



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

Transport Assessment

July 2025

McDonald's Restaurants Ltd

AMA Project Number: 50082

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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 health 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

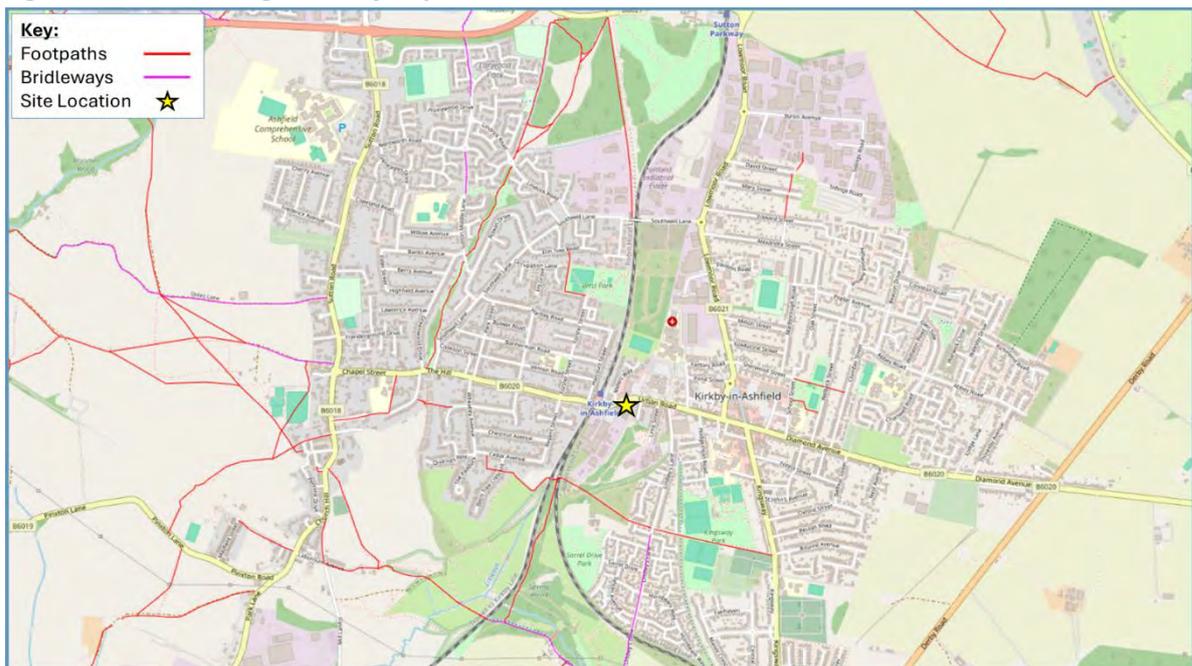
- 3.2.1 The site would be accessed from the B6020 Lane End which is a single carriageway two-way road that is subject to a 30mph speed restriction. The carriageway is of good quality and is bound on either side by pedestrian footways as well as street lighting. Within the vicinity of the access, the 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

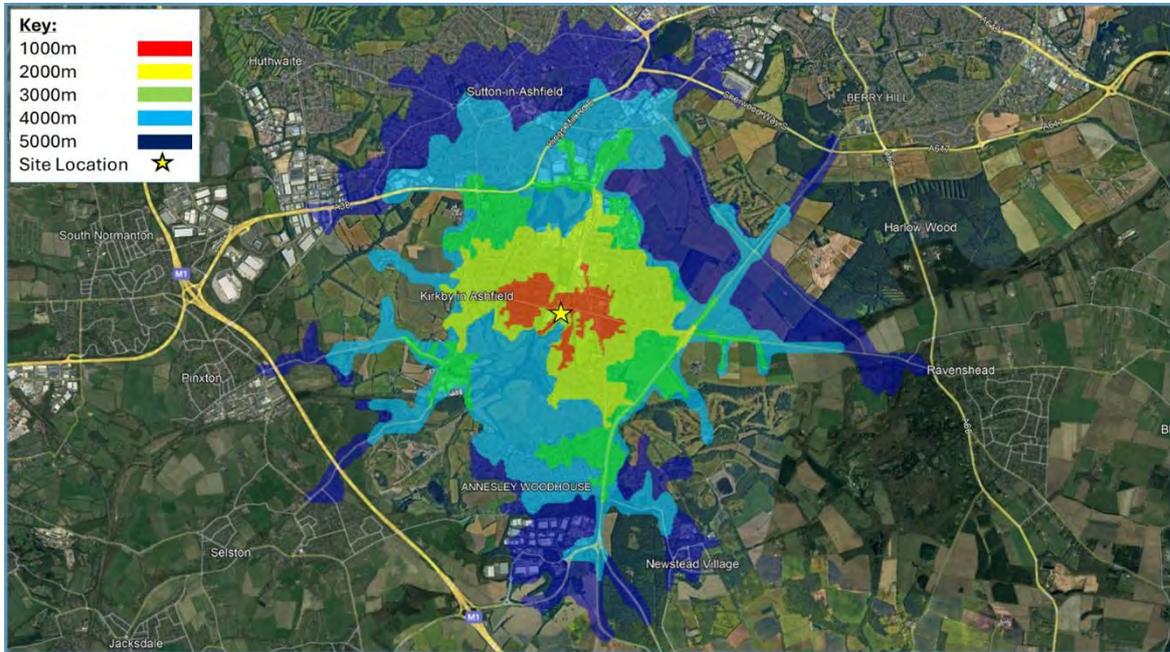
- 3.4.1 Whilst superseded by the NPPF, the transport policies in the former PPG13 set out specific guidance related to cycling:

“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.

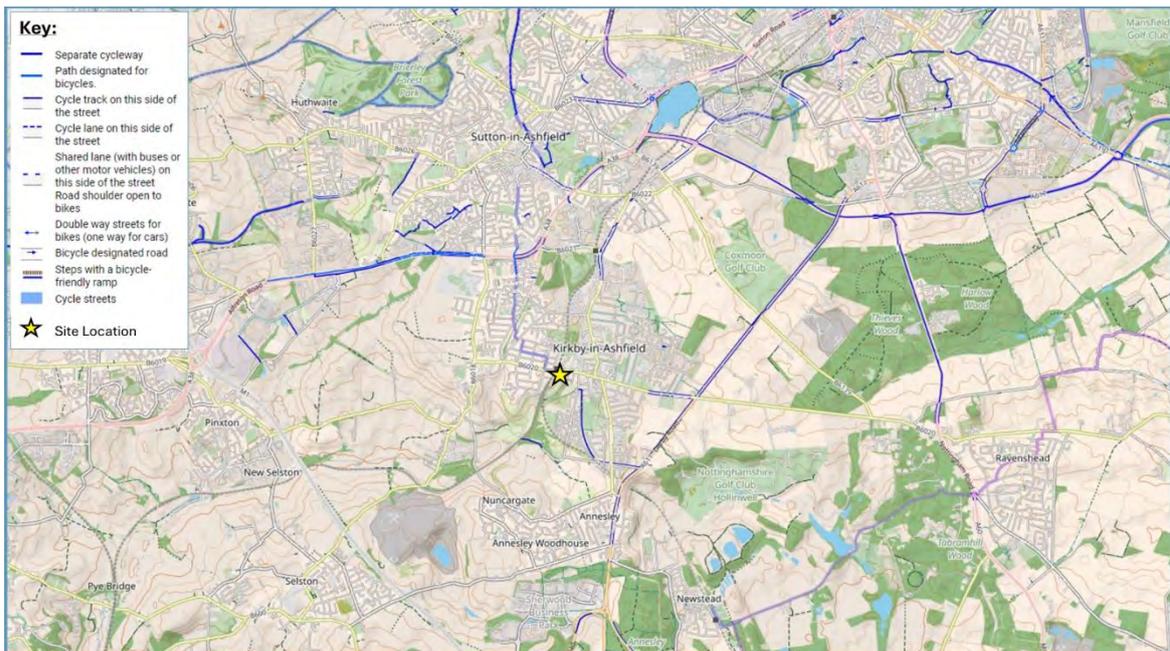
3.4.3 **Figure 3-3** shows a 5km cycling catchment area from the centre of the site. The catchment sets out that the entirety of Kirkby-in-Ashfield is accessible as well as the residential areas of Sutton-in-Ashfield and a number of surrounding villages.

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



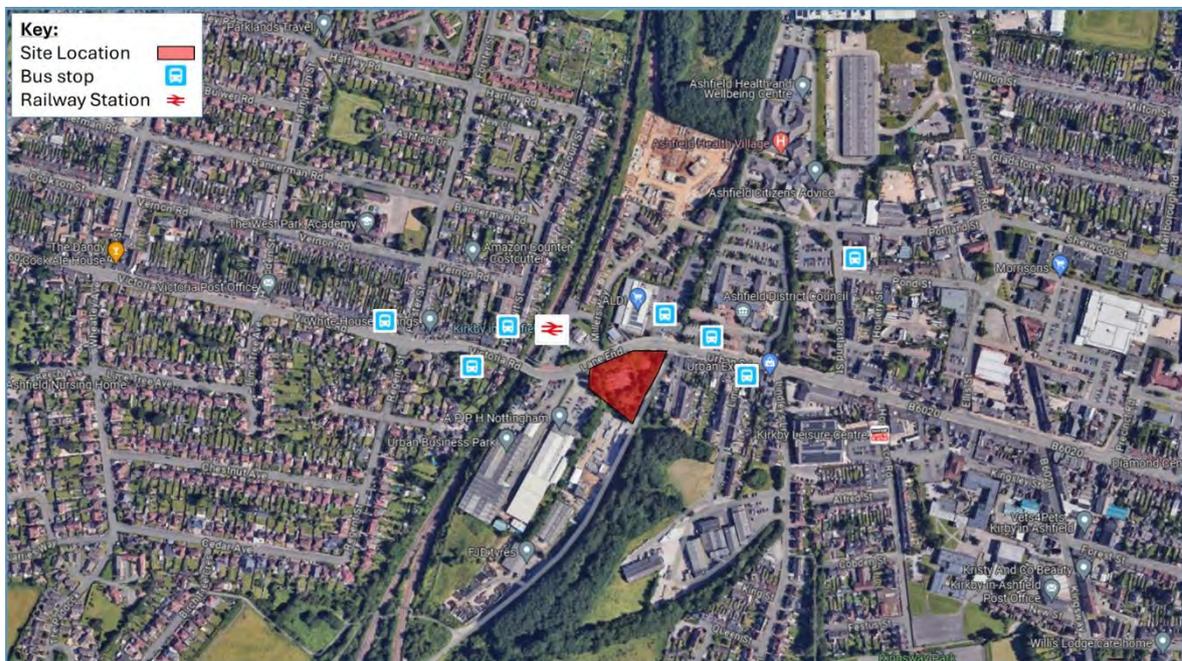
3.4.5 The map sets out that there are cycle safe streets as well as a number of separate cycleways within the local residential areas.

