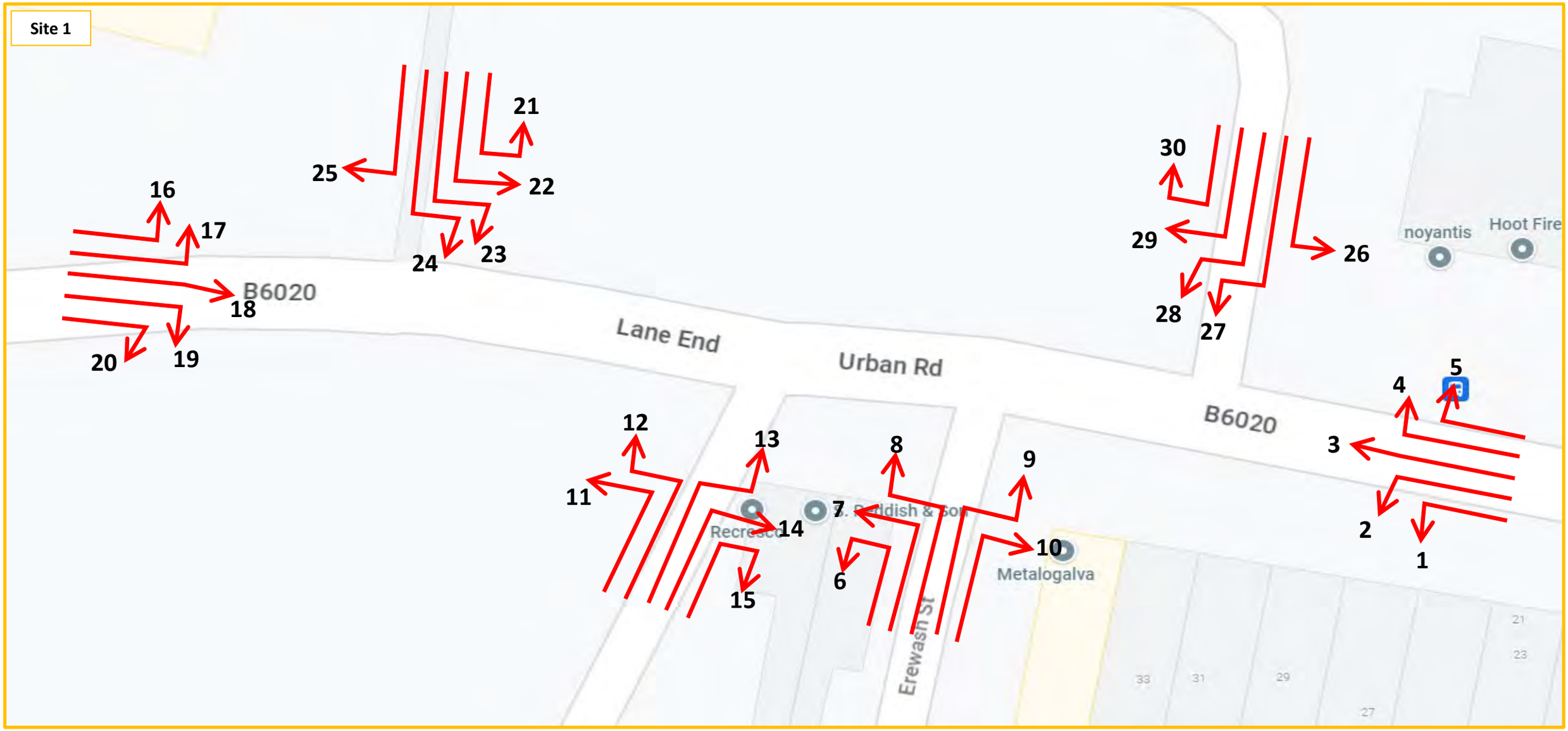
Appendix G
Raw Junction Survey Data

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June & Saturday 1st July 2023

Time: 07:00-10:00, 16:00-19:00, & 10:00-14:00



Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June 2023

Time: 07:00-10:00, 16:00-19:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 1 – FROM B6020 URBAN ROAD – LEFT TURN TO EREWASH STREET									MOVEMENT 2 – FROM B6020 URBAN ROAD – LEFT TURN TO UNNAMED ROAD									MOVEMENT 3 – FROM B6020 URBAN ROAD – STRAIGHT AHEAD TO B6020 LANE END									MOVEMENT 4 – FROM B6020 URBAN ROAD – RIGHT TURN TO ALDI									MOVEMENT 5 – FROM B6020 URBAN ROAD – RIGHT TURN TO ADA LOVELACE HOUSE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	54	14	1	3	1	1	0	74	78.80	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	60	18	3	0	2	2	0	85	87.30	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	85	14	2	1	4	0	0	106	112.30	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	77	20	0	0	2	1	0	100	101.40	8	0	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	86	13	1	3	0	1	0	104	107.80	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	70	6	3	2	3	0	0	84	91.10	10	0	0	0	0	0	0	10	10.00	1	1	0	0	0	0	0	2	2.00
0830-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	57	13	2	0	1	1	0	74	75.40	6	0	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00	67	13	1	2	2	1	0	86	90.50	18	1	0	0	0	0	0	19	19.00	1	0	0	0	0	0	0	1	1.00
0900-0915	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	65	11	5	0	2	0	0	83	87.50	18	0	0	0	0	0	0	18	18.00	1	0	0	0	0	0	0	1	1.00
0915-0930	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00	77	11	0	1	1	0	0	90	92.30	18	0	0	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	0	1	0	0	0	0	1	1.50	60	8	4	2	2	0	0	76	82.60	18	0	0	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	77	10	7	1	0	0	0	95	99.80	17	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**4**	**4.50**	**835**	**151**	**29**	**15**	**20**	**7**	**0**	**1057**	**1106.80**	**124**	**1**	**0**	**0**	**0**	**0**	**0**	**125**	**125.00**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**

HOURLY TOTALS										HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	276	66	6	4	9	4	0	365	379.80	9	0	0	0	0	0	0	9	9.00	1	0	0	0	0	0	0	1	1.00
0715-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	308	65	6	4	8	4	0	395	408.80	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	318	53	6	6	9	2	0	394	412.60	29	0	0	0	0	0	0	29	29.00	1	1	0	0	0	0	0	2	2.00
0745-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	290	52	6	5	6	3	0	362	375.70	34	0	0	0	0	0	0	34	34.00	1	1	0	0	0	0	0	2	2.00
0800-0900	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00	280	45	7	7	6	3	0	348	364.80	44	1	0	0	0	0	0	45	45.00	2	1	0	0	0	0	0	3	3.00
0815-0915	0	1	0	0	0	0	0	1	1.00	1	1	0	0	0	0	0	2	2.00	259	43	11	4	8	2	0	327	344.50	52	1	0	0	0	0	0	53	53.00	3	1	0	0	0	0	0	4	4.00
0830-0930	0	1	0	0	0	0	0	1	1.00	1	2	0	0	0	0	0	3	3.00	266	48	8	3	6	2	0	333	345.70	60	1	0	0	0	0	0	61	61.00	2	0	0	0	0	0	0	2	2.00
0845-0945	0	1	0	0	0	0	0	1	1.00	1	2	1	0	0	0	0	4	4.50	269	43	10	5	7	1	0	335	352.90	72	1	0	0	0	0	0	73	73.00	2	0	0	0	0	0	0	2	2.00
0900-1000	0	1	0	0	0	0	0	1	1.00	0	1	1	0	0	0	0	2	2.50	279	40	16	4	5	0	0	344	362.20	71	0	0	0	0	0	0	71	71.00	1	0	0	0	0	0	0	1	1.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (16:00-19:00) PM Peaks

	MOVEMENT 1 – FROM B6020 URBAN ROAD – LEFT TURN TO EREWASH STREET									MOVEMENT 2 – FROM B6020 URBAN ROAD – LEFT TURN TO UNNAMED ROAD									MOVEMENT 3 – FROM B6020 URBAN ROAD – STRAIGHT AHEAD TO B6020 LANE END									MOVEMENT 4 – FROM B6020 URBAN ROAD – RIGHT TURN TO ALDI									MOVEMENT 5 – FROM B6020 URBAN ROAD – RIGHT TURN TO ADA LOVELACE HOUSE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	113	10	0	0	2	1	1	127	127.60	21	1	0	0	0	0	0	22	22.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	106	7	3	2	1	0	1	120	124.30	15	0	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	127	13	2	1	0	0	0	143	145.30	15	0	0	0	0	0	0	15	15.00	0	1	0	0	0	0	0	1	1.00
1645-1700	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	132	16	2	0	2	0	2	154	155.40	13	0	0	0	0	1	0	14	13.40	0	0	0	0	0	0	0	0	0.00
1700-1715	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	122	10	0	0	3	2	0	137	138.80	24	1	0	0	0	0	0	25	25.00	0	0	0	0	0	0	0	0	0.00
1715-1730	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	125	11	2	0	0	2	0	140	139.80	17	1	0	0	0	0	0	18	18.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	133	8	1	0	1	1	0	144	144.90	28	2	0	0	0	0	0	30	30.00	0	0	0	0	0	0	0	0	0.00
1745-1800	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	99	5	2	0	3	1	0	110	113.40	16	1	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1800-1815	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	104	8	0	0	0	0	0	112	112.00	12	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	90	10	0	0	1	2	0	103	102.80	11	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	72	8	2	0	2	0	0	84	87.00	14	1	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	89	10	1	0	2	0	1	103	104.70	12	1	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**7**	**1**	**0**	**0**	**0**	**0**	**0**	**8**	**8.00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**	**1312**	**116**	**15**	**3**	**17**	**9**	**5**	**1477**	**1496.00**	**198**	**8**	**0**	**0**	**0**	**1**	**0**	**207**	**206.40**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**

HOURLY TOTALS										HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	2	1	0	0	0	0	0	3	3.00	1	0	0	0	0	0	0	1	1.00	478	46	7	3	5	1	4	544	552.60	64	1	0	0	0	1	0	66	65.40	0	1	0	0	0	0	0	1	1.00
1615-1715	2	1	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	487	46	7	3	6	2	3	554	563.80	67	1	0	0	0	1	0	69	68.40	0	1	0	0	0	0	0	1	1.00
1630-1730	4	1	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00	506	50	6	1	5	4	2	574	579.30	69	2	0	0	0	1	0	72	71.40	0	1	0	0	0	0	0	1	1.00
1645-1745	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	512	45	5	0	6	5	2	575	578.90	82	4	0	0	0	1	0	87	86.40	0	0	0	0	0	0	0	0	0.00
1700-1800	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	479	34	5	0	7	6	0	531	536.90	85	5	0	0	0	0	0	90	90.00	0	0	0	0	0	0	0	0	0.00
1715-1815	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	461	32	5	0	4	4	0	506	510.10	73	4	0	0	0	0	0	77	77.00	0	0	0	0	0	0	0	0	0.00
1730-1830	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	426	31	3	0	5	4	0	469	473.10	67	3	0	0	0	0	0	70	70.00	0	0	0	0	0	0	0	0	0.00
1745-1845	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	365	31	4	0	6	3	0	409	415.20	53	2	0	0	0	0	0	55	55.00	0	0	0	0	0	0	0	0	0.00
1800-1900	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	355	36	3	0	5	2	1	402	406.50	49	2	0	0	0	0	0	51	51.00	0	0	0	0	0	0	0	0	0.00

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June 2023

Time: 07:00-10:00, 16:00-19:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 6									MOVEMENT 7									MOVEMENT 8								
	FROM EREWASH STREET LEFT THEN LEFT TURN TO UNNAMED ROAD									FROM EREWASH STREET LEFT TURN TO B6020 LANE END									FROM EREWASH STREET LEFT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	0	0	0	0	0	0	0.00	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00	1	2	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0815-0915	0	1	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0830-0930	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0845-0945	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 9									MOVEMENT 10								
	FROM EREWASH STREET RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE									FROM EREWASH STREET RIGHT TURN TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0845-0900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**

	HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
0715-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0800-0900	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0815-0915	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0830-0930	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0845-0945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (16:00-19:00) PM Peaks

	MOVEMENT 6									MOVEMENT 7									MOVEMENT 8								
	FROM EREWASH STREET LEFT THEN LEFT TURN TO UNNAMED ROAD									FROM EREWASH STREET LEFT TURN TO B6020 LANE END									FROM EREWASH STREET LEFT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	1	0	0	0	0	1	1.50	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1.50**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 9									MOVEMENT 10								
	FROM EREWASH STREET RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE									FROM EREWASH STREET RIGHT TURN TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1630-1645	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1645-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**

	HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
1615-1715	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
1630-1730	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1645-1745	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	1	0	0	0	0	1	1.50	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June 2023

Time: 07:00-10:00, 16:00-19:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 11 – FROM UNNAMED ROAD – LEFT TURN TO B6020 LANE END									MOVEMENT 12 – FROM UNNAMED ROAD – LEFT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**5.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
0700-0800	1	2	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
0715-0815	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0730-0830	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0930	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0845-0945	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	2	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 13 – FROM UNNAMED ROAD – RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE									MOVEMENT 14 – FROM UNNAMED ROAD – RIGHT TURN TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00
0900-0915	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00
0915-0930	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
0700-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00
0815-0915	0	0	0	0	0	0	0	0	0.00	0	2	0	0	0	0	0	2	2.00
0830-0930	0	0	0	0	0	0	0	0	0.00	0	2	0	0	0	0	0	2	2.00
0845-0945	0	0	0	0	0	0	0	0	0.00	0	3	0	0	0	0	0	3	3.00
0900-1000	0	0	0	0	0	0	0	0	0.00	0	2	0	0	0	0	0	2	2.00