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, collision data has been obtained from NCC. The study area includes a 700m section of the B6020 Urban Road including off-site junctions that are not considered as part of the modelling section 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](#) and the full collision report produced by Via is attached at [Appendix B](#).
- 3.6.2 The collision plot also details the pedestrian crossings within the study area.

Figure 3-6 Personal Injury Collision Plot



- 3.6.3 [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

3.6.4 As detailed above, there were 15 ‘slight’ collisions, and 3 ‘serious’ collisions recorded within the study period. Of the slight collisions six involved pedestrians and four involved pedal cyclists.

3.6.5 Of the ‘slight’ collisions, ten of these involved vulnerable road users of pedestrian and cyclists, these are detailed further below:

- ▶ A slight collision occurred on 15th July 2019 at 08:35 in daylight conditions with the weather unknown. The collision occurred at the priority T junction of the B6020 Lane End and Millers Way and involved a vehicle turning right and a cyclist proceeding along the carriageway. The cyclist sustained slight injury.
- ▶ A slight collision occurred on 17th July 2019 at 13:50 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 the carriageway whose movements are unknown. The pedestrian sustained slight injury.
- ▶ A slight collision occurred on 22nd November 2019 at 13:50 in wet and daylight conditions. The collision occurred at the priority T junction of the B6020 Lane End and Millers Way and involved a car which was proceeding along the carriageway and had cleared the junction or parked at the junction exit hitting two pedestrians who were crossing from the drivers nearside. Both of the pedestrians sustained slight injury.

- ▶ A slight collision occurred on 28th March 2020 at 17:17 in dry and daylight conditions. The collision occurred on the B6020 Victoria Road and involved a car proceeding along the carriageway hitting a pedestrian on the refuge, central island or central reserve. The pedestrian sustained slight injury.
- ▶ A slight collision occurred on 18th May 2021 at 16:02 in dry and daylight conditions. The collision occurred on the uncontrolled T junction of the B6020 Lane End and the Aldi Car Park and involved a car turning right and a pedal cyclist going ahead on a right-hand bend. The pedal cyclist sustained slight injury.
- ▶ A slight collision occurred on 23rd September 2022 at 19:03 in dry and daylight conditions. The collision occurred at the priority T junction of the B6020 Lane End and Millers Way and involved a car turning right and a pedal cyclist proceeding along the carriageway. The pedal cyclist sustained slight injury.
- ▶ A slight collision occurred on 29th September 2022 at 15:00 in dry and daylight conditions. The collision occurred on the priority T junction of the B6020 Station Street and Tennyson Street and involved a taxi which was parked on the carriageway and a pedestrian in the carriageway. The pedestrian sustained slight injury.
- ▶ A slight collision occurred on 14th September 2023 at 17:46 in wet and daylight conditions. The collision occurred on the priority T junction of the B6020 Victoria Road and Harcourt Street and involved a car approaching the junction and a pedal cyclist proceeding along the carriageway. The pedal cyclist sustained slight injury.
- ▶ A slight collision occurred on the priority T junction of the B6020 Urban Road and Lime Street and involved a car approaching or parked on approach to the junction hitting a pedestrian crossing from the drivers nearside who was hidden. The pedestrian sustained slight injury.
- ▶ A slight collision occurred on 23rd May 2024 at 17:00 in daylight and unknown weather conditions. The collision occurred on the B6020 Station Street and involved a car reversing and hitting a pedestrian crossing from the drivers nearside. The pedestrian sustained slight injury.

3.6.6 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

3.6.7 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.

3.6.8 It is also key to note that there are no established collision hotspots along the length of B6020 considered in the study, with no more than 1 collision at any point on the carriageway except for the junction with Kingsway which is not impacted by the development proposals. Therefore, there are no identified areas of concern in terms of highways safety.

4 DEVELOPMENT PROPOSALS

4.1 DEVELOPMENT PROPOSALS AND SITE LAYOUT

- 4.1.1 The development proposals are for a 527m² gross external area (GEA) and gross internal area (GIA) of 493m². 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 Following comments from NCC, the proposed access design has been designed in line with the request for a commercial dropped kerb access, ensuring continuous pedestrian footway provision along the southern side of the B6020.
- 4.2.3 AMA Drawing No. 50082-SK-016 at [Appendix C](#) sets out the proposed access design which includes an 8m wide carriageway which ties into the B6020 via a dropped kerb arrangement which has been designed to ensure the servicing vehicle can access / egress without overrunning beyond the area of dropped kerb. The proposed ghost-island would be 2.5m in width as per the ghost-islands adjacent the site.
- 4.2.4 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.
- 4.2.5 To ensure HGV 'hooking' manoeuvres do not impede one another, the Aldi access and Millers Way T-junction have been tracked with an HGV. Additionally, tracking of the servicing vehicle turning right in utilising the right-turn ghost island has been conducted.
- 4.2.6 This are set out in AMA Drawing No. 50082-ATR-002-4.5 / 5.5 and are detailed in [Appendix D](#). As shown, there are no vehicular conflicts from any of the accesses.
- 4.2.7 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

- 4.2.8 As per the Manual for Streets (MfS) standards, the proposed site access should be delivered with 2.4m x 43m visibility splays. Following the most recent comments from NCC, it was requested that visibility splays of 46m are delivered. This is in relation to the vehicle mix on the B6020 being over 5% HGVs.
- 4.2.9 Therefore, to understand whether MfS standards for a 30mph carriageway are appropriate, speed surveys were undertaken either side of the proposed access location.
- 4.2.10 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 E](#).

Table 4-1 ATC Speed Results Summary

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

4.2.11 To consider the vehicle mix for vehicles travelling along the B6020 across the proposed site access, the raw data from the initial traffic survey conducted in 2023 has been interrogated. Given the key movements and highest demand for HGVs within these surveys are the ahead movements along the B6020, the total flows in each survey period for these movements has been considered. The overall turning counts from Erewash Street and the council offices etc. are negligible and clearly are not a generator of HGV movements.

4.2.12 The resultant traffic flows, HGV flows and HGV percentages are set out below in [Table 4-2](#).

Table 4-2 B6020 HGV Calculations

Period	Total Vehicles	HGVs	HGV Percentage
Friday AM 07:00 – 10:00	2,235	135	6%
Friday PM 16:00 – 19:00	2,634	60	2%
Saturday 11:00 – 14:00	3,215	64	2%
Overall	8,084	259	3%

4.2.13 As detailed above, the mainline flows on the B6020 are made up of 3% HGV flows over the surveyed periods which account for the busiest network peak periods. This is therefore below the 5% threshold, meaning the achievable visibility splays at 43m are appropriate.

4.2.14 Nevertheless, the proposed site access has been designed to ensure 46m splays are achievable in line with the council’s request. The above therefore demonstrates that the achievable splays are highly robust and will ensure the safe operation of the access.

4.2.15 Given the initial stop line for the dropped kerb access is to the rear of the footway, to ensure adequate forward visibility for vehicles and pedestrians, a design speed of 10mph has been assumed. This ensures cyclists that may be on the footway are accounted for within the design speed. Therefore, visibility splays of 2.4m x 15m have been provided either side of the access and are set out in AMA Drawing No. 50082-SK-016 at [Appendix C](#).

Pedestrian Access

4.2.16 Internally, pedestrian routes will be provided throughout the layout to the McDonalds store as set out in [Appendix A](#).

4.2.17 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. Following request by NCC, the proposals will also upgrade the existing pedestrian island adjacent to the Millers Way T-junction to the west of the site.

4.2.18 This would consist of the provision of new dropped kerbs and tactile paving as detailed in AMA Drawing No. 50082-SK-015 as attached at [Appendix F](#). Given the low pedestrian and vehicular demand associated with either the Unnamed Road and Erewash Street, it is considered that the upgrades are of an appropriate scale to ensure the safe access for pedestrians travelling to the McDonalds restaurant.

4.2.19 This is evidenced from the 2024 traffic surveys which demonstrate that during the three network peak hours, the following combined trips occurred to / from each road.

- ▶ Unnamed Road – 7 departures, 11 arrivals – 18 two-way trips; and
- ▶ Erewash Street – 7 Departures, 10 arrivals – 17 two-way trips.

4.2.20 In addition to the proposed new tactile paving crossings, following comments from NCC, it is proposed to upgrade the existing pedestrian refuge island. Therefore, as part of the proposals, it is proposed to create a signalised pedestrian crossing. Details of the proposed crossing will be provided at the detailed design stage of the application.

4.2.21 In terms of delivery, it is proposed that this will be delivered by the applicant within the delivery of the scheme itself.

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 G](#). 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. Given the use of parking spaces, deliveries and servicing would take place outside of the hours of operation or when the store is operating at its quietest periods as per the standard operation of McDonald's drive-thrus.

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;
- ▶ 4 motorcycle bays; 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. The cycle parking will also be equipped with a dedicated shelter to ensure long stay cycle parking is encouraged on site.

4.4.4 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](#).

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

4.4.6 Details of secure cycle parking and secure cycle equipment storage can be secured by planning condition

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. To ensure the drive-thru lane is able to facilitate all vehicles, the lane has been tracked using a 7.5t panel van. As detailed in AMA Drawing No. 50082-ATR001.2-P03, the van can suitably access and egress the drive thru lane. The drawing is attached at [Appendix H](#).

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 I](#).

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 However, as requested by NCC, the results of the ATC survey detailed in [Section 4.2](#) have been used for the purpose of the junction assessment as the peak hours recorded in the ATC were higher than those recorded in the turning count survey.

5.2.5 For the purposes of the junction capacity modelling, the above surveys have been converted to Passenger Car Units (PCUs). The resultant 2024 surveyed flows are illustrated at [Appendix J](#).

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
2024-2025	Ashfield 009	1.015	1.015	1.015
2025-2030	Ashfield 009	1.037	1.037	1.039

5.4.2 Details of the resultant 2024 and 2030 base traffic flows are set out at [Appendix J](#) 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. AMA did not receive a timely response from NCC; therefore, no committed developments were found to have an impact on the proposed site access, therefore have not been included within the 2030 base situation. It should also be noted that the background traffic growth accounts for factors that are adjusted based on regional variations, including planned developments, policy changes, and economic activity. Therefore, the traffic growth figures are robust.

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

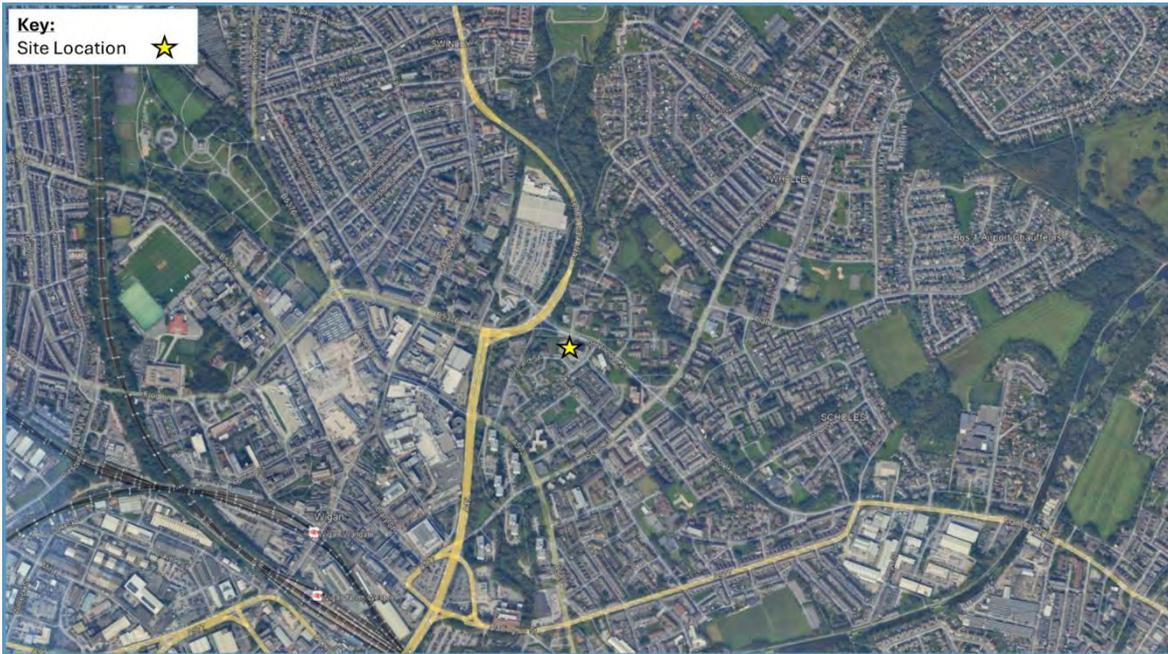
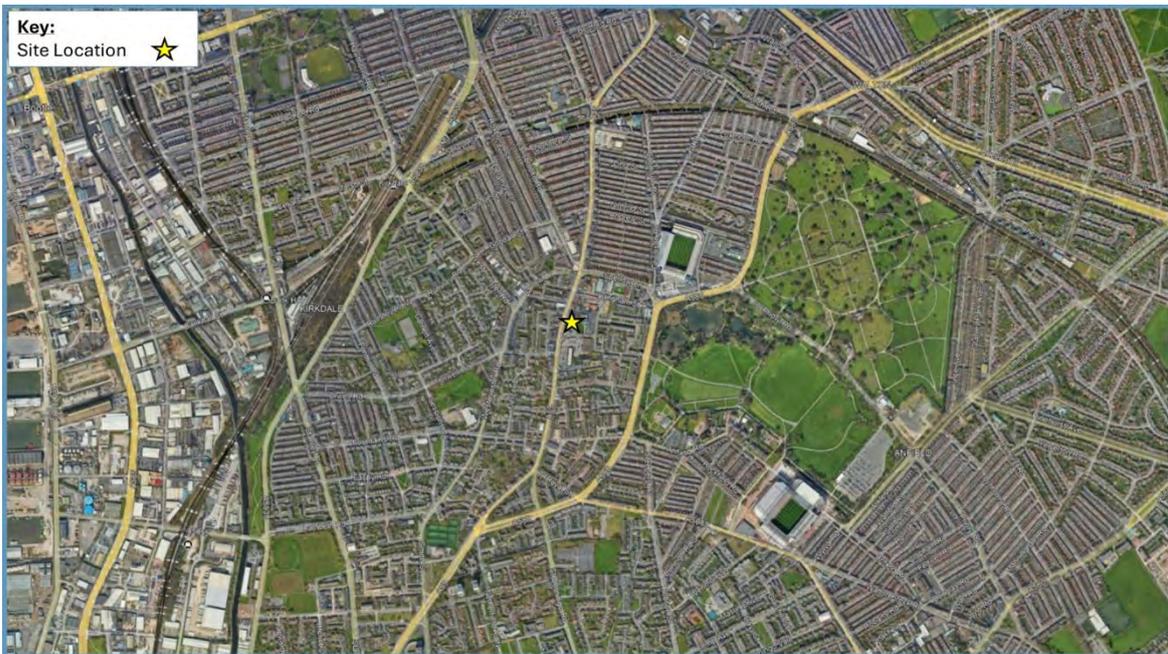


Figure 5-3 Existing McDonald's Walton Road, Liverpool L4 4BB



5.6.4 These surveys are included at [Appendix K](#).

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 L](#), whilst the trip rate and trip generation are set out below in [Table 5-3](#). The trip generation has been based off of the GIA of 493m².

Table 5-3 McDonald’s AM Peak Trip Generation

	Arrivals	Departures
Trip Rate	9.164	8.669
Trip Generation	45	43

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%	9	8	19%	15	16	21%	19	20
Diverted/Pass by	81%	37	35	81%	63	68	79%	72	76
Total	100%	45	43	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

- ▶ 17 ‘new’ two-way trips on the network; and
- ▶ 71 ‘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.

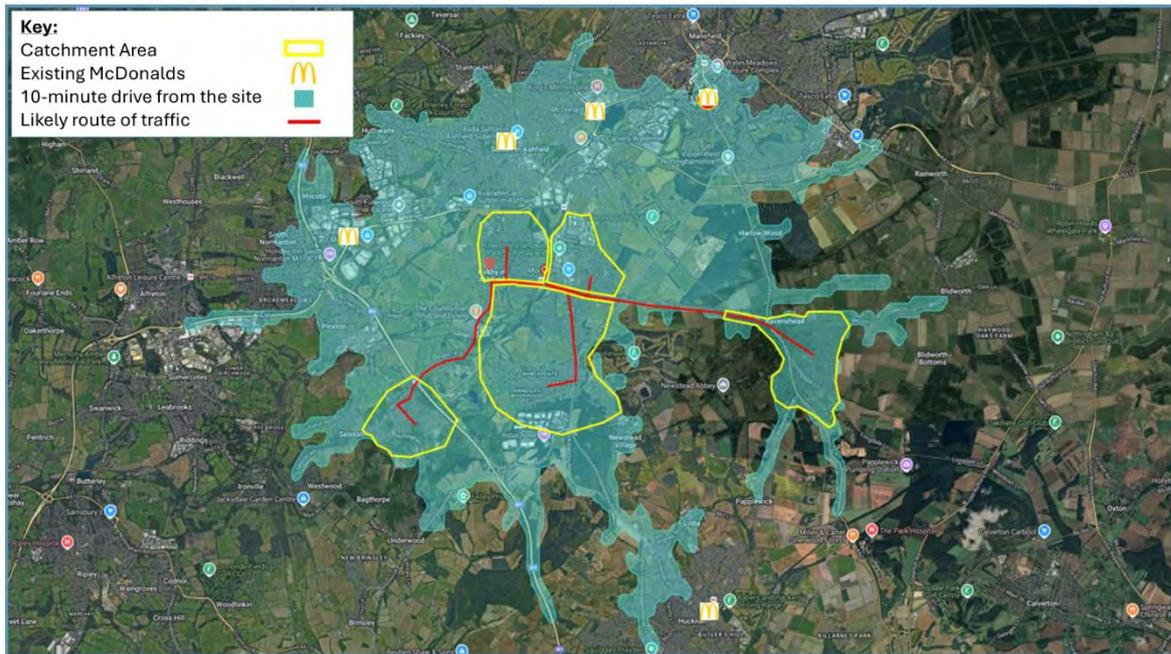
5.8 DEVELOPMENT TRAFFIC DISTRIBUTION AND ASSIGNMENT

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 I](#). 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 I](#).

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 6](#).

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	0.06	0	0.09	0	0.07	0
Site Access	0.23	0	0.25	0	0.26	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 M](#).

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 Personal Injury Collision Data

Appendix C Site Access Designs and Visibility Splay

Appendix D Site Access Junction Stagger HGV Tracki

Appendix E ATC Survey Raw Data

Appendix F Proposed Pedestrian Improvements

Appendix G 11.105m Delivery Vehicle Swept Path Analysis

Appendix H Drive Thru Swept Path Analysis

Appendix I Raw Junction Survey Data

Appendix J Traffic Flow Diagrams

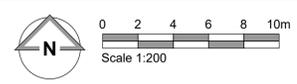
Appendix K McDonalds Store Surveys

Appendix L TRICS Report

Appendix M Junctions 9 Modelling Report



Appendix A
Proposed Site Layout



MILLERS WAY

2.4m x 46m Visibility Splay
Clear of landscape and advertisements

2.4m x 15m Visibility Splay
to Pedestrians

LANE END

2.4m x 46m Visibility Splay
Clear of landscaping and advertisements

2 no. Grill Bays

Patio

McDonald's Restaurant

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

External Storage Area

Deliveries

Cycles

2.4m x 15m Visibility Splay
to Pedestrians

EREWASH STREET

10

2

1

13

17

E 02/07/2025 BA TSS
Site entry point revised to AMA updates

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 finished 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 Aubliam Furniture Schedule	
Circular Table - 4 Seat 1500mm Ø (H 780mm) Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 8 Seat 600mm x 2070mm (H 780mm) Galvanised steel frame with laminated timber effect finish	
Rectangular Table - 4 Seat 1200mm 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	
Asst Bin 297 x 297mm (H 691mm) Galvanised steel frame with laminated timber effect finish	
Umbrella 2.1m 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.
- Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect.
- 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:

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 Licence number 100022432

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

Encon Landscape Plan:
 A6605-01 02C 03C 04D Tree Survey and Landscaping Plans

McDonald's Demise Boundary Indicated:

Proposed Schedule of Parking	
Proposed Accessible Bays	02
Proposed Grill Bays	02
Proposed General Bays	30
Proposed C/CP Bays	02
Total Proposed Parking Bays	36
Proposed Motorcycle Bays	04

Schedule of Areas	
Proposed Site Area (Hectares)	0.42
Proposed Building (GEA / M ²) (Excluding Carport)	527

Proposed Site Finishes	
Tarmacadam - Car Park	
Impregnated concrete - All entrained concrete with full sliper works, hardening agent and curing system, through-colour concrete grey, kordon cobble pattern, Olive Olive Lane	
Marshalls 200x100 Charcoal Keylock Paving - Patio	
Tarmacadam - Footpaths	
Brushed concrete - DT lane where road markings and delivery route	
Terracotta rubber flooring - Outdoor Play Area	
Cracked bollards Painted Black	
Tactile Blister Paving	
Target Bin	
'LP' Denotes Lamppost	
150mm Diameter stainless steel protective bollard	
Proposed 1100mm High Timber Post & Rail Fence	
Proposed 1100mm High (Close Boarded Timber Fence)	

D 23/06/2025 BA TSS
 -Dropped kerbs added to accessible bays
 -Visibility Splay note amended
 -Note regarding drawing scaling updated

C 11/02/2025 AK TSS
 4no. motorcycle bays added, cycle hoops relocated and covered, landscape plan updated to suit

B 16/12/2024 BA TSS
 Updated to Encon landscape plan & application boundary updated