	MOVEMENT 15 – FROM UNNAMED ROAD – RIGHT THEN RIGHT TURN TO EREWASH STREET								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
0700-0800	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (16:00-19:00) PM Peaks

	MOVEMENT 11 – FROM UNNAMED ROAD – LEFT TURN TO B6020 LANE END									MOVEMENT 12 – FROM UNNAMED ROAD – LEFT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
1600-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 13 – FROM UNNAMED ROAD – RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE									MOVEMENT 14 – FROM UNNAMED ROAD – RIGHT TURN TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	2	2	0	0	0	0	0	4	4.00
1615-1630	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1645-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**
1600-1700	0	0	0	0	0	0	0	0	0.00	3	2	0	0	0	0	0	5	5.00
1615-1715	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1630-1730	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1645-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1745-1845	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1800-1900	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00

	MOVEMENT 15 – FROM UNNAMED ROAD – RIGHT THEN RIGHT TURN TO EREWASH STREET								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
1600-1700	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June 2023

Time: 07:00-10:00, 16:00-19:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 16 – FROM B6020 LANE END – LEFT TURN TO ALDI									MOVEMENT 17 – FROM B6020 LANE END – LEFT TURN TO ADA LOVELACE HOUSE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
0745-0800	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0800-0815	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
0815-0830	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0830-0845	6	0	0	0	0	0	0	6	6.00	1	0	0	0	0	0	0	1	1.00
0845-0900	7	0	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00
0900-0915	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0915-0930	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0930-0945	14	0	0	0	0	0	0	14	14.00	0	1	0	0	0	0	0	1	1.00
0945-1000	12	1	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**80**	**1**	**0**	**0**	**0**	**0**	**0**	**81**	**81.00**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
HOURLY TOTALS																		
0700-0800	4	0	0	0	0	0	0	4	4.00	1	0	0	0	0	0	0	1	1.00
0715-0815	14	0	0	0	0	0	0	14	14.00	1	0	0	0	0	0	0	1	1.00
0730-0830	23	0	0	0	0	0	0	23	23.00	1	0	0	0	0	0	0	1	1.00
0745-0845	29	0	0	0	0	0	0	29	29.00	1	0	0	0	0	0	0	1	1.00
0800-0900	32	0	0	0	0	0	0	32	32.00	1	0	0	0	0	0	0	1	1.00
0815-0915	31	0	0	0	0	0	0	31	31.00	1	0	0	0	0	0	0	1	1.00
0830-0930	31	0	0	0	0	0	0	31	31.00	1	0	0	0	0	0	0	1	1.00
0845-0945	39	0	0	0	0	0	0	39	39.00	0	1	0	0	0	0	0	1	1.00
0900-1000	44	1	0	0	0	0	0	45	45.00	0	1	0	0	0	0	0	1	1.00

	MOVEMENT 18 – FROM B6020 LANE END – STRAIGHT AHEAD TO B0620 URBAN ROAD									MOVEMENT 19 – FROM B6020 LANE END – RIGHT TURN TO EREWASH STREET								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	53	15	2	1	3	0	0	74	79.30	0	0	0	0	0	0	0	0	0.00
0715-0730	60	13	4	2	0	1	0	80	84.00	0	0	0	0	0	0	0	0	0.00
0730-0745	68	11	3	1	2	0	1	86	90.00	0	0	0	0	0	0	0	0	0.00
0745-0800	85	12	3	2	3	2	0	107	112.90	0	0	0	0	0	0	0	0	0.00
0800-0815	83	9	1	2	3	1	0	99	104.50	0	0	0	0	0	0	0	0	0.00
0815-0830	88	8	4	1	1	0	1	103	106.50	1	0	0	0	0	0	0	1	1.00
0830-0845	94	13	4	0	1	1	0	113	115.40	0	0	0	0	0	0	0	0	0.00
0845-0900	92	12	2	3	1	0	0	110	115.90	0	0	0	0	0	0	0	0	0.00
0900-0915	87	15	5	1	1	0	0	109	113.80	0	0	0	0	0	0	0	0	0.00
0915-0930	81	7	2	2	2	0	0	94	99.60	0	0	0	0	0	0	0	0	0.00
0930-0945	82	8	3	1	0	1	0	95	97.20	0	0	0	0	0	0	0	0	0.00
0945-1000	89	12	2	0	3	1	1	108	110.60	0	0	0	0	0	0	0	0	0.00
0700-1000	**962**	**135**	**35**	**16**	**20**	**7**	**3**	**1178**	**1229.70**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**
HOURLY TOTALS																		
0700-0800	266	51	12	6	8	3	1	347	366.20	0	0	0	0	0	0	0	0	0.00
0715-0815	296	45	11	7	8	4	1	372	391.40	0	0	0	0	0	0	0	0	0.00
0730-0830	324	40	11	6	9	3	2	395	413.90	1	0	0	0	0	0	0	1	1.00
0745-0845	350	42	12	5	8	4	1	422	439.30	1	0	0	0	0	0	0	1	1.00
0800-0900	357	42	11	6	6	2	1	425	442.30	1	0	0	0	0	0	0	1	1.00
0815-0915	361	48	15	5	4	1	1	435	451.60	1	0	0	0	0	0	0	1	1.00
0830-0930	354	47	13	6	5	1	0	426	444.70	0	0	0	0	0	0	0	0	0.00
0845-0945	342	42	12	7	4	1	0	408	426.50	0	0	0	0	0	0	0	0	0.00
0900-1000	339	42	12	4	6	2	1	406	421.20	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 20 – FROM B6020 LANE END – RIGHT TURN TO UNNAMED ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00
0745-0800	1	0	0	0	0	0	0	1	1.00
0800-0815	1	0	0	0	0	0	0	1	1.00
0815-0830	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00
0845-0900	0	1	0	0	0	0	0	1	1.00
0900-0915	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00
0700-1000	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
HOURLY TOTALS									
0700-0800	1	0	0	0	0	0	0	1	1.00
0715-0815	2	0	0	0	0	0	0	2	2.00
0730-0830	2	0	0	0	0	0	0	2	2.00
0745-0845	2	0	0	0	0	0	0	2	2.00
0800-0900	1	1	0	0	0	0	0	2	2.00
0815-0915	0	1	0	0	0	0	0	1	1.00
0830-0930	0	1	0	0	0	0	0	1	1.00
0845-0945	0	1	0	0	0	0	0	1	1.00
0900-1000	0	0	0	0	0	0	0	0	0.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (16:00-19:00) PM Peaks

	MOVEMENT 16 – FROM B6020 LANE END – LEFT TURN TO ALDI									MOVEMENT 17 – FROM B6020 LANE END – LEFT TURN TO ADA LOVELACE HOUSE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	21	0	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00
1615-1630	11	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1630-1645	11	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1645-1700	7	0	0	0	0	1	0	8	7.40	0	0	0	0	0	0	0	0	0.00
1700-1715	8	1	0	0	0	1	0	10	9.40	0	0	0	0	0	0	0	0	0.00
1715-1730	11	1	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1730-1745	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
1745-1800	10	1	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1800-1815	12	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1815-1830	11	0	0	0	0	0	1	12	11.20	0	0	0	0	0	0	0	0	0.00
1830-1845	11	1	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1845-1900	7	1	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**130**	**5**	**0**	**0**	**0**	**2**	**1**	**138**	**136.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
HOURLY TOTALS																		
1600-1700	50	0	0	0	0	1	0	51	50.40	0	0	0	0	0	0	0	0	0.00
1615-1715	37	1	0	0	0	2	0	40	38.80	0	0	0	0	0	0	0	0	0.00
1630-1730	37	2	0	0	0	2	0	41	39.80	0	0	0	0	0	0	0	0	0.00
1645-1745	36	2	0	0	0	2	0	40	38.80	0	0	0	0	0	0	0	0	0.00
1700-1800	39	3	0	0	0	1	0	43	42.40	0	0	0	0	0	0	0	0	0.00
1715-1815	43	2	0	0	0	0	0	45	45.00	0	0	0	0	0	0	0	0	0.00
1730-1830	43	1	0	0	0	0	1	45	44.20	0	0	0	0	0	0	0	0	0.00
1745-1845	44	2	0	0	0	0	1	47	46.20	0	0	0	0	0	0	0	0	0.00
1800-1900	41	2	0	0	0	0	1	44	43.20	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 18 – FROM B6020 LANE END – STRAIGHT AHEAD TO B0620 URBAN ROAD									MOVEMENT 19 – FROM B6020 LANE END – RIGHT TURN TO EREWASH STREET								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	88	8	1	0	1	1	2	101	100.30	1	0	0	0	0	0	0	1	1.00
1615-1630	80	12	2	1	0	1	0	96	97.70	1	0	0	0	0	0	0	1	1.00
1630-1645	80	13	1	1	0	2	0	97	97.60	0	0	0	0	0	0	0	0	0.00
1645-1700	108	5	0	0	4	1	0	118	121.40	0	0	0	0	0	0	0	0	0.00
1700-1715	100	6	1	0	0	0	0	107	107.50	1	0	0	0	0	0	0	1	1.00
1715-1730	65	5	0	0	1	0	0	71	72.00	0	0	0	0	0	0	0	0	0.00
1730-1745	98	6	0	0	2	1	0	107	108.40	0	0	0	0	0	0	0	0	0.00
1745-1800	97	5	2	2	2	0	0	108	113.60	0	0	0	0	0	0	0	0	0.00
1800-1815	89	8	0	0	1	1	0	99	99.40	0	0	0	0	0	0	0	0	0.00
1815-1830	96	2	0	0	0	1	0	99	98.40	0	0	0	0	0	0	0	0	0.00
1830-1845	65	2	0	0	1	2	1	71	70.00	0	0	0	0	0	0	0	0	0.00
1845-1900	72	8	1	0	1	0	1	83	83.70	0	0	0	0	0	0	0	0	0.00
1600-1900	**1038**	**80**	**8**	**4**	**13**	**10**	**4**	**1157**	**1170.00**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**
HOURLY TOTALS																		
1600-1700	356	38	4	2	5	5	2	412	417.00	2	0	0	0	0	0	0	2	2.00
1615-1715	368	36	4	2	4	4	0	418	424.20	2	0	0	0	0	0	0	2	2.00
1630-1730	353	29	2	1	5	3	0	393	398.50	1	0	0	0	0	0	0	1	1.00
1645-1745	371	22	1	0	7	2	0	403	409.30	1	0	0	0	0	0	0	1	1.00
1700-1800	360	22	3	2	5	1	0	393	401.50	1	0	0	0	0	0	0	1	1.00
1715-1815	349	24	2	2	6	2	0	385	393.40	0	0	0	0	0	0	0	0	0.00
1730-1830	380	21	2	2	5	3	0	413	419.80	0	0	0	0	0	0	0	0	0.00
1745-1845	347	17	2	2	4	4	1	377	381.40	0	0	0	0	0	0	0	0	0.00
1800-1900	322	20	1	0	3	4	2	352	351.50	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 20 – FROM B6020 LANE END – RIGHT TURN TO UNNAMED ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	1	1	0.20
1630-1645	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	1	0	0	0	0	1	1.50
1715-1730	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**1.70**
HOURLY TOTALS									
1600-1700	0	0	0	0	0	0	1	1	0.20
1615-1715	0	0	1	0	0	0	1	2	1.70
1630-1730	0	0	1	0	0	0	0	1	1.50
1645-1745	0	0	1	0	0	0	0	1	1.50
1700-1800	0	0	1	0	0	0	0	1	1.50
1715-1815	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June 2023

Time: 07:00-10:00, 16:00-19:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 21									MOVEMENT 22									MOVEMENT 23								
	FROM ALDI LEFT THEN LEFT TURN TO ADA LOVELACE HOUSE									FROM ALDI LEFT TURN TO B0620 URBAN ROAD									FROM ALDI LEFT THEN RIGHT TURN TO EREWASH STREET								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	4	0	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	6	0	0	0	0	0	0	6	6.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	0	0	0	0	0	0	0	0.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00	16	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00	15	0	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00	17	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	15	0	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	14	0	0	0	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**97**	**0**	**0**	**0**	**0**	**0**	**0**	**97**	**97.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00	5	0	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
0730-0830	0	0	0	0	0	0	0	0	0.00	11	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	0	0	0	0	0	0	0	0.00	20	0	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00
0800-0900	0	0	0	0	0	0	0	0	0.00	35	0	0	0	0	0	0	35	35.00	0	0	0	0	0	0	0	0	0.00
0815-0915	0	0	0	0	0	0	0	0	0.00	46	0	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0	0.00
0830-0930	0	0	0	0	0	0	0	0	0.00	57	0	0	0	0	0	0	57	57.00	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00	63	0	0	0	0	0	0	63	63.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00	61	0	0	0	0	0	0	61	61.00	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 24									MOVEMENT 25								
	FROM ALDI LEFT THEN RIGHT TURN TO UNNAMED ROAD									FROM ALDI RIGHT TURN TO B6020 LANE END								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
0815-0830	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
0830-0845	0	0	0	0	0	0	0	0	0.00	10	0	0	0	0	0	0	10	10.00
0845-0900	0	0	0	0	0	0	0	0	0.00	6	0	0	0	0	0	0	6	6.00
0900-0915	0	0	0	0	0	0	0	0	0.00	8	0	0	0	0	0	0	8	8.00
0915-0930	0	0	0	0	0	0	0	0	0.00	7	0	0	0	0	0	0	7	7.00
0930-0945	0	0	0	0	0	0	0	0	0.00	8	0	0	0	0	0	0	8	8.00
0945-1000	0	0	0	0	0	0	0	0	0.00	14	0	0	0	0	0	0	14	14.00
0700-1000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**57**	**0**	**0**	**0**	**0**	**0**	**0**	**57**	**57.00**
	HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
0730-0830	0	0	0	0	0	0	0	0	0.00	4	0	0	0	0	0	0	4	4.00
0745-0845	0	0	0	0	0	0	0	0	0.00	14	0	0	0	0	0	0	14	14.00
0800-0900	0	0	0	0	0	0	0	0	0.00	20	0	0	0	0	0	0	20	20.00
0815-0915	0	0	0	0	0	0	0	0	0.00	26	0	0	0	0	0	0	26	26.00
0830-0930	0	0	0	0	0	0	0	0	0.00	31	0	0	0	0	0	0	31	31.00
0845-0945	0	0	0	0	0	0	0	0	0.00	29	0	0	0	0	0	0	29	29.00
0900-1000	0	0	0	0	0	0	0	0	0.00	37	0	0	0	0	0	0	37	37.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (16:00-19:00) PM Peaks

	MOVEMENT 21									MOVEMENT 22									MOVEMENT 23								
	FROM ALDI LEFT THEN LEFT TURN TO ADA LOVELACE HOUSE									FROM ALDI LEFT TURN TO B0620 URBAN ROAD									FROM ALDI LEFT THEN RIGHT TURN TO EREWASH STREET								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	15	0	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1615-1630	0	0	0	0	0	0	0	0	0.00	18	1	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
1630-1645	0	0	0	0	0	0	0	0	0.00	13	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00	21	1	0	0	0	0	0	22	22.00	0	0	0	0	0	0	0	0	0.00
1700-1715	0	0	0	0	0	0	0	0	0.00	13	0	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00	19	1	0	0	0	1	0	21	20.40	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	12	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	14	3	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	15	1	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	17	0	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00	12	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	11	2	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**180**	**9**	**0**	**0**	**0**	**1**	**0**	**190**	**189.40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**
	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	0	0	0	0	0	0	0	0.00	67	2	0	0	0	0	0	69	69.00	0	0	0	0	0	0	0	0	0.00
1615-1715	0	0	0	0	0	0	0	0	0.00	65	2	0	0	0	0	0	67	67.00	0	0	0	0	0	0	0	0	0.00
1630-1730	0	0	0	0	0	0	0	0	0.00	66	2	0	0	0	1	0	69	68.40	0	0	0	0	0	0	0	0	0.00
1645-1745	0	0	0	0	0	0	0	0	0.00	65	2	0	0	0	1	0	68	67.40	0	0	0	0	0	0	0	0	0.00
1700-1800	0	0	0	0	0	0	0	0	0.00	58	4	0	0	0	1	0	63	62.40	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00	60	5	0	0	0	1	0	66	65.40	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00	58	4	0	0	0	0	0	62	62.00	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00	58	4	0	0	0	0	0	62	62.00	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00	55	3	0	0	0	0	0	58	58.00	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 24									MOVEMENT 25								
	FROM ALDI LEFT THEN RIGHT TURN TO UNNAMED ROAD									FROM ALDI RIGHT TURN TO B6020 LANE END								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	6	1	0	0	0	0	0	7	7.00
1615-1630	0	0	0	0	0	0	0	0	0.00	21	0	0	0	0	0	0	21	21.00
1630-1645	0	0	0	0	0	0	0	0	0.00	16	0	0	0	0	0	0	16	16.00
1645-1700	0	0	0	0	0	0	0	0	0.00	16	0	0	0	0	1	0	17	16.40
1700-1715	0	0	0	0	0	0	0	0	0.00	14	0	0	0	0	0	0	14	14.00
1715-1730	0	0	0	0	0	0	0	0	0.00	9	0	0	0	0	1	0	10	9.40
1730-1745	0	0	0	0	0	0	0	0	0.00	15	1	0	0	0	0	0	16	16.00
1745-1800	0	0	0	0	0	0	0	0	0.00	22	1	0	0	0	0	0	23	23.00
1800-1815	0	0	0	0	0	0	0	0	0.00	12	1	0	0	0	0	0	13	13.00
1815-1830	0	0	0	0	0	0	0	0	0.00	18	0	0	0	0	0	1	19	18.20
1830-1845	0	0	0	0	0	0	0	0	0.00	11	0	0	0	0	0	0	11	11.00
1845-1900	0	0	0	0	0	0	0	0	0.00	8	2	0	0	0	0	0	10	10.00
1600-1900	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**168**	**6**	**0**	**0**	**0**	**2**	**1**	**177**	**175.00**
	HOURLY TOTALS									HOURLY TOTALS								
1600-1700	0	0	0	0	0	0	0	0	0.00	59	1	0	0	0	1	0	61	60.40
1615-1715	0	0	0	0	0	0	0	0	0.00	67	0	0	0	0	1	0	68	67.40
1630-1730	0	0	0	0	0	0	0	0	0.00	55	0	0	0	0	2	0	57	55.80
1645-1745	0	0	0	0	0	0	0	0	0.00	54	1	0	0	0	2	0	57	55.80
1700-1800	0	0	0	0	0	0	0	0	0.00	60	2	0	0	0	1	0	63	62.40
1715-1815	0	0	0	0	0	0	0	0	0.00	58	3	0	0	0	1	0	62	61.40
1730-1830	0	0	0	0	0	0	0	0	0.00	67	3	0	0	0	0	1	71	70.20
1745-1845	0	0	0	0	0	0	0	0	0.00	63	2	0	0	0	0	1	66	65.20
1800-1900	0	0	0	0	0	0	0	0	0.00	49	3	0	0	0	0	1	53	52.20

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Friday 30th June 2023

Time: 07:00-10:00, 16:00-19:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 26 FROM ADA LOVELACE HOUSE LEFT TURN TO B0620 URBAN ROAD									MOVEMENT 27 FROM ADA LOVELACE HOUSE RIGHT THEN LEFT TURN TO EREWASH STREET									MOVEMENT 28 FROM ADA LOVELACE HOUSE RIGHT THEN LEFT TURN TO UNNAMED ROAD									MOVEMENT 29 FROM ADA LOVELACE HOUSE RIGHT TURN TO B6020 LANE END									MOVEMENT 30 FROM ADA LOVELACE HOUSE RIGHT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0700-0715	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0745	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0845	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0845-0900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-0915	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0915-0930	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0930-0945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0945-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0700-1000	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**2.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
0700-0800	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0715-0815	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0730-0830	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0745-0845	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0800-0900	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0815-0915	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0830-0930	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0845-0945	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
0900-1000	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (16:00-19:00) PM Peaks

	MOVEMENT 26 FROM ADA LOVELACE HOUSE LEFT TURN TO B0620 URBAN ROAD									MOVEMENT 27 FROM ADA LOVELACE HOUSE RIGHT THEN LEFT TURN TO EREWASH STREET									MOVEMENT 28 FROM ADA LOVELACE HOUSE RIGHT THEN LEFT TURN TO UNNAMED ROAD									MOVEMENT 29 FROM ADA LOVELACE HOUSE RIGHT TURN TO B6020 LANE END									MOVEMENT 30 FROM ADA LOVELACE HOUSE RIGHT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1600-1615	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1630	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1645	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1700	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1715	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1715-1730	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1730-1745	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1745-1800	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1815-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1830-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1845-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1600-1900	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1600-1700	2	1	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1615-1715	3	1	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1630-1730	2	1	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1645-1745	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1700-1800	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1715-1815	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1730-1830	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1745-1845	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1800-1900	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

Junction 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction
Queue Length Survey

Junction 1 of 1
Erewash Street
Unnamed Road
Aldi
Ada Lovelace House

Date
Friday 30th June 2023

Erewash Street

07:00 - 10:00 (Weekday AM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

Unnamed Road

07:00 - 10:00 (Weekday AM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	1	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

Aldi

07:00 - 10:00 (Weekday AM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	1	0
08:10	1	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	1	0
08:40	0	0
08:45	1	0
08:50	1	0
08:55	0	0
09:00	1	0
09:05	0	1
09:10	2	3
09:15	0	0
09:20	0	0
09:25	0	0
09:30	2	1
09:35	1	0
09:40	1	0
09:45	1	0
09:50	0	0
09:55	2	0
10:00	0	0

Ada Lovelace House

07:00 - 10:00 (Weekday AM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
07:05	0	0
07:10	0	0
07:15	0	0
07:20	0	0
07:25	0	0
07:30	0	0
07:35	0	0
07:40	0	0
07:45	0	0
07:50	0	0
07:55	0	0
08:00	0	0
08:05	0	0
08:10	0	0
08:15	0	0
08:20	0	0
08:25	0	0
08:30	0	0
08:35	0	0
08:40	0	0
08:45	0	0
08:50	0	0
08:55	0	0
09:00	0	0
09:05	0	0
09:10	0	0
09:15	0	0
09:20	0	0
09:25	0	0
09:30	0	0
09:35	0	0
09:40	0	0
09:45	0	0
09:50	0	0
09:55	0	0
10:00	0	0

Erewash Street

16:00 - 19:00 (Weekday PM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	1	0
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	0	0
17:15	0	0
17:20	1	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

Unnamed Road

16:00 - 19:00 (Weekday PM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	0	0
16:40	0	0
16:45	1	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	0	0
17:15	0	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

Aldi

16:00 - 19:00 (Weekday PM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
16:05	1	0
16:10	0	1
16:15	1	0
16:20	3	0
16:25	1	2
16:30	2	0
16:35	2	2
16:40	2	0
16:45	1	0
16:50	3	0
16:55	1	0
17:00	1	1
17:05	1	0
17:10	0	0
17:15	1	2
17:20	3	0
17:25	1	0
17:30	2	0
17:35	0	0
17:40	0	1
17:45	5	0
17:50	1	0
17:55	2	0
18:00	4	0
18:05	0	0
18:10	1	0
18:15	2	0
18:20	1	0
18:25	0	0
18:30	0	0
18:35	2	0
18:40	0	0
18:45	0	0
18:50	1	1
18:55	0	0
19:00	0	0

Ada Lovelace House

16:00 - 19:00 (Weekday PM Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
16:05	0	0
16:10	0	0
16:15	0	0
16:20	0	0
16:25	0	0
16:30	0	0
16:35	1	0
16:40	0	0
16:45	0	0
16:50	0	0
16:55	0	0
17:00	0	0
17:05	0	0
17:10	1	0
17:15	0	0
17:20	0	0
17:25	0	0
17:30	0	0
17:35	0	0
17:40	0	0
17:45	0	0
17:50	0	0
17:55	0	0
18:00	0	0
18:05	0	0
18:10	0	0
18:15	0	0
18:20	0	0
18:25	0	0
18:30	0	0
18:35	0	0
18:40	0	0
18:45	0	0
18:50	0	0
18:55	0	0
19:00	0	0

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Saturday 1st July 2023

Time: 10:00-14:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 1									MOVEMENT 2									MOVEMENT 3								
	FROM B6020 URBAN ROAD LEFT TURN TO EREWASH STREET									FROM B6020 URBAN ROAD LEFT TURN TO UNNAMED ROAD									FROM B6020 URBAN ROAD STRAIGHT AHEAD TO B6020 LANE END								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	87	6	0	0	0	0	0	93	93.00
1015-1030	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	91	10	0	0	0	0	0	101	101.00
1030-1045	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	110	9	1	0	3	0	0	123	126.50
1045-1100	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	86	9	1	0	0	0	2	98	96.90
1100-1115	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	98	5	1	0	2	0	0	106	108.50
1115-1130	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	78	7	0	0	2	0	0	87	89.00
1130-1145	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	77	4	0	0	1	0	0	82	83.00
1145-1200	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	107	5	1	0	2	0	0	115	117.50
1200-1215	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	100	6	0	0	0	1	0	107	106.40
1215-1230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	84	11	1	0	1	0	0	97	98.50
1230-1245	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00	97	2	1	0	2	1	1	104	105.10
1245-1300	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	100	4	0	0	2	1	1	108	108.60
1300-1315	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	96	7	1	0	0	3	0	107	105.70
1315-1330	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	102	4	0	0	2	0	0	108	110.00
1330-1345	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	103	7	0	0	1	1	0	112	112.40
1345-1400	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	90	6	1	0	2	0	1	100	101.70
1000-1400	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**4.00**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**	**1506**	**102**	**8**	**0**	**20**	**7**	**5**	**1648**	**1663.80**