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

REV Date Drawn by - Checked by -

Status Purpose of Issue

S2 For Information

drawing stage **Planning**

client **McDonald's Restaurants Ltd**

project store

Lane End, Kirkby 2120

drawing title **Proposed Site Plan**

date 15/11/2024 drawn BA
 scale@A1 1:200 checked TSS

Proposed Site Plan

PLANNING



Appendix B
Personal Injury Collision Data



Accident Details Report

Total number of reports = **18**

Total number of pages (including this page) = **19**

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

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

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

No. 1	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450775 / 35982
SEVERITY SLIGHT	Ref.No 2A014819		Police Officer Attend: Yes	
Date 02/02/2019 Day Saturday	ROAD B6020	LOCATION B6020 DIAMOND AVENUE, at its Junction with U/C PRECINCT ROAD, KIRKBY IN ASHFIELD		
Time 14:50				
Weather Fine				
Road Surface Wet				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and Central Refuge only				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other	Cas No 1 Cas Class Driver or Rider Veh ref No 1	Severity SLIGHT Age 85 yrs Sex Female	
Direction from North east to South west Towing? No	Skidded No	Car Passenger? No PSV Passenger? No	Ped Movement Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Entering main road	Ped location Not a pedestrian	Ped Direction to Not a pedestrian	
Veh left carriageway? Left c'way straight ahead at junction	Hit object in c'way? None	School Pupil Other	Roadworker injured No	
Hit object off c'way? Wall or fence	First point of impact Front			
Drivers age 85 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No	Foreign vehicle Not foreign Breath test Negative			
Journey purpose Other/Not known				
Veh.No. 2 Vehicle type Car	Manoeuvre Going ahead other			
Direction from North west to South east Towing? No	Skidded No			
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Mid junction			
Veh left carriageway? Did not leave c'way	Hit object in c'way? None			
Hit object off c'way? None	First point of impact Front			
Drivers age 52 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No	Foreign vehicle Not foreign Breath test Negative			
Journey purpose Other/Not known				

No. 2	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450156 / 356102
SEVERITY SLIGHT	Ref.No 2A132519		Pedal Cycle	Police Officer Attend: No - reported over the counter
Date 15/07/2019 Day Monday	ROAD B6020	LOCATION B6020 LANE END, at its Junction with U/C MILLERS WAY, KIRKBY IN ASHFIELD		
Time 08:35				
Weather Unknown				
Road Surface Unknown				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number U	None			
Pedestrian Facilities No Human control within 50m and Central Refuge only				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Driver or Rider Veh ref No 2			
Manoeuvre Turning right	Severity SLIGHT Age 14 yrs Sex Male			
Direction from North east to North Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Not a pedestrian			
Veh location at impact (restricted lane) On main carriageway	Ped location Not a pedestrian			
Junct. location of veh. at 1st impact Leaving main road	Ped Direction to Not a pedestrian			
Veh left carriageway? Did not leave c'way	School Pupil			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None				
First point of impact Front				
Drivers age 80 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No				
Foreign vehicle Not foreign Breath test Not requested				
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type Pedal Cycle				
Manoeuvre Going ahead other				
Direction from South west to North east Towing? No				
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Offside				
Drivers age 14 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No				
Foreign vehicle Not foreign Breath test Not applicable				
Journey purpose				

No. 3	District Ashfield	<h1>Accident Details</h1>		VRUs	Grid Reference 450667 / 356005
SEVERITY SLIGHT	Ref.No 2A168219			Pedestrian	Police Officer Attend: No - reported over the counter
Date 17/07/2019 Day Wednesday	ROAD B6020	LOCATION B6020 STATION STREET at House Name (NAGS HEAD PUBLIC HOUSE), at its Junction with B6021 KINGSWAY, KIRKBY IN ASHFIELD			
Time 13:50					
Weather Fine					
Road Surface Dry					
Street Lighting Daylight					
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS			
Carriageway Single c'way		None			
Lane markings Centre/hazard line					
Junction Detail T or Staggered junction					
Junction Control Automatic traffic signal		CARRIAGEWAY HAZARDS			
2nd Road Number B6021		None			
Pedestrian Facilities No Human control within 50m and Ped phase at signals					
VEHICLES INVOLVED 1			CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other		Cas No 1 Cas Class Pedestrian	Veh ref No 1	
Direction from North west to South east	Towing? No		Severity SLIGHT	Age 12 yrs	Sex Male
Skidded No			Car Passenger? No	PSV Passenger? No	
Veh location at impact (restricted lane) On main carriageway			Ped Movement Unknown or other		
Junct. location of veh. at 1st impact Approaching or parked on approach to junction			Ped location In c'way crossing elsewhere		
Veh left carriageway? Did not leave c'way			Ped Direction to Unknown		
Hit object in c'way? None			School Pupil		
Hit object off c'way? None			Roadworker injured No		
First point of impact Front					
Drivers age U/K yrs Sex Not traced	Other veh.hit (ref.) 0	Hit and run Yes			
Foreign vehicle Not foreign		Breath test Not contacted			
Journey purpose					

No. 4	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450147 / 356086
SEVERITY SLIGHT	Ref.No 2A236919		Pedestrian	Police Officer Attend: Yes
Date 22/11/2019 Day Friday	ROAD B6020	LOCATION B6020 LANE END at House Name WYVERN CLUB, at its Junction with U/C MILLERS WAY, KIRKBY IN ASHFIELD		
Time 13:50				
Weather Fine				
Road Surface Wet				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number U	None			
Pedestrian Facilities No Human control within 50m and Central Refuge only				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 2		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Pedestrian Veh ref No 1			
Manoeuvre Going ahead other	Severity SLIGHT Age 66 yrs Sex Male			
Direction from South west to North east Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Crossing from drivers nearside			
Veh location at impact (restricted lane) On main carriageway	Ped location In c'way crossing elsewhere			
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit	Ped Direction to South west			
Veh left carriageway? Did not leave c'way	School Pupil Other			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None	Cas No 2 Cas Class Pedestrian Veh ref No 1			
First point of impact Nearside	Severity SLIGHT Age 64 yrs Sex Female			
Drivers age 33 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No	Car Passenger? No PSV Passenger? No			
Foreign vehicle Not foreign Breath test Negative	Ped Movement Crossing from drivers nearside			
Journey purpose Other/Not known	Ped location In c'way crossing elsewhere			
	Ped Direction to South west			
	School Pupil Other			
	Roadworker injured No			

No. 5	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450013 / 356097
SEVERITY SLIGHT	Ref.No 2A047920		Pedestrian	Police Officer Attend: Yes
Date 28/03/2020 Day Saturday	ROAD B6020	LOCATION B6020 VICTORIA ROAD, 21 metres southeast of U/C HARCOURT STREET, KIRKBY IN ASHFIELD		
Time 17:17				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction				
Junction Control		CARRIAGEWAY HAZARDS		
2nd Road Number		None		
Pedestrian Facilities No Human control within 50m and Central Refuge only				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1	Vehicle type Car	Cas No 1	Cas Class Pedestrian	Veh ref No 1
Manoeuvre Going ahead other		Severity SLIGHT	Age 30 yrs	Sex Male
Direction from West to South east	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement Unknown or other		
Veh location at impact (restricted lane) On main carriageway		Ped location On refuge, central island or central reserve		
Junct. location of veh. at 1st impact Not at junction		Ped Direction to Unknown		
Veh left carriageway? Did not leave c'way		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? None				
First point of impact Front				
Drivers age 53 yrs Sex Female	Other veh.hit (ref.) 0	Hit and run No		
Foreign vehicle Not foreign		Breath test Not requested		
Journey purpose Other/Not known				

No. 6	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450321 / 356089
SEVERITY SLIGHT	Ref.No 2A164020		Police Officer Attend: No - reported over the counter	
Date 03/12/2020 Day Thursday	ROAD B6020	LOCATION B6020 URBAN ROAD, at its Junction with U/C LIME STREET, KIRKBY IN ASHFIELD		
Time 17:00				
Weather Fine				
Road Surface Wet				
Street Lighting Dark/lights lit				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Bus or Coach		Cas No 1 Cas Class Passenger Veh ref No 1		
Manoeuvre Stopping		Severity SLIGHT Age 30 yrs Sex Male		
Direction from East to West Towing? No		Car Passenger? No PSV Passenger? Standing		
Skidded No		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit		Ped Direction to Not a pedestrian		
Veh left carriageway? Did not leave c'way		School Pupil Other		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? None				
First point of impact Did not impact				
Drivers age 54 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No				
Foreign vehicle Not foreign Breath test Not contacted				
Journey purpose Journey as part of work				

No. 7	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450677 / 356007
SEVERITY SERIOUS	Ref.No 2A006821		Pedestrian	Police Officer Attend: Yes
Date 27/01/2021 Day Wednesday	ROAD B6020	LOCATION B6020 STATION STREET PXING, at its Junction with B6021 KINGSWAY, KIRKBY IN ASHFIELD		
Time 11:59				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Automatic traffic signal	CARRIAGEWAY HAZARDS			
2nd Road Number B6021	None			
Pedestrian Facilities No Human control within 50m and Ped phase at signals				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Pedestrian Veh ref No 1			
Manoeuvre Going ahead other	Severity SERIOUS Age 68 yrs Sex Male			
Direction from West to East Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Crossing from drivers offside			
Veh location at impact (restricted lane) On main carriageway	Ped location In c'way crossing on ped crossing facility			
Junct. location of veh. at 1st impact Approaching or parked on approach to junction	Ped Direction to North			
Veh left carriageway? Did not leave c'way	School Pupil Other			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None				
First point of impact Front				
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 0 Hit and run Yes				
Foreign vehicle Not foreign Breath test Not contacted				
Journey purpose				

No. 8	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450232 / 356112
SEVERITY SLIGHT	Ref.No 2A063021		Pedal Cycle	Police Officer Attend: Yes
Date 18/05/2021 Day Tuesday	ROAD B6020	LOCATION B6020 LANE END, at its Junction with U/C PRIVATE ROAD (ALDI CAR PARK), B6020 URBAN ROAD, 31 metres west of EREWASH STREET, KIRKBY IN ASHFIELD		
Time 16:02				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and Central Refuge only				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Turning right	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity SLIGHT Age 12 yrs Sex Male	
Direction from North to South west	Towing? No	Car Passenger? No	PSV Passenger? No	
Skidded No		Ped Movement Not a pedestrian		
Veh location at impact (restricted lane) On main carriageway		Ped location Not a pedestrian		
Junct. location of veh. at 1st impact Entering main road		Ped Direction to Not a pedestrian		
Veh left carriageway? Did not leave c'way		School Pupil		
Hit object in c'way? None		Roadworker injured No		
Hit object off c'way? None				
First point of impact Front				
Drivers age 25 yrs Sex Male Other veh.hit (ref.) 2	Hit and run No			
Foreign vehicle Not foreign	Breath test Not requested			
Journey purpose Other/Not known				
Veh.No. 2 Vehicle type Pedal Cycle	Manoeuvre Going ahead right hand bend			
Direction from South west to East	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Nearside				
Drivers age 12 yrs Sex Male Other veh.hit (ref.) 1	Hit and run No			
Foreign vehicle Not foreign	Breath test Not applicable			
Journey purpose Other/Not known				