	MOVEMENT 4									MOVEMENT 5								
	FROM B6020 URBAN ROAD RIGHT TURN TO ALDI									FROM B6020 URBAN ROAD RIGHT TURN TO ADA LOVELACE HOUSE								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	21	0	0	0	0	0	0	21	21.00	0	1	0	0	0	0	0	1	1.00
1015-1030	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
1030-1045	19	1	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00
1045-1100	15	0	0	0	0	0	0	15	15.00	1	0	0	0	0	0	0	1	1.00
1100-1115	19	0	0	1	0	0	0	20	21.30	0	0	0	0	0	0	0	0	0.00
1115-1130	34	0	0	0	0	0	0	34	34.00	0	0	0	0	0	0	0	0	0.00
1130-1145	29	0	0	0	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00
1145-1200	18	2	0	0	0	0	0	20	20.00	1	0	0	0	0	0	0	1	1.00
1200-1215	12	1	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1215-1230	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
1230-1245	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
1245-1300	19	2	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00
1300-1315	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00
1315-1330	16	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1330-1345	15	2	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1345-1400	19	1	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00
1000-1400	**312**	**9**	**0**	**1**	**0**	**0**	**0**	**322**	**323.30**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**3**	**3.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1000-1100	1	0	0	0	0	0	0	1	1.00	1	0	0	0	0	0	0	1	1.00	374	34	2	0	3	0	2	415	417.40
1015-1115	1	1	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	385	33	3	0	5	0	2	428	432.90
1030-1130	1	1	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	372	30	3	0	7	0	2	414	420.90
1045-1145	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	339	25	2	0	5	0	2	373	377.40
1100-1200	0	1	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00	360	21	2	0	7	0	0	390	398.00
1115-1215	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	362	22	1	0	5	1	0	391	395.90
1130-1230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	368	26	2	0	4	1	0	401	405.40
1145-1245	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00	388	24	3	0	5	2	1	423	427.50
1200-1300	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00	381	23	2	0	5	3	2	416	418.60
1215-1315	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00	377	24	3	0	5	5	2	416	417.90
1230-1330	1	0	0	0	0	0	0	1	1.00	1	1	0	0	0	0	0	2	2.00	395	17	2	0	6	5	2	427	429.40
1245-1345	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	401	22	1	0	5	5	1	435	436.70
1300-1400	2	0	0	0	0	0	0	2	2.00	1	0	0	0	0	0	0	1	1.00	391	24	2	0	5	4	1	427	429.80

	HOURLY TOTALS									HOURLY TOTALS								
1000-1100	74	1	0	0	0	0	0	75	75.00	1	1	0	0	0	0	0	2	2.00
1015-1115	72	1	0	1	0	0	0	74	75.30	1	0	0	0	0	0	0	1	1.00
1030-1130	87	1	0	1	0	0	0	89	90.30	1	0	0	0	0	0	0	1	1.00
1045-1145	97	0	0	1	0	0	0	98	99.30	1	0	0	0	0	0	0	1	1.00
1100-1200	100	2	0	1	0	0	0	103	104.30	1	0	0	0	0	0	0	1	1.00
1115-1215	93	3	0	0	0	0	0	96	96.00	1	0	0	0	0	0	0	1	1.00
1130-1230	78	3	0	0	0	0	0	81	81.00	1	0	0	0	0	0	0	1	1.00
1145-1245	68	3	0	0	0	0	0	71	71.00	1	0	0	0	0	0	0	1	1.00
1200-1300	69	3	0	0	0	0	0	72	72.00	0	0	0	0	0	0	0	0	0.00
1215-1315	76	2	0	0	0	0	0	78	78.00	0	0	0	0	0	0	0	0	0.00
1230-1330	73	2	0	0	0	0	0	75	75.00	0	0	0	0	0	0	0	0	0.00
1245-1345	69	4	0	0	0	0	0	73	73.00	0	0	0	0	0	0	0	0	0.00
1300-1400	69	3	0	0	0	0	0	72	72.00	0	0	0	0	0	0	0	0	0.00

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Saturday 1st July 2023

Time: 10:00-14:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 6									MOVEMENT 7									MOVEMENT 8								
	FROM EREWASH STREET LEFT THEN LEFT TURN TO UNNAMED ROAD									FROM EREWASH STREET LEFT TURN TO B6020 LANE END									FROM EREWASH STREET LEFT THEN RIGHT TURN TO ALDI								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1015-1030	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1030-1045	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1045-1100	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1100-1115	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1115-1130	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1130-1145	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1145-1200	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1200-1215	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1215-1230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1230-1245	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1245-1300	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1300-1315	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1315-1330	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1330-1345	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1345-1400	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1000-1400	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**6.00**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**

	MOVEMENT 9									MOVEMENT 10								
	FROM EREWASH STREET RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE									FROM EREWASH STREET RIGHT TURN TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1015-1030	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
1030-1045	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00
1045-1100	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1100-1115	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1115-1130	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1130-1145	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1145-1200	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1200-1215	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1215-1230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1230-1245	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1245-1300	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1300-1315	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1315-1330	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1330-1345	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1345-1400	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1000-1400	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**7**	**7.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
1000-1100	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1015-1115	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1030-1130	0	0	0	0	0	0	0	0	0.00	4	1	0	0	0	0	0	5	5.00	0	0	0	0	0	0	0	0	0.00
1045-1145	0	0	0	0	0	0	0	0	0.00	3	1	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
1100-1200	0	0	0	0	0	0	0	0	0.00	3	1	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00
1115-1215	0	0	0	0	0	0	0	0	0.00	2	1	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1130-1230	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1145-1245	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1200-1300	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1215-1315	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1230-1330	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1245-1345	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1300-1400	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS									HOURLY TOTALS								
1000-1100	0	0	0	0	0	0	0	0	0.00	2	1	0	0	0	0	0	3	3.00
1015-1115	0	0	0	0	0	0	0	0	0.00	2	1	0	0	0	0	0	3	3.00
1030-1130	0	0	0	0	0	0	0	0	0.00	1	1	0	0	0	0	0	2	2.00
1045-1145	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1100-1200	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1115-1215	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
1130-1230	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1145-1245	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1200-1300	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00
1215-1315	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1230-1330	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1245-1345	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00
1300-1400	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00

Site: Site 1 - B6020

Location: Kirkby in

Date: Saturday 1st

Time: 10:00-14:00

	CAR
1000-1015	0
1015-1030	0
1030-1045	0
1045-1100	1
1100-1115	0
1115-1130	0
1130-1145	0
1145-1200	0
1200-1215	0
1215-1230	0
1230-1245	0
1245-1300	0
1300-1315	0
1315-1330	1
1330-1345	1
1345-1400	0
1000-1400	**3**

	CAR
1000-1100	1
1015-1115	1
1030-1130	1
1045-1145	1
1100-1200	0
1115-1215	0
1130-1230	0
1145-1245	0
1200-1300	0
1215-1315	0
1230-1330	1
1245-1345	2
1300-1400	2

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

MOVEMENT 11 – FROM UNNAMED ROAD LEFT TURN TO B6020 LANE END

LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	4	4.00

MOVEMENT 12 – FROM UNNAMED ROAD LEFT THEN RIGHT TURN TO ALDI

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

MOVEMENT 13 – FROM UNNAMED ROAD RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

MOVEMENT 14 – FROM UNNAMED ROAD RIGHT TURN TO B0620 URBAN ROAD

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
2	0	0	0	0	0	0	2	2.00

MOVEMENT 15 – FROM UNNAMED ROAD RIGHT THEN RIGHT TURN TO EREWASH STREET

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

MO… – FROM … LI…

	CAR	LGV	OGV1	OGV2
1000-1015	14	1	0	0
1015-1030	15	0	0	0
1030-1045	17	0	0	0
1045-1100	10	1	0	0
1100-1115	12	0	0	0
1115-1130	12	1	0	0
1130-1145	14	0	0	0
1145-1200	16	1	0	0
1200-1215	11	1	0	0
1215-1230	13	0	0	1
1230-1245	13	0	0	0
1245-1300	14	2	0	0
1300-1315	19	1	0	0
1315-1330	14	0	0	0
1330-1345	11	0	0	0
1345-1400	13	1	0	0
1000-1400	218	9	0	1

HOURLY TOTALS

Movement 11

LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	1	1.00
1	0	0	0	0	0	1	1.00
1	0	0	0	0	0	1	1.00
1	0	0	0	0	0	2	2.00
0	0	0	0	0	0	2	2.00
0	0	0	0	0	0	2	2.00

Movement 12

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

Movement 13

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

Movement 14

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	0	1	1.00
1	0	0	0	0	0	0	1	1.00
1	0	0	0	0	0	0	1	1.00
1	0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0	0.00
1	0	0	0	0	0	0	1	1.00
1	0	0	0	0	0	0	1	1.00
1	0	0	0	0	0	0	1	1.00
1	0	0	0	0	0	0	1	1.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

Movement 15

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

HOU…

	CAR	LGV	OGV1	OGV2
1000-1100	56	2	0	0
1015-1115	54	1	0	0
1030-1130	51	2	0	0
1045-1145	48	2	0	0
1100-1200	54	2	0	0
1115-1215	53	3	0	0
1130-1230	54	2	0	1
1145-1245	53	2	0	1
1200-1300	51	3	0	1
1215-1315	59	3	0	1
1230-1330	60	3	0	0
1245-1345	58	3	0	0
1300-1400	57	2	0	0

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	OVEMENT 16 – B6020 LANE END EFT TURN TO ALDI					MOVEMENT 17 – FROM B6020 LANE END LEFT TURN TO ADA LOVELACE HOUSE								
	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1015-1030	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1030-1045	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1045-1100	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1100-1115	0	0	1	13	12.20	0	0	0	0	0	0	0	0	0.00
1115-1130	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1130-1145	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
1145-1200	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00
1200-1215	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1215-1230	0	0	0	14	15.30	0	0	0	0	0	0	0	0	0.00
1230-1245	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1245-1300	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1300-1315	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00
1315-1330	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
1330-1345	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1345-1400	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
1000-1400	0	0	1	229	229.50	0	0	0	0	0	0	0	0	0.00

	MOVEMENT 18 – FROM B6020 LANE END STRAIGHT AHEAD TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	90	7	1	0	1	0	0	99	100.50
1015-1030	76	7	1	0	2	0	0	86	88.50
1030-1045	89	10	2	0	0	0	1	102	102.20
1045-1100	101	11	0	0	3	1	0	116	118.40
1100-1115	81	8	1	0	0	0	1	91	90.70
1115-1130	98	4	1	0	2	4	0	109	109.10
1130-1145	81	5	0	0	0	0	1	87	86.20
1145-1200	68	3	0	0	2	0	0	73	75.00
1200-1215	86	1	0	1	1	1	0	90	91.70
1215-1230	105	8	1	0	3	2	0	119	121.30
1230-1245	110	7	1	0	0	3	1	122	119.90
1245-1300	68	1	2	0	1	0	0	72	74.00
1300-1315	92	8	0	0	1	0	1	102	102.20
1315-1330	96	7	1	1	1	1	0	107	109.20
1330-1345	89	6	2	1	1	1	0	100	102.70
1345-1400	84	3	0	0	2	3	0	92	92.20
1000-1400	1414	96	13	3	20	16	5	1567	1583.80

	MOVEMENT 19 – FROM B6020 LANE END RIGHT TURN TO EREWASH STREET									MOVEMENT 20 – FROM B6020 LANE END RIGHT TURN TO UNNAMED ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1015-1030	0	0	0	0	0	0	0	0	0.00	0	0	1	0	0	0	0	1	1.50
1030-1045	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1045-1100	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1100-1115	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1115-1130	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1130-1145	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1145-1200	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1200-1215	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1215-1230	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1230-1245	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1245-1300	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1300-1315	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1315-1330	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1330-1345	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1345-1400	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1000-1400	6	0	0	0	0	0	0	6	6.00	0	0	1	0	0	0	0	1	1.50

	MOVEMENT 21 – FROM ALDI LEFT THEN LEFT TURN TO ADA LOVELACE HOUSE						
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY
1000-1015	0	0	0	0	0	0	0
1015-1030	0	0	0	0	0	0	0
1030-1045	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	0
1100-1115	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0
1130-1145	0	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	0
1200-1215	0	0	0	0	0	0	0
1215-1230	0	0	0	0	0	0	0
1230-1245	0	0	0	0	0	0	0
1245-1300	0	0	0	0	0	0	0
1300-1315	0	0	0	0	0	0	0
1315-1330	0	0	0	0	0	0	0
1330-1345	0	0	0	0	0	0	0
1345-1400	0	0	0	0	0	0	0
1000-1400	0	0	0	0	0	0	0

HOURLY TOTALS

	JRLY TOTALS (M16)					HOURLY TOTALS (M17)								
	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1100	0	0	0	58	58.00	0	0	0	0	0	0	0	0	0.00
1015-1115	0	0	1	56	55.20	0	0	0	0	0	0	0	0	0.00
1030-1130	0	0	1	54	53.20	0	0	0	0	0	0	0	0	0.00
1045-1145	0	0	1	51	50.20	0	0	0	0	0	0	0	0	0.00
1100-1200	0	0	1	57	56.20	0	0	0	0	0	0	0	0	0.00
1115-1215	0	0	0	56	56.00	0	0	0	0	0	0	0	0	0.00
1130-1230	0	0	0	57	58.30	0	0	0	0	0	0	0	0	0.00
1145-1245	0	0	0	56	57.30	0	0	0	0	0	0	0	0	0.00
1200-1300	0	0	0	55	56.30	0	0	0	0	0	0	0	0	0.00
1215-1315	0	0	0	63	64.30	0	0	0	0	0	0	0	0	0.00
1230-1330	0	0	0	63	63.00	0	0	0	0	0	0	0	0	0.00
1245-1345	0	0	0	61	61.00	0	0	0	0	0	0	0	0	0.00
1300-1400	0	0	0	59	59.00	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS (M18)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1100	356	35	4	0	6	1	1	403	409.60
1015-1115	347	36	4	0	5	1	2	395	399.80
1030-1130	369	33	4	0	5	5	2	418	420.40
1045-1145	361	28	2	0	5	5	2	403	404.40
1100-1200	328	20	2	0	4	4	2	360	361.00
1115-1215	333	13	1	1	5	5	1	359	362.00
1130-1230	340	17	1	1	6	3	1	369	374.20
1145-1245	369	19	2	1	6	6	1	404	407.90
1200-1300	369	17	4	1	5	6	1	403	406.90
1215-1315	375	24	4	0	5	5	2	415	417.40
1230-1330	366	23	4	1	3	4	2	403	405.30
1245-1345	345	22	5	2	4	2	1	381	388.10
1300-1400	361	24	3	2	5	5	1	401	406.30

	HOURLY TOTALS (M19)									HOURLY TOTALS (M20)								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1100	2	0	0	0	0	0	0	2	2.00	0	0	1	0	0	0	0	1	1.50
1015-1115	0	0	0	0	0	0	0	0	0.00	0	0	1	0	0	0	0	1	1.50
1030-1130	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1045-1145	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1100-1200	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1115-1215	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1130-1230	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00
1145-1245	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00
1200-1300	2	0	0	0	0	0	0	2	2.00	0	0	0	0	0	0	0	0	0.00
1215-1315	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1230-1330	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1245-1345	3	0	0	0	0	0	0	3	3.00	0	0	0	0	0	0	0	0	0.00
1300-1400	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00

	HOURLY TOTALS (M21)						
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY
1000-1100	0	0	0	0	0	0	0
1015-1115	0	0	0	0	0	0	0
1030-1130	0	0	0	0	0	0	0
1045-1145	0	0	0	0	0	0	0
1100-1200	0	0	0	0	0	0	0
1115-1215	0	0	0	0	0	0	0
1130-1230	0	0	0	0	0	0	0
1145-1245	0	0	0	0	0	0	0
1200-1300	0	0	0	0	0	0	0
1215-1315	0	0	0	0	0	0	0
1230-1330	0	0	0	0	0	0	0
1245-1345	0	0	0	0	0	0	0
1300-1400	0	0	0	0	0	0	0

CHARGE SURVEYS

Site: Site 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lan

Location: Kirkby in Ashfield, Nottingham NG17 8DA

Date: Saturday 1st July 2023

Time: 10:00-14:00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

	MOVEMENT 22									MOVEMENT 23									MOVEMENT 24									MOVEMENT 25									MOVEMENT 26								
	FROM ALDI LEFT TURN TO B0620 URBAN ROAD									FROM ALDI LEFT THEN RIGHT TURN TO EREWASH STREET									FROM ALDI LEFT THEN RIGHT TURN TO UNNAMED ROAD									FROM ALDI RIGHT TURN TO B6020 LANE END									FROM ADA LOVELACE HOUSE LEFT TURN TO B0620 URBAN ROAD								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1015	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	7	0	0	0	0	0	0	7	7.00	0	1	0	0	0	0	0	1	1.00
1015-1030	21	0	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	11	0	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00
1030-1045	19	1	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	12	0	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1045-1100	16	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	11	1	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1100-1115	25	0	0	0	0	0	0	25	25.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
1115-1130	21	0	0	0	0	0	1	22	21.20	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	9	0	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
1130-1145	26	1	0	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	15	1	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00
1145-1200	27	0	0	0	0	0	0	27	27.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	14	0	0	0	0	0	0	14	14.00	0	0	0	0	0	0	0	0	0.00
1200-1215	18	1	0	1	0	0	0	20	21.30	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	11	1	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00
1215-1230	19	2	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	9	1	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
1230-1245	20	2	0	0	0	0	0	22	22.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	10	0	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00
1245-1300	19	1	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	14	1	0	1	0	0	0	16	17.30	0	0	0	0	0	0	0	0	0.00
1300-1315	23	1	0	0	0	0	0	24	24.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	8	0	0	0	0	0	0	8	8.00	0	0	0	0	0	0	0	0	0.00
1315-1330	24	2	0	0	0	0	0	26	26.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	14	1	0	0	0	0	0	15	15.00	0	0	0	0	0	0	0	0	0.00
1330-1345	21	0	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	8	1	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00
1345-1400	22	0	0	0	0	0	0	22	22.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	12	1	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00
1000-1400	**331**	**11**	**0**	**1**	**0**	**0**	**1**	**344**	**344.50**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0.00**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**	**174**	**8**	**0**	**1**	**0**	**0**	**0**	**183**	**184.30**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1.00**

	HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS									HOURLY TOTALS								
	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL	CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
1000-1100	66	1	0	0	0	0	0	67	67.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	41	1	0	0	0	0	0	42	42.00	0	1	0	0	0	0	0	1	1.00
1015-1115	81	1	0	0	0	0	0	82	82.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	43	1	0	0	0	0	0	44	44.00	0	0	0	0	0	0	0	0	0.00
1030-1130	81	1	0	0	0	0	1	83	82.20	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	41	1	0	0	0	0	0	42	42.00	0	0	0	0	0	0	0	0	0.00
1045-1145	88	1	0	0	0	0	1	90	89.20	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	44	2	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0	0.00
1100-1200	99	1	0	0	0	0	1	101	100.20	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	47	1	0	0	0	0	0	48	48.00	0	0	0	0	0	0	0	0	0.00
1115-1215	92	2	0	1	0	0	1	96	96.50	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	49	2	0	0	0	0	0	51	51.00	0	0	0	0	0	0	0	0	0.00
1130-1230	90	4	0	1	0	0	0	95	96.30	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	49	3	0	0	0	0	0	52	52.00	0	0	0	0	0	0	0	0	0.00
1145-1245	84	5	0	1	0	0	0	90	91.30	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	44	2	0	0	0	0	0	46	46.00	0	0	0	0	0	0	0	0	0.00
1200-1300	76	6	0	1	0	0	0	83	84.30	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	44	3	0	1	0	0	0	48	49.30	0	0	0	0	0	0	0	0	0.00
1215-1315	81	6	0	0	0	0	0	87	87.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00	41	2	0	1	0	0	0	44	45.30	0	0	0	0	0	0	0	0	0.00
1230-1330	86	6	0	0	0	0	0	92	92.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	46	2	0	1	0	0	0	49	50.30	0	0	0	0	0	0	0	0	0.00
1245-1345	87	4	0	0	0	0	0	91	91.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	44	3	0	1	0	0	0	48	49.30	0	0	0	0	0	0	0	0	0.00
1300-1400	90	3	0	0	0	0	0	93	93.00	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00	42	3	0	0	0	0	0	45	45.00	0	0	0	0	0	0	0	0	0.00

B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction (07:00-10:00) AM Peaks

MOVEMENT 27

FROM ADA LOVELACE HOUSE
RIGHT THEN LEFT TURN TO
EREWASH STREET

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

MOVEMENT 28

FROM ADA LOVELACE HOUSE
RIGHT THEN LEFT TURN TO
UNNAMED ROAD

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

MOVEMENT 29

FROM ADA LOVELACE HOUSE
RIGHT TURN TO
B6020 LANE END

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

MOVEMENT 30

FROM ADA LOVELACE HOUSE
RIGHT THEN RIGHT TURN TO
ALDI

CAR	LGV	OGV1	OGV2	BUS	MCY	PCY	TOTAL	PCU TOTAL
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS (MOVEMENT 27)

0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS (MOVEMENT 28)

0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS (MOVEMENT 29)

0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

HOURLY TOTALS (MOVEMENT 30)

0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00
0	0	0	0	0	0	0	0	0.00

Junction 1 - B6020 Urban Road / Erewash Street / Unnamed Road / B6020 Lane End / ALDI / Ada Lovelace Junction
Queue Length Survey

Junction 1 of 1
Erewash Street
Unnamed Road
Aldi
Ada Lovelace House

Date
Saturday 1st July 2023

Erewash Street

10:00-14:00 (Weekend Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
10:05	0	0
10:10	0	0
10:15	0	0
10:20	0	0
10:25	0	0
10:30	0	0
10:35	0	0
10:40	0	0
10:45	0	0
10:50	0	0
10:55	0	0
11:00	0	0
11:05	0	0
11:10	0	0
11:15	0	0
11:20	1	0
11:25	0	0
11:30	0	0
11:35	0	0
11:40	0	0
11:45	0	0
11:50	0	0
11:55	0	0
12:00	0	0
12:05	0	0
12:10	0	0
12:15	0	0
12:20	0	0
12:25	0	0
12:30	0	0
12:35	0	0
12:40	0	0
12:45	0	0
12:50	0	0
12:55	0	0
13:00	0	0
13:05	0	0
13:10	0	0
13:15	0	0
13:20	0	0
13:25	0	0
13:30	0	0
13:35	0	0
13:40	0	0
13:45	0	0
13:50	0	0
13:55	0	0
14:00	0	0

Unnamed Road

10:00-14:00 (Weekend Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
10:05	0	0
10:10	0	0
10:15	0	0
10:20	0	0
10:25	0	0
10:30	0	0
10:35	0	0
10:40	0	0
10:45	0	0
10:50	0	0
10:55	0	0
11:00	0	0
11:05	0	0
11:10	0	0
11:15	0	0
11:20	0	0
11:25	0	0
11:30	0	0
11:35	0	0
11:40	0	0
11:45	0	0
11:50	0	0
11:55	0	0
12:00	0	0
12:05	0	0
12:10	0	0
12:15	0	0
12:20	0	0
12:25	0	0
12:30	0	0
12:35	0	0
12:40	0	0
12:45	0	0
12:50	0	0
12:55	0	0
13:00	0	0
13:05	0	0
13:10	0	0
13:15	0	0
13:20	0	0
13:25	0	0
13:30	0	0
13:35	0	0
13:40	0	0
13:45	0	0
13:50	0	0
13:55	0	0
14:00	0	0

Aldi

10:00-14:00 (Weekend Peak)

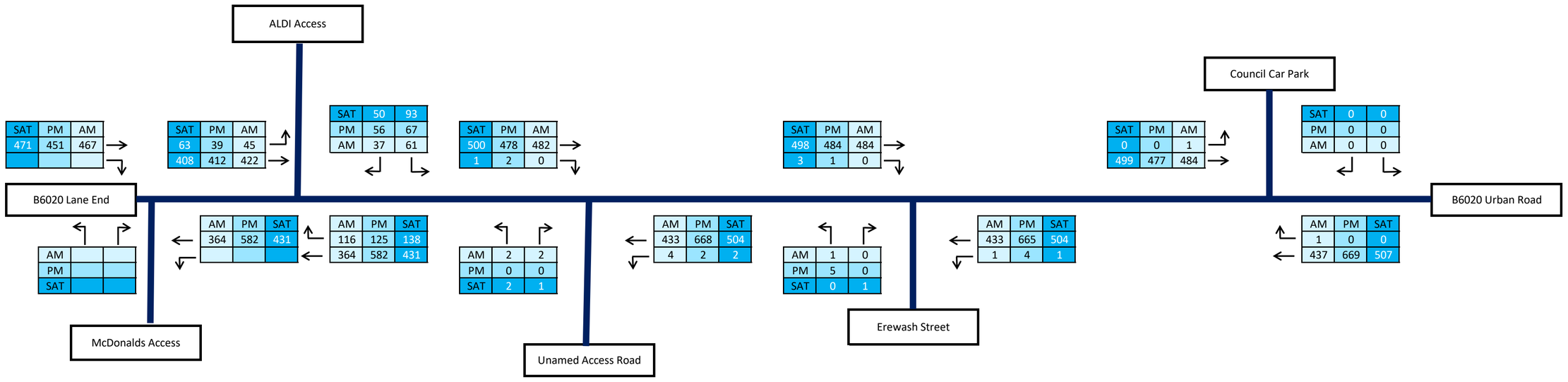
TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
10:05	0	1
10:10	1	0
10:15	1	1
10:20	1	0
10:25	0	2
10:30	1	0
10:35	3	0
10:40	1	0
10:45	0	0
10:50	1	0
10:55	1	0
11:00	2	0
11:05	1	0
11:10	1	0
11:15	0	1
11:20	1	0
11:25	2	1
11:30	2	1
11:35	1	0
11:40	1	0
11:45	3	1
11:50	2	0
11:55	3	0
12:00	1	1
12:05	1	0
12:10	0	0
12:15	1	0
12:20	1	0
12:25	1	0
12:30	1	0
12:35	1	0
12:40	1	1
12:45	1	1
12:50	0	0
12:55	0	1
13:00	0	0
13:05	0	0
13:10	1	0
13:15	1	0
13:20	1	0
13:25	1	1
13:30	2	0
13:35	1	2
13:40	2	0
13:45	0	1
13:50	1	0
13:55	1	0
14:00	1	1