No. 9	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450677 / 356007
SEVERITY SERIOUS	Ref.No 2A200521		Pedestrian	Police Officer Attend: Yes
Date 13/12/2021 Day Monday	ROAD B6020	LOCATION B6020 STATION STREET, at its Junction with B6021 KINGSWAY, KIRKBY IN ASHFIELD		
Time 15:45				
Weather Other				
Road Surface Wet				
Street Lighting Dark/lights lit				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Automatic traffic signal	CARRIAGEWAY HAZARDS			
2nd Road Number B6021	None			
Pedestrian Facilities No Human control within 50m and Ped phase at signals				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Pedestrian Veh ref No 1			
Manoeuvre Going ahead other	Severity SERIOUS Age 14 yrs Sex Male			
Direction from North west to South east Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Crossing from drivers offside			
Veh location at impact (restricted lane) On main carriageway	Ped location In c'way crossing on ped crossing facility			
Junct. location of veh. at 1st impact Approaching or parked on approach to junction	Ped Direction to South			
Veh left carriageway? Did not leave c'way	School Pupil			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None				
First point of impact Front				
Drivers age 24 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No				
Foreign vehicle Not foreign Breath test Negative				
Journey purpose Commuting to/from work				

No. 10	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450157 / 356101
SEVERITY SLIGHT	Ref.No 2A128722		Pedal Cycle	Police Officer Attend: No - reported over the counter
Date 23/09/2022 Day Friday	ROAD U	LOCATION U/C LANE END, at its Junction with U/C MILLERS WAY, KIRKBY IN ASHFIELD		
Time 19:03				
Weather Unknown				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way	None			
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled	CARRIAGEWAY HAZARDS			
2nd Road Number U	None			
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Cas No 1 Cas Class Driver or Rider Veh ref No 2			
Manoeuvre Turning right	Severity SLIGHT Age 11 yrs Sex Male			
Direction from North east to North Towing? No	Car Passenger? No PSV Passenger? No			
Skidded No	Ped Movement Not a pedestrian			
Veh location at impact (restricted lane) On main carriageway	Ped location Not a pedestrian			
Junct. location of veh. at 1st impact Leaving main road	Ped Direction to Not a pedestrian			
Veh left carriageway? Did not leave c'way	School Pupil Other			
Hit object in c'way? None	Roadworker injured No			
Hit object off c'way? None				
First point of impact Nearside				
Drivers age 38 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No				
Foreign vehicle Not foreign Breath test Not requested				
Journey purpose				
Veh.No. 2 Vehicle type Pedal Cycle				
Manoeuvre Going ahead other				
Direction from South west to North east Towing? No				
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit				
Veh left carriageway? Did not leave c'way				
Hit object in c'way? None				
Hit object off c'way? None				
First point of impact Front				
Drivers age 11 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No				
Foreign vehicle Not foreign Breath test Not applicable				
Journey purpose				

No. 11	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450424 / 356074
SEVERITY SLIGHT	Ref.No 2A131622		Police Officer Attend: Yes	
Date 29/09/2022 Day Thursday	ROAD B6020	LOCATION B6020 STATION STREET, at its Junction with U/C PORTLAND STREET, KIRKBY IN ASHFIELD		
Time 13:33				
Weather Fine				
Road Surface Wet				
Street Lighting Daylight				
Speed Limit 40 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Automatic traffic signal		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and Ped phase at signals				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Waiting to go ahead but held up	Cas No 1 Cas Class Driver or Rider Veh ref No 1	Severity SLIGHT Age 53 yrs Sex Female	
Direction from North west to South east Towing? No	Skidded No	Car Passenger? No PSV Passenger? No	Ped Movement Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Approaching or parked on approach to junction	Ped location Not a pedestrian	Ped Direction to Not a pedestrian	
Veh left carriageway? Did not leave c'way	Hit object in c'way? None	School Pupil Other	Roadworker injured No	
Hit object off c'way? None	First point of impact Back			
Drivers age 53 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No	Foreign vehicle Not foreign Breath test Not provided			
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type Car	Manoeuvre Stopping			
Direction from North west to South east Towing? No	Skidded No			
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Approaching or parked on approach to junction			
Veh left carriageway? Did not leave c'way	Hit object in c'way? None			
Hit object off c'way? None	First point of impact Front			
Drivers age 84 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No	Foreign vehicle Not foreign Breath test Negative			
Journey purpose Other/Not known				

No. 12	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450560 / 356029
SEVERITY SLIGHT	Ref.No 2A138022		Pedestrian	Police Officer Attend: No - reported over the counter
Date 29/09/2022 Day Thursday	ROAD B6020	LOCATION B6020 STATION STREET, at its Junction with U/C TENNYSON STREET, KIRKBY IN ASHFIELD		
Time 15:00				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Taxi	Manoeuvre Parked	Cas No 1 Cas Class Pedestrian	Veh ref No 1	
Direction from South east	Towing? No	Severity SLIGHT	Age 23 yrs	Sex Female
Skidded No		Car Passenger? No	PSV Passenger? No	
Veh location at impact (restricted lane) On main carriageway		Ped Movement	In c'way stationary-not crossing (standing or playing)	
Junct. location of veh. at 1st impact Cleared junction or parked at junction exit		Ped location	In c'way not crossing	
Veh left carriageway? Did not leave c'way		Ped Direction to	Standing still	
Hit object in c'way? None		School Pupil	Other	
Hit object off c'way? None		Roadworker injured	No	
First point of impact Nearside				
Drivers age 41 yrs Sex Male	Other veh.hit (ref.) 0	Hit and run No		
Foreign vehicle Not foreign		Breath test Not requested		
Journey purpose Journey as part of work				

No. 13	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450640 / 356010
SEVERITY SLIGHT	Ref.No 2A038323		Police Officer Attend: Yes	
Date 05/03/2023 Day Sunday	ROAD B6020	LOCATION B6020 STATION STREET, at its Junction with U/C MORLEY STREET, KIRKBY IN ASHFIELD		
Time 19:30				
Weather Fine				
Road Surface Dry				
Street Lighting Dark/lights lit				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and Ped phase at signals				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Bus or Coach	Manoeuvre Parked	Cas No 1 Cas Class Passenger	Veh ref No 1	
Direction from South east	Towing? No	Severity SLIGHT	Age 59 yrs	Sex Male
Skidded No		Car Passenger? No	PSV Passenger? Seated	
Veh location at impact (restricted lane) Bus lane		Ped Movement Not a pedestrian		
Junct. location of veh. at 1st impact Approaching or parked on approach to junction		Ped location Not a pedestrian		
Veh left carriageway? Did not leave c'way		Ped Direction to Not a pedestrian		
Hit object in c'way? None		School Pupil Other		
Hit object off c'way? None		Roadworker injured No		
First point of impact Did not impact				
Drivers age 32 yrs Sex Male	Other veh.hit (ref.) 0	Hit and run No		
Foreign vehicle Not foreign		Breath test Not requested		
Journey purpose Journey as part of work				

No. 14	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450044 / 356090
SEVERITY SLIGHT	Ref.No 2A139623		Pedal Cycle	Police Officer Attend: No - reported over the counter
Date 14/09/2023 Day Thursday	ROAD B6020	LOCATION B6020 VICTORIA ROAD, at its Junction with U/C HARCOURT STREET, KIRKBY IN ASHFIELD		
Time 17:46				
Weather Fine				
Road Surface Wet				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre O/T moving vehicle on its O/S	Cas No 1 Cas Class Driver or Rider Veh ref No 2	Severity SLIGHT Age 50 yrs Sex Male	
Direction from South east to North west Towing? No	Skidded No	Car Passenger? No PSV Passenger? No	Ped Movement Not a pedestrian	
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Approaching or parked on approach to junction	Ped location Not a pedestrian	Ped Direction to Not a pedestrian	
Veh left carriageway? Did not leave c'way	Hit object in c'way? None	School Pupil Other	Roadworker injured No	
Hit object off c'way? None	First point of impact Nearside			
Drivers age 31 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No	Foreign vehicle Not foreign Breath test Not requested			
Journey purpose Commuting to/from work				
Veh.No. 2 Vehicle type Pedal Cycle	Manoeuvre Going ahead other			
Direction from South east to North west Towing? No	Skidded No			
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Approaching or parked on approach to junction			
Veh left carriageway? Did not leave c'way	Hit object in c'way? None			
Hit object off c'way? None	First point of impact Offside			
Drivers age 50 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No	Foreign vehicle Not foreign Breath test Not applicable			
Journey purpose Commuting to/from work				

No. 15	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450263 / 356102
SEVERITY SERIOUS	Ref.No 2A152223		Police Officer Attend: Yes	
Date 05/10/2023 Day Thursday	ROAD B6020	LOCATION B6020 URBAN ROAD, at its Junction with U/C EREWASH STREET, KIRKBY IN ASHFIELD		
Time 05:50				
Weather Fine				
Road Surface Wet				
Street Lighting Dark/unknown				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and Central Refuge only				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Going ahead other	Cas No 1 Cas Class Driver or Rider Veh ref No 1	Severity SERIOUS Age 52 yrs Sex Male	
Direction from North west to South east Towing? No	Skidded No	Car Passenger? No PSV Passenger? No		
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Mid junction	Ped Movement Not a pedestrian		
Veh left carriageway? Did not leave c'way	Hit object in c'way? None	Ped location Not a pedestrian		
Hit object off c'way? None	First point of impact Offside	Ped Direction to Not a pedestrian		
Drivers age 52 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No	Foreign vehicle Not foreign Breath test Not requested	School Pupil Other		
Journey purpose Commuting to/from work		Roadworker injured No		
Veh.No. 2 Vehicle type Car	Manoeuvre Turning right			
Direction from South to South east Towing? No	Skidded No			
Veh location at impact (restricted lane) On main carriageway	Junct. location of veh. at 1st impact Entering main road			
Veh left carriageway? Did not leave c'way	Hit object in c'way? None			
Hit object off c'way? None	First point of impact Front			
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run Yes	Foreign vehicle Not foreign Breath test Not requested			
Journey purpose				

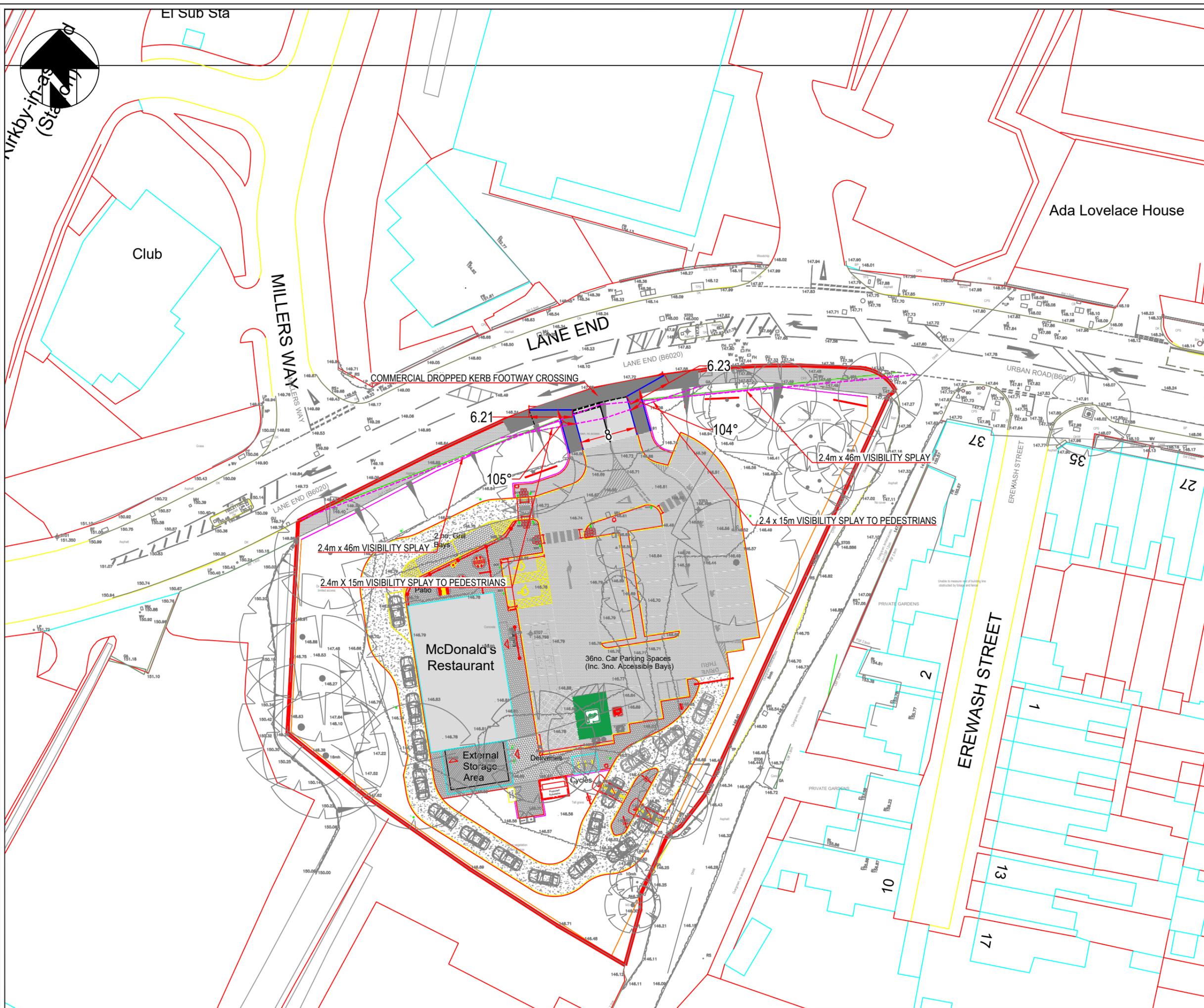
No. 16	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450309 / 356095
SEVERITY SLIGHT	Ref.No 2A179423		Pedestrian	Police Officer Attend: Yes
Date 15/11/2023 Day Wednesday	ROAD U	LOCATION U/C URBAN ROAD, at its Junction with U/C LIME STREET, KIRKBY IN ASHFIELD		
Time 17:30				
Weather Fine				
Road Surface Dry				
Street Lighting Dark/lights lit				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre O/T stat.vehicle on its O/S	Cas No 1 Cas Class Pedestrian	Veh ref No 1	
Direction from South east to North west	Towing? No	Severity SLIGHT	Age 17 yrs	Sex Male
Skidded No		Car Passenger? No	PSV Passenger? No	
Veh location at impact (restricted lane) On main carriageway		Ped Movement Crossing from drivers nearside masked		
Junct. location of veh. at 1st impact Approaching or parked on approach to junction		Ped location In c'way crossing elsewhere		
Veh left carriageway? Did not leave c'way		Ped Direction to North east		
Hit object in c'way? None		School Pupil Other		
Hit object off c'way? None		Roadworker injured No		
First point of impact Front				
Drivers age 18 yrs Sex Female	Other veh.hit (ref.) 0	Hit and run No		
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose				

No. 17	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450549 / 356041
SEVERITY SLIGHT	Ref.No 2A084024		Pedestrian	Police Officer Attend: No - reported over the counter
Date 23/05/2024 Day Thursday	ROAD B6020	LOCATION B6020 STATION STREET, 98 metres southeast of PORTLAND STREET, KIRKBY IN ASHFIELD		
Time 17:00				
Weather Unknown				
Road Surface Unknown				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail Not at or within 20m of junction				
Junction Control		CARRIAGEWAY HAZARDS		
2nd Road Number		None		
Pedestrian Facilities No Human control within 50m and Ped phase at signals				
VEHICLES INVOLVED 1		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Reversing	Cas No 1 Cas Class Pedestrian	Veh ref No 1	
Direction from South east to North west	Towing? No	Severity SLIGHT	Age 27 yrs	Sex Female
Skidded No		Car Passenger? No	PSV Passenger? No	
Veh location at impact (restricted lane) On main carriageway		Ped Movement Crossing from drivers nearside		
Junct. location of veh. at 1st impact Not at junction		Ped location In c'way crossing elsewhere		
Veh left carriageway? Did not leave c'way		Ped Direction to South west		
Hit object in c'way? None		School Pupil Other		
Hit object off c'way? None		Roadworker injured No		
First point of impact Back				
Drivers age U/K yrs Sex Not traced	Other veh.hit (ref.) 0	Hit and run Yes		
Foreign vehicle Not foreign		Breath test Not contacted		
Journey purpose				

No. 18	District Ashfield	<h1>Accident Details</h1>	VRUs	Grid Reference 450375 / 356087
SEVERITY SLIGHT	Ref.No 2A116924		Police Officer Attend: Yes	
Date 28/07/2024 Day Sunday	ROAD B6020	LOCATION B6020 URBAN ROAD/STATION ROAD, at its Junction with U/C LINDLEYS LANE, KIRKBY IN ASHFIELD		
Time 12:02				
Weather Fine				
Road Surface Dry				
Street Lighting Daylight				
Speed Limit 30 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS		
Carriageway Single c'way		None		
Lane markings Centre/hazard line				
Junction Detail T or Staggered junction				
Junction Control Give way sign or uncontrolled		CARRIAGEWAY HAZARDS		
2nd Road Number U		None		
Pedestrian Facilities No Human control within 50m and No crossing facility within 50m				
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1		
Veh.No. 1 Vehicle type Car	Manoeuvre Turning right	Cas No 1 Cas Class Passenger	Veh ref No 2	
Direction from South to East	Towing? No	Severity SLIGHT	Age 55 yrs	Sex Female
Skidded No		Car Passenger? Front	PSV Passenger? No	
Veh location at impact (restricted lane) On main carriageway		Ped Movement Not a pedestrian		
Junct. location of veh. at 1st impact Entering main road		Ped location Not a pedestrian		
Veh left carriageway? Did not leave c'way		Ped Direction to Not a pedestrian		
Hit object in c'way? None		School Pupil Other		
Hit object off c'way? None		Roadworker injured No		
First point of impact Nearside				
Drivers age 26 yrs Sex Female	Other veh.hit (ref.) 2	Hit and run No		
Foreign vehicle Not foreign		Breath test Not requested		
Journey purpose Other/Not known				
Veh.No. 2 Vehicle type Car	Manoeuvre Going ahead other			
Direction from West to East	Towing? No			
Skidded No				
Veh location at impact (restricted lane) On main carriageway				
Junct. location of veh. at 1st impact Mid junction				
Veh left carriageway? Left c'way near-side				
Hit object in c'way? Kerb				
Hit object off c'way? None				
First point of impact Offside				
Drivers age 56 yrs Sex Male	Other veh.hit (ref.) 1	Hit and run No		
Foreign vehicle Not foreign		Breath test Negative		
Journey purpose Other/Not known				

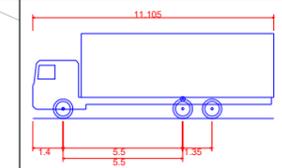


Appendix C
Site Access Designs and Visibility
Splay



P02	Revised Site Layout	09.07.25	RCW
P01	Preliminary Issue	02.07.25	OHJ
 ANDREW MOSELEY ASSOCIATES <small>Transport & Infrastructure Consultants 15 St Paul's Street Leeds LS1 2JG www.amatp.co.uk</small>			
Project:			
LANE END, KIRKBY IN ASHFIELD			
Client:			
MCDONALDS RESTAURANTS LTD			
Drawing:			
PROPOSED ACCESS DESIGN			
Drawn By:	OHJ	Date:	02.07.2025
Checked:	GDM	Scale:	1:500
Drawing No.	AMA-50082-SK-016-1.1	Paper:	A3
		Rev.	P02

Appendix D
Site Access Junction Stagger HGV
Tracking



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



MILLERS WAY

LANE END

2 no. Grill Bays

Patio

P01	Preliminary Issue	00.00.00	XX
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Project:
LANE END, KIRKBY IN ASHFIELD

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
SERVICE VEHICLE SWEEP PATH ANALYSIS

Drawn By: SA	Date: 08.07.2025
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Checked: MHT	Scale: 1:250	Paper: A3
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Drawing No. AMA-50082-ATR003 - 4.4	Rev. P01
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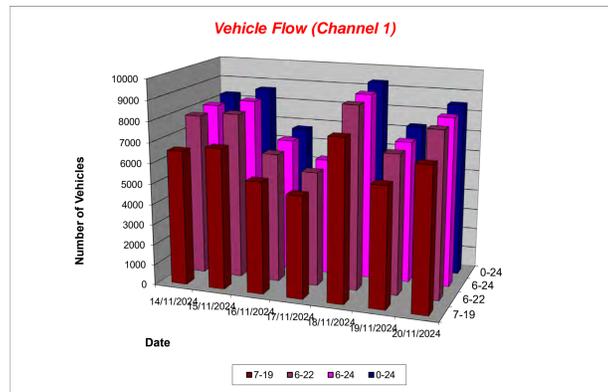