Ada Lovelace House

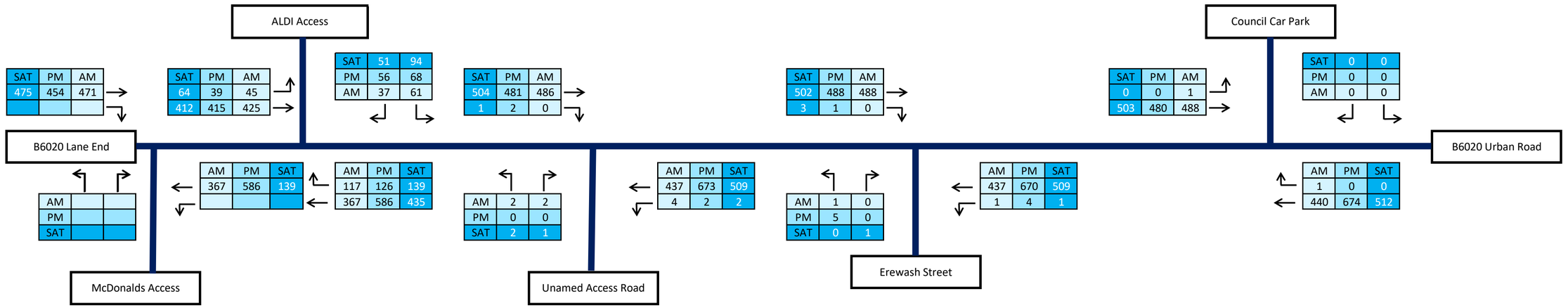
10:00-14:00 (Weekend Peak)

TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
10:05	1	0
10:10	0	0
10:15	0	0
10:20	0	0
10:25	0	0
10:30	0	0
10:35	0	0
10:40	0	0
10:45	0	0
10:50	0	0
10:55	0	0
11:00	0	0
11:05	0	0
11:10	0	0
11:15	0	0
11:20	0	0
11:25	0	0
11:30	0	0
11:35	0	0
11:40	0	0
11:45	0	0
11:50	0	0
11:55	0	0
12:00	0	0
12:05	0	0
12:10	0	0
12:15	0	0
12:20	0	0
12:25	0	0
12:30	0	0
12:35	0	0
12:40	0	0
12:45	0	0
12:50	0	0
12:55	0	0
13:00	0	0
13:05	0	0
13:10	0	0
13:15	0	0
13:20	0	0
13:25	0	0
13:30	0	0
13:35	0	0
13:40	0	0
13:45	0	0
13:50	0	0
13:55	0	0
14:00	0	0

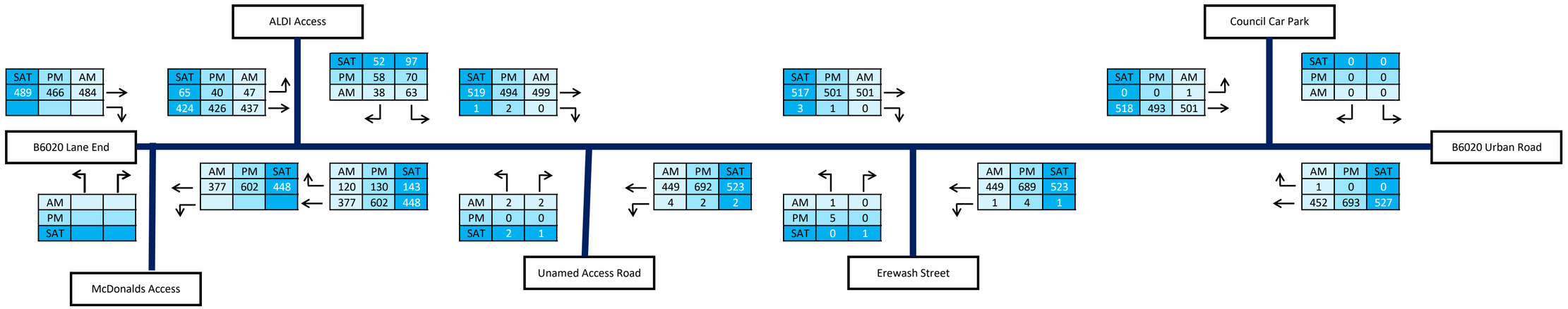
Appendix H
Traffic Flow Diagram



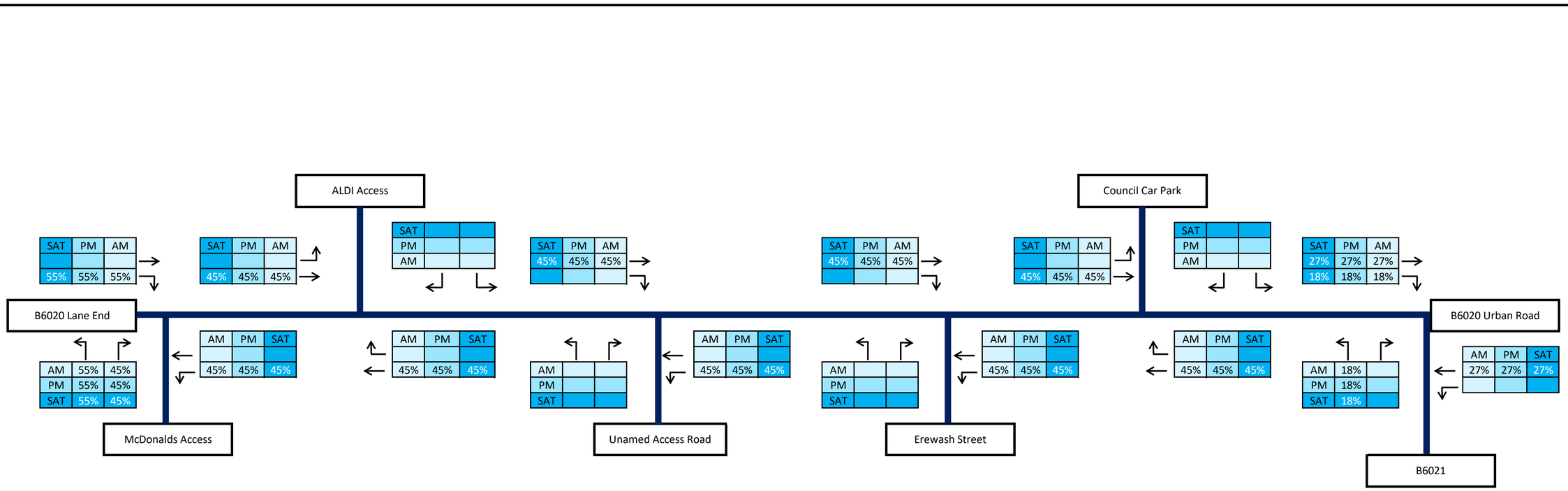
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM	16:45 - 17:45
	Appendix H	2023 Base Traffic Flow Diagram	Checked: ATM	SAT	12:30 - 13:30



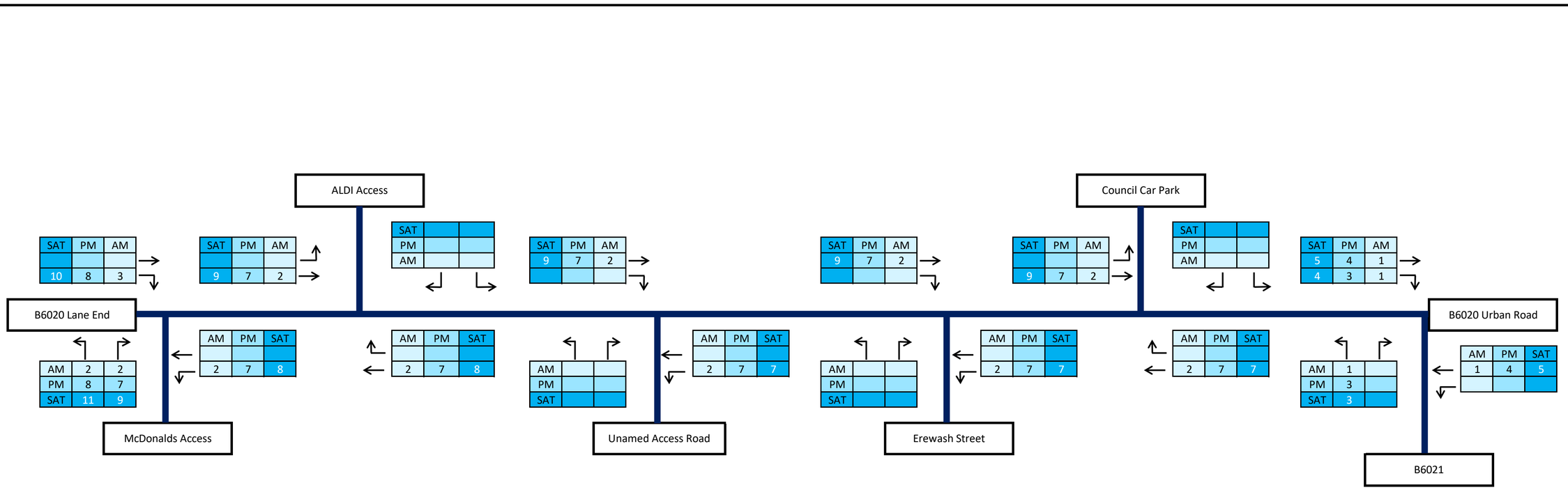
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM	16:45 - 17:45
	Appendix H	2024 Base Traffic Flow Diagram	Checked: ATM	SAT	12:30 - 13:30



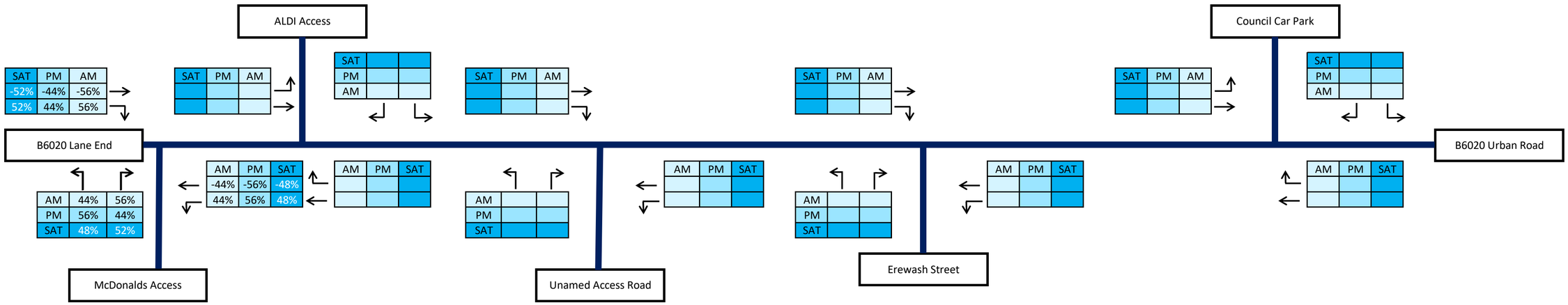
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	In PCU's	AM 09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM 16:45 - 17:45
	Appendix H	2030 Base Traffic Flow Diagram	Checked: ATM	SAT 12:30 - 13:30



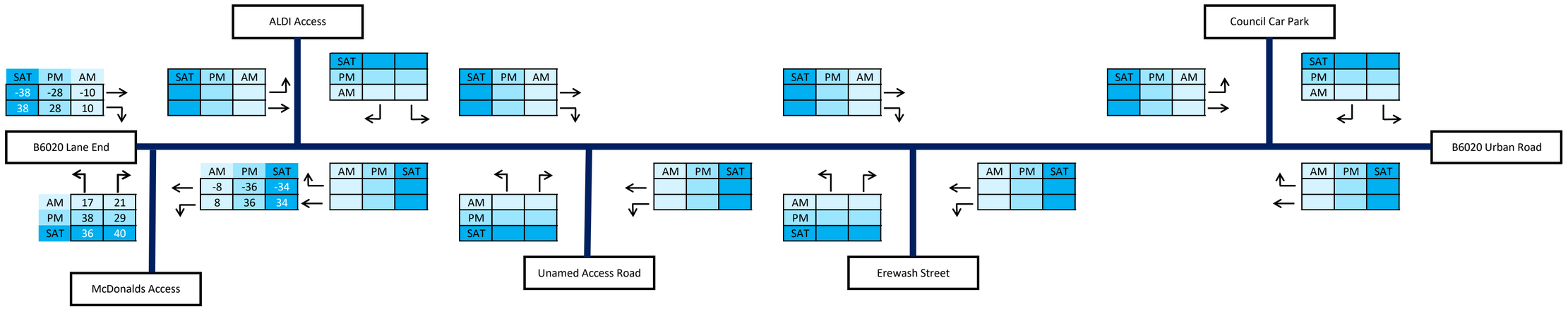
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	Percentage Flows	AM 09:00-10:00
	AMA/50082		Drawn by: MHT	PM 16:45-17:45
	Appendix H	Additional Trip Distribution	Checked: ATM	SAT 12:30-13:30



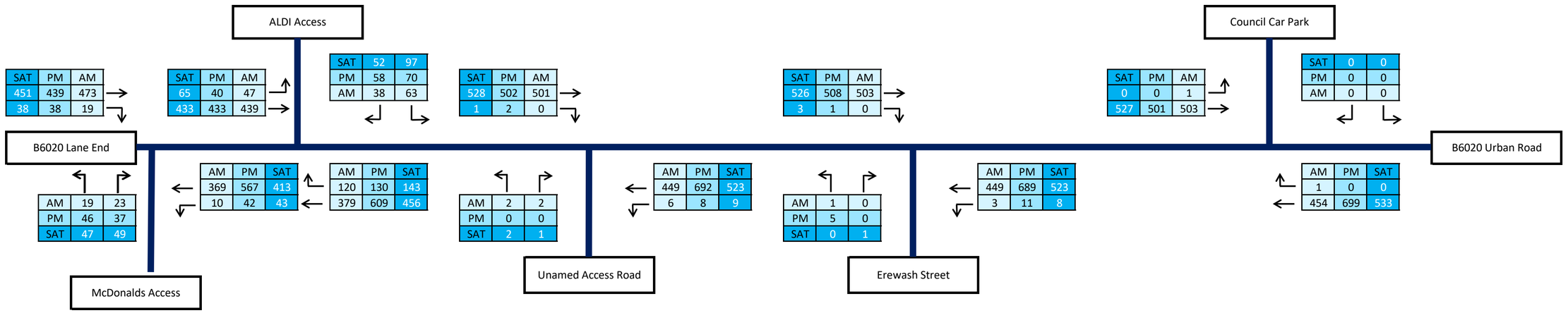
ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM	16:45 - 17:45
	Appendix H	Additional Trip Distribution	Checked: ATM	SAT	12:30 - 13:30