Appendix E
ATC Survey Raw Data

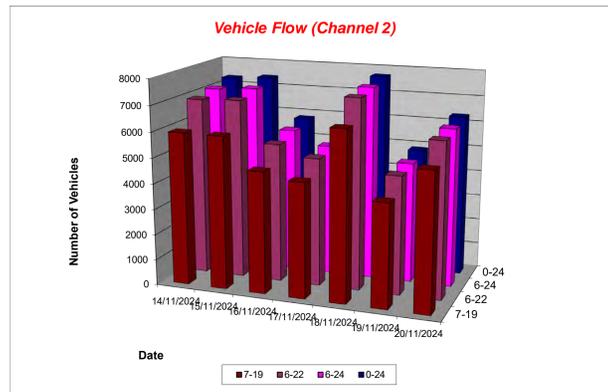
Kirkby in Ashfield ATC 1, B6020 Lane End (Western Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound										Vehicle Flow		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	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	38	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	586	694	569				
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	466				
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	6658	5440	4972	7833	5825	6919	6801	6345				
6-22	7892	8098	6292	5579	8023	6799	8084	7955	7378				
6-24	8052	8398	6582	5794	8078	6824	8340	8137	7567				
0-24	8281	8645	6738	5934	9329	7259	8474	8398	7809				



Channel 2 - Eastbound										Vehicle Flow		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	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	469	467	434	336	643	416	388	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	188	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	6847	7036	5419	4957	7405	4612	6049	6404	6063				
6-24	7198	7216	5843	5188	8188	4918	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 1 - Westbound										Average Speed		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday	Average	Average			
1	24.8	27.0	27.8	26.0	27.7	24.4	23.4						
2	29.4	27.8	28.1	27.0	27.0	18.5	23.7						
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	34.2	31.7	25.8	28.8	31.6	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	26.1	23.1	23.1						
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	26.7	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	25.8	25.8	24.7	22.3	22.2						
0-24	25.2	24.8	25.7	26.0	24.9	22.4	22.2						

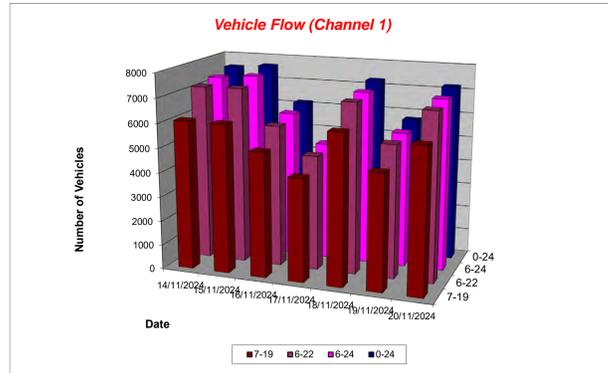
Channel 1 - Westbound										Speed Summary		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday	Average	Average			
1	29.4	30.8	33.0	29.2	30.8	19.2	27.5						
2	37.2	31.4	31.7	30.2	28.8	22.2	26.0						
3	29.2	28.2	30.2	32.0	31.9	20.2	26.6						
4	37.8	32.5	40.9	29.1	34.3	25.4	24.3						
5	31.0	31.7	33.8	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	29.5	29.2	29.7	29.6	29.9	27.5	25.9						
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	28.6	29.2	28.5	28.9	24.9	25.9						
15	29.2	27.8	29.2	29.0	28.6	25.0	25.7						
16	28.0	28.8	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	29.7	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	28.5	27.4	28.3	29.1	28.4	25.6	25.5						
0-24	29.2	28.9	29.6	29.6	28.7	25.9	25.7						

Channel 2 - Eastbound										Average Speed		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday	Average	Average			
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	26.4	30.3	28.9	27.0	24.9	16.8	20.8						
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</									

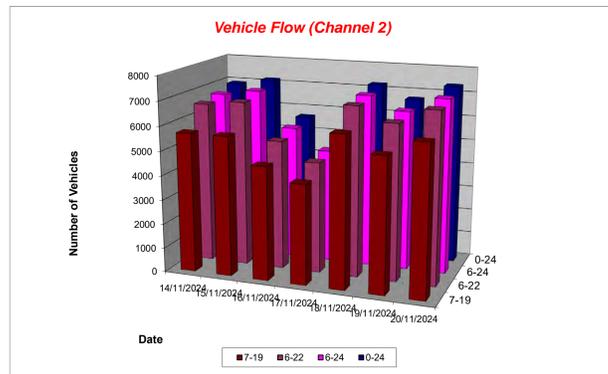
Kirkby in Ashfield ATC 2, B6020 Lane End (Eastern Site)

Produced by Road Data Services Ltd.

Channel 1 - Westbound										Vehicle Flow		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday Average	Weekend Average				
1	27	24	41	57	26	24	25	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	185	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	464	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	385	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	46	54				
7-19	6076	6064	5090	4194	6116	4668	5872	5765	6444				
6-22	7175	7198	5787	4694	6954	5428	6847	6720	6298				
0-24	7519	7643	6153	4983	7277	5737	7201	7075	6645				



Channel 2 - Eastbound										Vehicle Flow		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday Average	Weekend 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	506	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	5207	4545	6933	5353	6976	6721	6205				
0-24	6918	7161	5657	4819	7221	6707	7342	7070	6546				



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

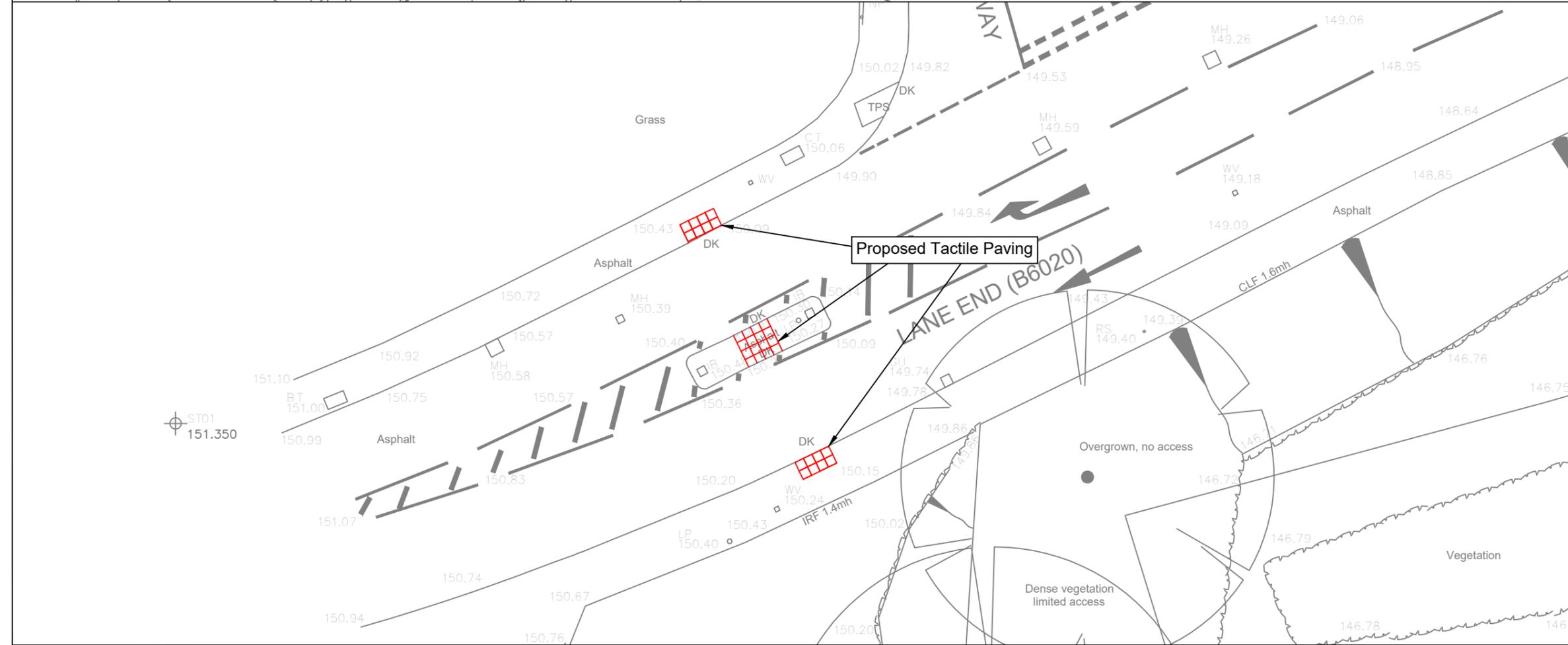
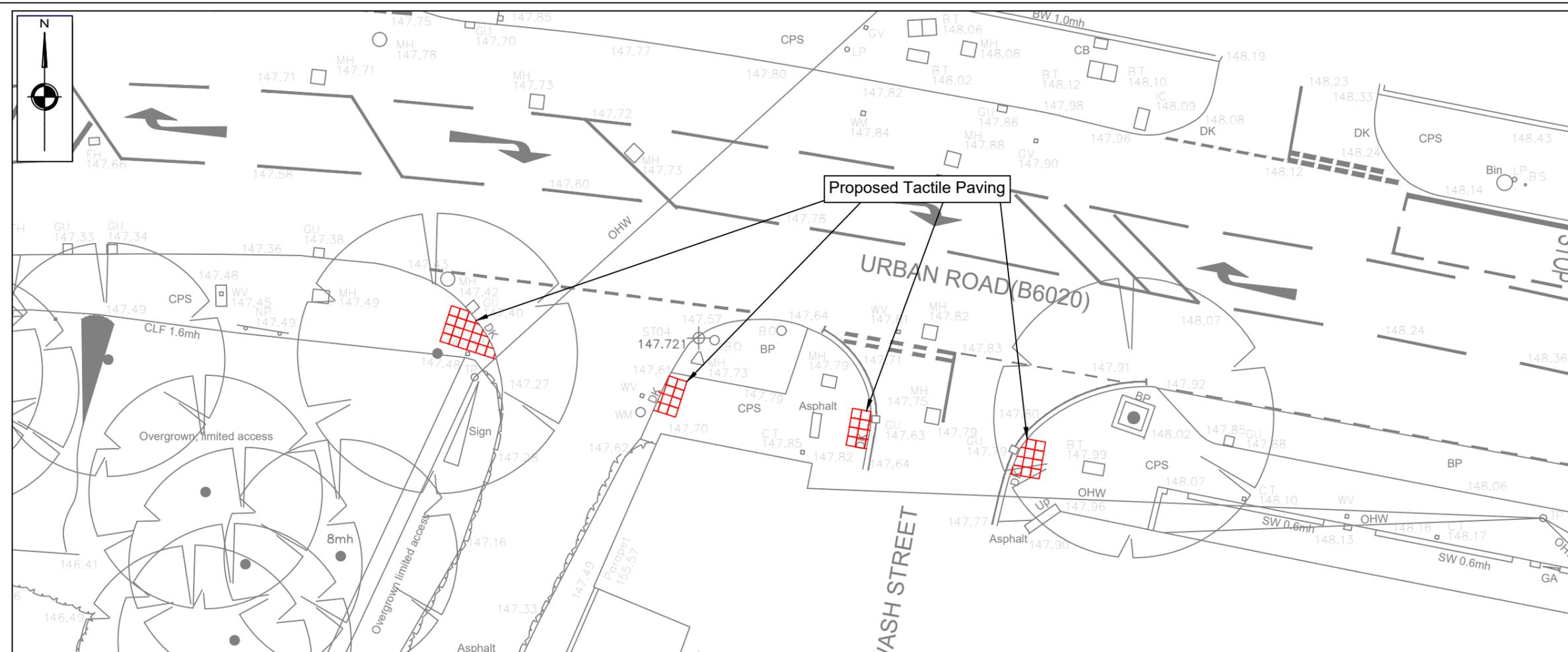
Produced by Road Data Services Ltd.