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	Percentage Flows	AM	09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM	16:45 - 17:45
	Appendix H	Pass-By / Diverted Trip Distribution	Checked: ATM	SAT	12:30 - 13:30



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM	16:45 - 17:45
	Appendix H	Pass-By / Diverted Trip Asignment	Checked: ATM	SAT	12:30 - 13:30



ANDREW MOSELEY ASSOCIATES TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS	06/12/2024	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		Drawn by: MHT	PM	16:45 - 17:45
	Appendix H	2030 Base + Development Traffic Flow Diagram	Checked: ATM	SAT	12:30 - 13:30

Appendix I
McDonalds Store Surveys

SUMMARY OF McDONALD'S SURVEY DATA

BRISTOL (2014)

Table A Surveyed Traffic: Bristol

Friday			Saturday		
Time	**In**	**Out**	**Time**	**In**	**Out**
16:00	66	60	11:00	57	56
17:00	60	69	12:00	79	80
18:00	58	57	13:00	77	79
-	-	-	14:00	96	103
Total	**184**	**186**	**Total**	**309**	**318**

Table B Surveyed Pedestrians: Bristol

Friday			Saturday		
Time	**In**	**Out**	**Time**	**In**	**Out**
16:00	53	46	11:00	42	31
17:00	53 (2)	46 (2)	12:00	37 (1)	42 (1)
18:00	24	27	13:00	51	39
-	-	-	14:00	30	39
Total	**130**	**119**	**Total**	**160**	**151**

( ) Denotes cyclists inclusive

Table C Drive Thru Queues: Bristol

	Friday	Saturday
Min Q	0	0
Max Q	6	11
Average Q	3	4

Table D Surveyed Parking Demand: Bristol

Friday		Saturday	
Time	**№**	**Time**	**№**
16:00	19	11:00	21
16:15	18	11:15	19
16:30	15	11:30	19 (1)
16:45	23 (1)	11:45	19
17:00	23	12:00	24 (1)
17:15	19	12:15	27 (2)
17:30	12	12:30	23
17:45	11	12:45	18
18:00	11	13:00	25 (1)
18:15	10	13:15	25 (1)
18:30	14 (2)	13:30	20 (1)
18:45	11 (1)	13:45	19
19:00	12	14:00	23 (1)
-	-	14:15	23
-	-	14:30	16
-	-	14:45	21 (1)
-	-	15:00	14

( ) Denotes circulating vehicles inclusive

Table E Surveyed Customer Activity: Bristol

Activity		Friday		Saturday	
		№	%	№	%
1	Drive in, use restaurant, drive out	18	10%	44	15%
2	Drive in, use restaurant, eat in vehicle, drive out	18	10%	29	10%
3	Drive in, drive thru, drive out	100	58%	139	47%
4	Drive in, use drive thru, park, eat in vehicle drive out	13	8%	57	18%
5	Drive in, park, do not use restaurant, drive out	15	9%	12	4%
6	Drive in, park, use restaurant, walk off site (or vice versa), drive out	2	1%	8	3%
7	Drive in, drive straight out	7	4%	8	3%
Total		**173**	**100%**	**297**	**100%**

Table F Customer Interview Survey Results: Bristol

Trip Type	Definition	Friday		Saturday	
		№	%	№	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	14	26%	20	29%
Existing Trips	Different origin & destination	9	17%	18	26%
	Same origin & destination McDonald's not sole purpose of trip	14	26%	8	11%
Shared Trip	Visit adjacent shops and facilities before or after McDonald's	17	31%	24	34%
Total		54	100%	70	100%

SUMMARY OF McDONALD'S SURVEY DATA

MORRIS STREET, WIGAN (2015)

Table A Surveyed Traffic: Wigan

Friday			Saturday		
Time	**In**	**Out**	**Time**	**In**	**Out**
16:00	76	79	11:00	62	56
17:00	93	96	12:00	94	77
18:00	88	91	13:00	104	115
-	-	-	14:00	85	88
Total	**257**	**266**	**Total**	**345**	**336**

Table B Surveyed Pedestrians: Wigan

Friday			Saturday		
Time	**In**	**Out**	**Time**	**In**	**Out**
16:00	38	28	11:00	7	7
17:00	29	27	12:00	12	7
18:00	11	19	13:00	34	28
-	-	-	14:00	22	30
Total	**78**	**74**	**Total**	**75**	**72**

( ) Denotes cyclists inclusive

Table C Drive Thru Queues: Wigan

	Friday	Saturday
Min Q	0	0
Max Q	8	8
Average Q	4	3

Table D Surveyed Parking Demand: Wigan

Friday		Saturday	
Time	**№**	**Time**	**№**
16:00	29	11:00	13
16:15	24	11:15	21
16:30	20	11:30	18
16:45	18	11:45	16
17:00	23	12:00	19
17:15	20	12:15	18
17:30	24	12:30	25
17:45	21	12:45	31
18:00	21	13:00	31
18:15	20	13:15	30
18:30	23	13:30	28
18:45	25	13:45	25
19:00	18	14:00	22
-	-	14:15	16
-	-	14:30	23
-	-	14:45	24
-	-	15:00	22

Table E Surveyed Customer Activity: Wigan

Activity		Friday PM		Saturday	
		№	%	№	%
1	Drive in, use restaurant, drive out	52	21	75	23
2	Drive in, use restaurant, eat in vehicle, drive out	12	5	2	1
3	Drive in, drive thru, drive out	161	66	215	65
4	Drive in, use drive thru, park, eat in vehicle drive out	16	7	33	10
5	Drive in, park, do not use restaurant, drive out	1	0	3	1
6	Drive in, park, use restaurant, walk off site (or vice versa), drive out	0	0	0	0
7	Drive in, drive straight out	2	1	1	0
Total		**244**	**100%**	**329**	**100%**

Table F Customer Trip Types: Wigan

Trip type	Details	Friday PM		Saturday	
		№	%	№	%
Additional	McD main purpose for trip	1	2%	7	12%
Existing	Different origin/destination	0	0%	0	0%
	Same origin/destination, McD not main reason for trip	48	74%	29	51%
Shared nearby	Shared with Tesco Extra	5	24%	11	37%
	Shared with Wigan Town Centre Shopping	11		10	
Total		65	100%	57	100%

APPENDIX X.X

SUMMARY OF EXISTING McDONALD'S STORE DATA

WALTON ROAD, LIVERPOOL, L4 4BD

Table A Surveyed Traffic: Walton Road, Liverpool

Friday			Saturday		
Time	**In**	**Out**	**Time**	**In**	**Out**
16:00	84	85	11:00	56	55
17:00	86	90	12:00	89	79
18:00	95	87	13:00	91	94
-	-	-	14:00	88	85
Total	**265**	**262**	**Total**	**324**	**313**

Table B Surveyed Pedestrians: Walton Road, Liverpool

Friday			Saturday		
Time	**In**	**Out**	**Time**	**In**	**Out**
16:00	30	22	11:00	17	12
17:00	32	31	12:00	36	29
18:00	25	33	13:00	40	30
-	-	-	14:00	45	31
Total	**87**	**86**	**Total**	**127**	**102**

Table C Surveyed Drive Thru Queues: Walton Road, Liverpool

	Friday	Saturday
Min Q	0	0
Max Q	8	9
Average Q	4	5

Table D Surveyed Parking Demand: Walton Road, Liverpool

Friday		Saturday	
Time	**Parking Demand**	**Time**	**Parking Demand**
16:00	17	11:00	10
16:15	13	11:15	13
16:30	11	11:30	21
16:45	9	11:45	19
17:00	13	12:00	11
17:15	10	12:15	15
17:30	7	12:30	15
17:45	8	12:45	11
18:00	11	13:00	16
18:15	11	13:15	10
18:30	11	13:30	8
18:45	12	13:45	13
19:00	15	14:00	15
-	-	14:15	17
-	-	14:30	20
-	-	14:45	17
-	-	15:00	17

Table 5C Surveyed Customer Activity: Walton Road, Liverpool

Activity		Friday		Saturday	
		№	%	№	%
1	Drive in, use restaurant, drive out	45	19%	65	22%
2	Drive in, use restaurant, eat in vehicle, drive out	8	3%	3	1%
3	Drive in, drive thru, drive out	164	67%	186	61%
4	Drive in, use drive thru, park, eat in vehicle, drive out	25	10%	36	12%
5	Drive in, park, do not use restaurant, drive out	0	0%	6	2%
6	Drive in, park, use restaurant, walk off site (or visa versa), drive out	1	1%	4	1%
7	Drive in/drive out	0	0%	3	1%
Total		**243**	**100%**	**303**	**100%**

Table 5E Customer Interview Survey Results: Walton Road, Liverpool

Trip Type	Definition	Friday		Saturday	
		№	%	№	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	20	29%	17	21%
Existing Trips	Different origin & destination	17	24%	6	8%
	Same origin & destination McDonald's not sole purpose of trip	18	26%	27	33%
Shared Trip	Visit nearby foodstores (Aldi or Iceland)	15	21%	31	38%
Total		**70**	**100%**	**81**	**100%**

Appendix J
TRICS Output

AMA - Leeds Licence No: 710001

Calculation Reference: AUDIT-710001-240412-0433

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : D - FAST FOOD - DRIVE THROUGH
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	2 days
	NN	NORTH NORTHAMPTONSHIRE	1 days

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

Primary Filtering selection:

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

Parameter:	Gross floor area
Actual Range:	435 to 690 (units: sqm)
Range Selected by User:	210 to 800 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 25/05/23

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

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	4 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 Centre	1
Suburban Area (PPS6 Out of Centre)	1
Edge of Town	2

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

Selected Location Sub Categories:

Development Zone	1
Residential Zone	1
Retail Zone	1
Built-Up Zone	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:
Not Known 4 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 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	4 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	4 days

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

LIST OF SITES relevant to selection parameters

1 CA-06-D-02 MCDONALD'S CAMBRIDGESHIRE
NEWMARKET ROAD
CAMBRIDGE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 435 sqm
Survey date: TUESDAY *19/09/17* *Survey Type: MANUAL*

2 LN-06-D-01 MCDONALD'S LINCOLNSHIRE
RUSTON WAY
LINCOLN

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 435 sqm
Survey date: FRIDAY *28/06/19* *Survey Type: MANUAL*

3 LN-06-D-02 MCDONALD'S LINCOLNSHIRE
RYHALL ROAD
STAMFORD

Edge of Town
Retail Zone
Total Gross floor area: 490 sqm
Survey date: WEDNESDAY *13/10/21* *Survey Type: MANUAL*

4 NN-06-D-01 MCDONALD'S NORTH NORTHAMPTONSHIRE
LITTLE COLLIERS FIELD
CORBY
GREAT OAKLEY
Edge of Town
Development Zone
Total Gross floor area: 690 sqm
Survey date: THURSDAY *16/06/22* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-06-D-03	Not McDonalds
IW-06-D-01	Not McDonalds
MS-06-D-01	Covid-19 Survey
NS-06-D-01	Not McDonalds
TV-06-D-01	Covid-19 Survey
WO-06-D-01	Covid-19 Survey
WS-06-D-02	Not McDonalds

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/D - FAST FOOD - DRIVE THROUGH
TOTAL 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	1	490	0.204	1	490	0.000	1	490	0.204
06:00 - 07:00	2	590	3.475	2	590	3.305	2	590	6.780
07:00 - 08:00	3	538	6.811	3	538	6.192	3	538	13.003
08:00 - 09:00	3	538	8.235	3	538	7.988	3	538	16.223
09:00 - 10:00	3	538	9.164	3	538	8.669	3	538	17.833
10:00 - 11:00	4	513	12.683	4	513	12.537	4	513	25.220
11:00 - 12:00	4	513	13.854	4	513	13.805	4	513	27.659
12:00 - 13:00	4	513	16.049	4	513	15.122	4	513	31.171
13:00 - 14:00	4	513	16.098	4	513	16.829	4	513	32.927
14:00 - 15:00	4	513	13.220	4	513	12.976	4	513	26.196
15:00 - 16:00	4	513	13.707	4	513	13.610	4	513	27.317
16:00 - 17:00	4	513	14.976	4	513	15.073	4	513	30.049
17:00 - 18:00	4	513	15.366	4	513	15.366	4	513	30.732
18:00 - 19:00	4	513	15.951	4	513	16.488	4	513	32.439
19:00 - 20:00	4	513	12.390	4	513	12.537	4	513	24.927
20:00 - 21:00	4	513	9.415	4	513	11.415	4	513	20.830
21:00 - 22:00	4	513	8.195	4	513	8.049	4	513	16.244
22:00 - 23:00	3	538	6.749	3	538	6.749	3	538	13.498
23:00 - 24:00	3	538	3.839	3	538	4.644	3	538	8.483
Total Rates:			200.381			201.354			401.735

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:	435 - 690 (units: sqm)
Survey date date range:	01/01/16 - 25/05/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	7

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 K
Junctions9 Modelling Report

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

For sales and distribution information, program advice and maintenance, contact TRL:
+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk

Filename: B6020 Urban Road - Lane End - Site Access.j9
Path: C:\AMA\AMA\AMA - McDonald's\002 - East\50082 - Lane End, Kirkby in Ashfield\D Models and Drawings\PICADY
Report generation date: 05/12/2024 10:21:43

Summary of junction performance

	AM					PM					SAT				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	B6020 Urban Road / Lane End - 2030 Do Something														
Stream B-AC	D7	0.1	8.88	0.10	A	D8	0.3	11.30	0.22	B	D9	0.3	10.77	0.24	B
Stream C-AB		0.0	6.60	0.04	A		0.1	7.75	0.08	A		0.1	7.12	0.08	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

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

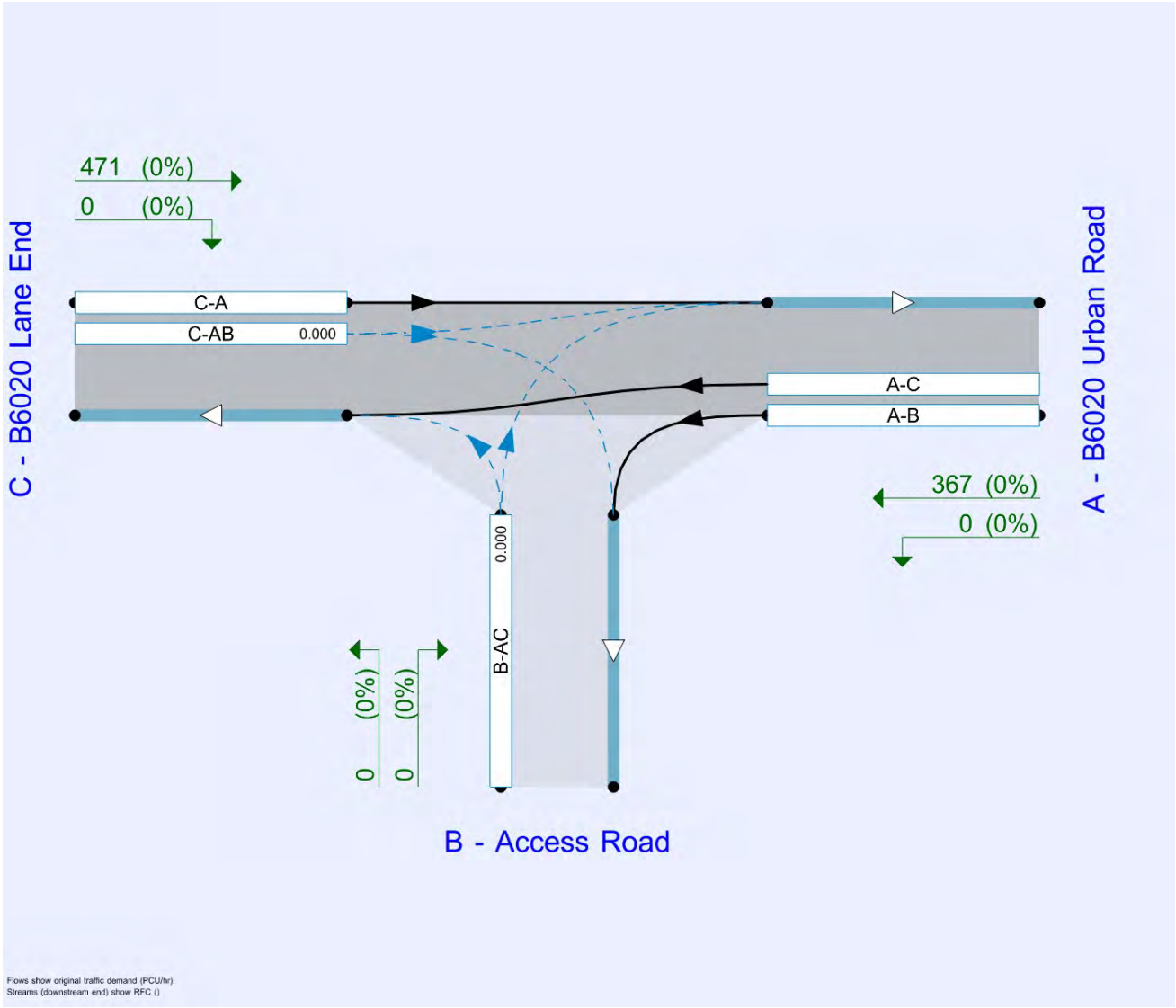
File summary

File Description

Title	B6020 Urban Road / Lane End
Location	Kirkby-in-Ashfield
Site number	
Date	09/04/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\Modellinglaptop
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	2024	AM	ONE HOUR	08:45	10:15	15	
D2	2024	PM	ONE HOUR	16:30	18:00	15	
D3	2024	SAT	ONE HOUR	12:15	13:45	15	
D4	2030 Do Min	AM	ONE HOUR	08:45	10:15	15	
D5	2030 Do Min	PM	ONE HOUR	16:30	18:00	15	
D6	2030 Do Min	SAT	ONE HOUR	12:15	13:45	15	
D7	2030 Do Something	AM	ONE HOUR	08:45	10:15	15	✓
D8	2030 Do Something	PM	ONE HOUR	16:30	18:00	15	✓
D9	2030 Do Something	SAT	ONE HOUR	12:15	13:45	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	B6020 Urban Road / Lane End	✓	100.000	100.000

B6020 Urban Road / Lane End - 2030 Do Something, AM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B6020 Urban Road / Lane End	T-Junction	Two-way		0.55	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	B6020 Urban Road		Major
B	Access Road		Minor
C	B6020 Lane End		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - B6020 Lane End	7.20		✓	2.72	100.0	✓	2.00

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

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Access Road	One lane	3.60	104	51

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	569	0.098	0.248	0.156	0.355
B-C	695	0.101	0.255	-	-
C-B	668	0.245	0.245	-	-

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
D7	2030 Do Something	AM	ONE HOUR	08:45	10:15	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 - B6020 Urban Road		ONE HOUR	✓	379	100.000
B - Access Road		ONE HOUR	✓	42	100.000
C - B6020 Lane End		ONE HOUR	✓	492	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B6020 Urban Road	B - Access Road	C - B6020 Lane End
From	A - B6020 Urban Road	0	10	369
	B - Access Road	23	0	19
	C - B6020 Lane End	473	19	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B6020 Urban Road	B - Access Road	C - B6020 Lane End
From	A - B6020 Urban Road	0	0	0
	B - Access Road	0	0	0
	C - B6020 Lane End	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-AC	0.10	8.88	0.1	A	39	58
C-AB	0.04	6.60	0.0	A	17	26
C-A					434	651
A-B					9	14
A-C					339	508

Main Results for each time segment

08:45 - 09:00

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-AC	32	8	507	0.062	31	0.0	0.1	7.570	A
C-AB	14	4	598	0.024	14	0.0	0.0	6.168	A
C-A	356	89			356				
A-B	8	2			8				
A-C	278	69			278				

09:00 - 09:15

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-AC	38	9	484	0.078	38	0.1	0.1	8.067	A
C-AB	17	4	584	0.029	17	0.0	0.0	6.344	A
C-A	425	106			425				
A-B	9	2			9				
A-C	332	83			332				

09:15 - 09:30

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-AC	46	12	452	0.102	46	0.1	0.1	8.873	A
C-AB	21	5	566	0.037	21	0.0	0.0	6.603	A
C-A	521	130			521				
A-B	11	3			11				
A-C	406	102			406				

09:30 - 09:45

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-AC	46	12	452	0.102	46	0.1	0.1	8.876	A
C-AB	21	5	566	0.037	21	0.0	0.0	6.603	A
C-A	521	130			521				
A-B	11	3			11				
A-C	406	102			406				

09:45 - 10:00

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-AC	38	9	484	0.078	38	0.1	0.1	8.073	A
C-AB	17	4	584	0.029	17	0.0	0.0	6.345	A
C-A	425	106			425				
A-B	9	2			9				
A-C	332	83			332				

10:00 - 10:15

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-AC	32	8	507	0.062	32	0.1	0.1	7.582	A
C-AB	14	4	598	0.024	14	0.0	0.0	6.168	A
C-A	356	89			356				
A-B	8	2			8				
A-C	278	69			278				

B6020 Urban Road / Lane End - 2030 Do Something, PM

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B6020 Urban Road / Lane End	T-Junction	Two-way		1.06	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	2030 Do Something	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 - B6020 Urban Road		ONE HOUR	✓	609	100.000
B - Access Road		ONE HOUR	✓	83	100.000
C - B6020 Lane End		ONE HOUR	✓	477	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B6020 Urban Road	B - Access Road	C - B6020 Lane End
From	A - B6020 Urban Road	0	42	567
	B - Access Road	37	0	46
	C - B6020 Lane End	439	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B6020 Urban Road	B - Access Road	C - B6020 Lane End
From	A - B6020 Urban Road	0	0	0
	B - Access Road	0	0	0
	C - B6020 Lane End	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-AC	0.22	11.30	0.3	B	76	114
C-AB	0.08	7.75	0.1	A	35	53
C-A					403	604
A-B					39	58
A-C					520	780

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-AC	62	16	483	0.129	62	0.0	0.1	8.533	A
C-AB	29	7	556	0.052	28	0.0	0.1	6.819	A
C-A	330	83			330				
A-B	32	8			32				
A-C	427	107			427				

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-AC	75	19	453	0.165	74	0.1	0.2	9.509	A
C-AB	34	9	535	0.064	34	0.1	0.1	7.188	A
C-A	395	99			395				
A-B	38	9			38				
A-C	510	127			510				

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-AC	91	23	410	0.223	91	0.2	0.3	11.279	B
C-AB	42	11	507	0.083	42	0.1	0.1	7.749	A
C-A	483	121			483				
A-B	46	12			46				
A-C	624	156			624				

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-AC	91	23	410	0.223	91	0.3	0.3	11.304	B
C-AB	42	11	507	0.083	42	0.1	0.1	7.750	A
C-A	483	121			483				
A-B	46	12			46				
A-C	624	156			624				

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-AC	75	19	453	0.165	75	0.3	0.2	9.538	A
C-AB	34	9	535	0.064	34	0.1	0.1	7.190	A
C-A	395	99			395				
A-B	38	9			38				
A-C	510	127			510				

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-AC	62	16	483	0.129	63	0.2	0.2	8.568	A
C-AB	29	7	556	0.052	29	0.1	0.1	6.828	A
C-A	330	83			330				
A-B	32	8			32				
A-C	427	107			427				

B6020 Urban Road / Lane End - 2030 Do Something, SAT

Data Errors and Warnings

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

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	B6020 Urban Road / Lane End	T-Junction	Two-way		1.25	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	2030 Do Something	SAT	ONE HOUR	12:15	13:45	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 - B6020 Urban Road		ONE HOUR	✓	456	100.000
B - Access Road		ONE HOUR	✓	96	100.000
C - B6020 Lane End		ONE HOUR	✓	489	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - B6020 Urban Road	B - Access Road	C - B6020 Lane End
From	A - B6020 Urban Road	0	43	413
	B - Access Road	49	0	47
	C - B6020 Lane End	451	38	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A - B6020 Urban Road	B - Access Road	C - B6020 Lane End
From	A - B6020 Urban Road	0	0	0
	B - Access Road	0	0	0
	C - B6020 Lane End	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-AC	0.24	10.77	0.3	B	88	132
C-AB	0.08	7.12	0.1	A	35	52
C-A					414	621
A-B					39	59
A-C					379	568

Main Results for each time segment

12:15 - 12:30

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-AC	72	18	500	0.144	72	0.0	0.2	8.383	A
C-AB	29	7	584	0.049	28	0.0	0.1	6.475	A
C-A	339	85			339				
A-B	32	8			32				
A-C	311	78			311				

12:30 - 12:45

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-AC	86	22	475	0.182	86	0.2	0.2	9.246	A
C-AB	34	9	569	0.060	34	0.1	0.1	6.736	A
C-A	405	101			405				
A-B	39	10			39				
A-C	371	93			371				

12:45 - 13:00

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-AC	106	26	440	0.240	105	0.2	0.3	10.750	B
C-AB	42	11	547	0.077	42	0.1	0.1	7.122	A
C-A	496	124			496				
A-B	47	12			47				
A-C	455	114			455				

13:00 - 13:15

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-AC	106	26	440	0.240	106	0.3	0.3	10.774	B
C-AB	42	11	547	0.077	42	0.1	0.1	7.122	A
C-A	496	124			496				
A-B	47	12			47				
A-C	455	114			455				

13:15 - 13:30

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-AC	86	22	475	0.182	87	0.3	0.2	9.273	A
C-AB	34	9	569	0.060	34	0.1	0.1	6.738	A
C-A	405	101			405				
A-B	39	10			39				
A-C	371	93			371				

13:30 - 13:45

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-AC	72	18	500	0.144	72	0.2	0.2	8.418	A
C-AB	29	7	584	0.049	29	0.1	0.1	6.482	A
C-A	339	85			339				
A-B	32	8			32				
A-C	311	78			311				

Andrew Moseley Associates, 15 St Paul's Street, Leeds, LS1 2JG

www.amatp.co.uk

info@amatp.co.uk