Channel 1 - Westbound										Average Speed		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday Average	Weekend Average				
1	30.2	29.3	29.2	26.8	27.8	15.9	27.1	26.5	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	29.6	19.2	29.0						
4	21.6	29.6	21.6	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	28.7	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	25.6	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						
7-19	25.4	24.9	25.8	26.4	25.0	23.7	24.6						
6-22	28.5	24.8	28.3	25.4	24.9	25.0	25.5						
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			
85th Percentile										29.7			

Channel 1 - Westbound										Average Speed		Week 1	
Hr Ending	14/11/2024	15/11/2024	16/11/2024	17/11/2024	18/11/2024	19/11/2024	20/11/2024	Weekday Average	Weekend Average				
1	35.4	33.3	33.2	30.5	32.6	30.2	30.4						
2	37.7	33.8	31.6	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	33.9	34.5	30.9	33.3	31.7	32.4	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	26.3						
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	29.4	30.4	28.5	28.5	29.1						
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	28.6	28.3	28.1	29.1						
18	29.4	31.1	30.4	30.5	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	30.0	31.5	29.5	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						
7-19	29.5	28.6	29.4	30.0	28.8	27.4	28.4						
6-22	24.8	23.1	24.7	25.6	24.5	25.9	26.3						
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			



Appendix F
Proposed Pedestrian Improvements



NOTES

REVISIONS

REV	DESCRIPTION	DATE	BY



Project:
**LANE END
KIRKBY IN ASHFIELD**

Client:
MCDONALDS RESTAURANTS LTD

Drawing:
PROPOSED TACTILE PAVING

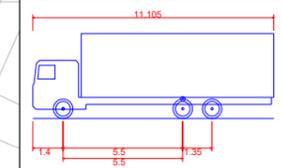
Drawn By: **MHT** Date: **11/02/25**

Checked: **AMM** Scale: **1:500 @ A3**

Drawing No. **AMA/50082/SK015** Rev. **-**



Appendix G
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



P01	Preliminary Issue	00.00.00	XX
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AMA
 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

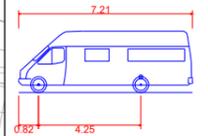
Client:
MCDONALDS RESTAURANTS LTD

Drawing:
SERVICE VEHICLE SWEEP PATH ANALYSIS

Drawn By: SA	Date: 08.07.2024
Checked: MHT	Scale: 1:500
Drawing No. AMA-50082-ATR003 - 3.4	Rev. P01



Appendix H
Drive Thru Swept Path Analysis



7.5t Panel Van
 Overall Length 7.210m
 Overall Width 2.192m
 Overall Body Height 2.544m
 Min Body Ground Clearance 0.316m
 Track Width 1.865m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

P01 Preliminary Issue 00.00.00 XX



Project: LANE END, KIRKBY IN ASHFIELD

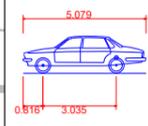
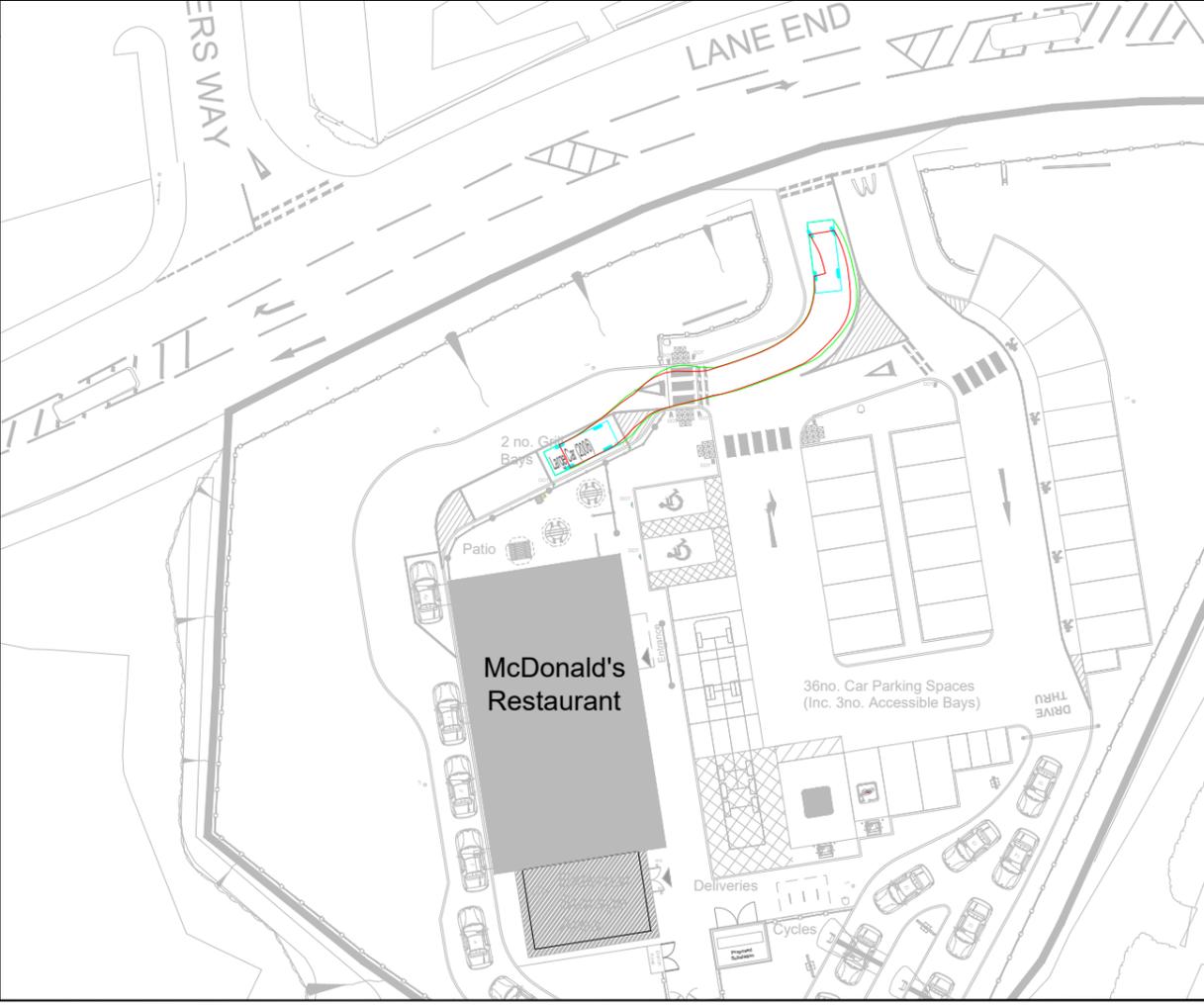
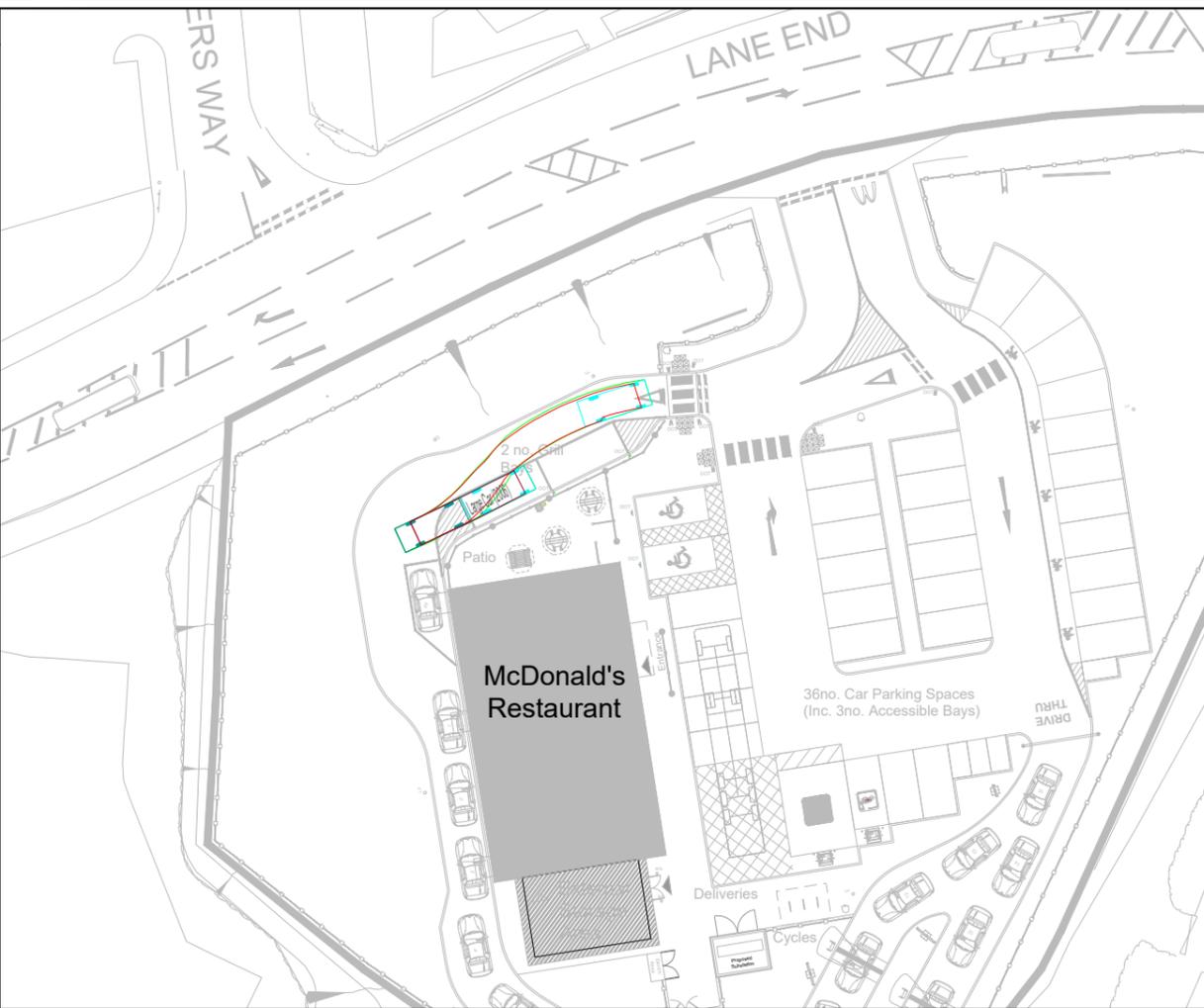
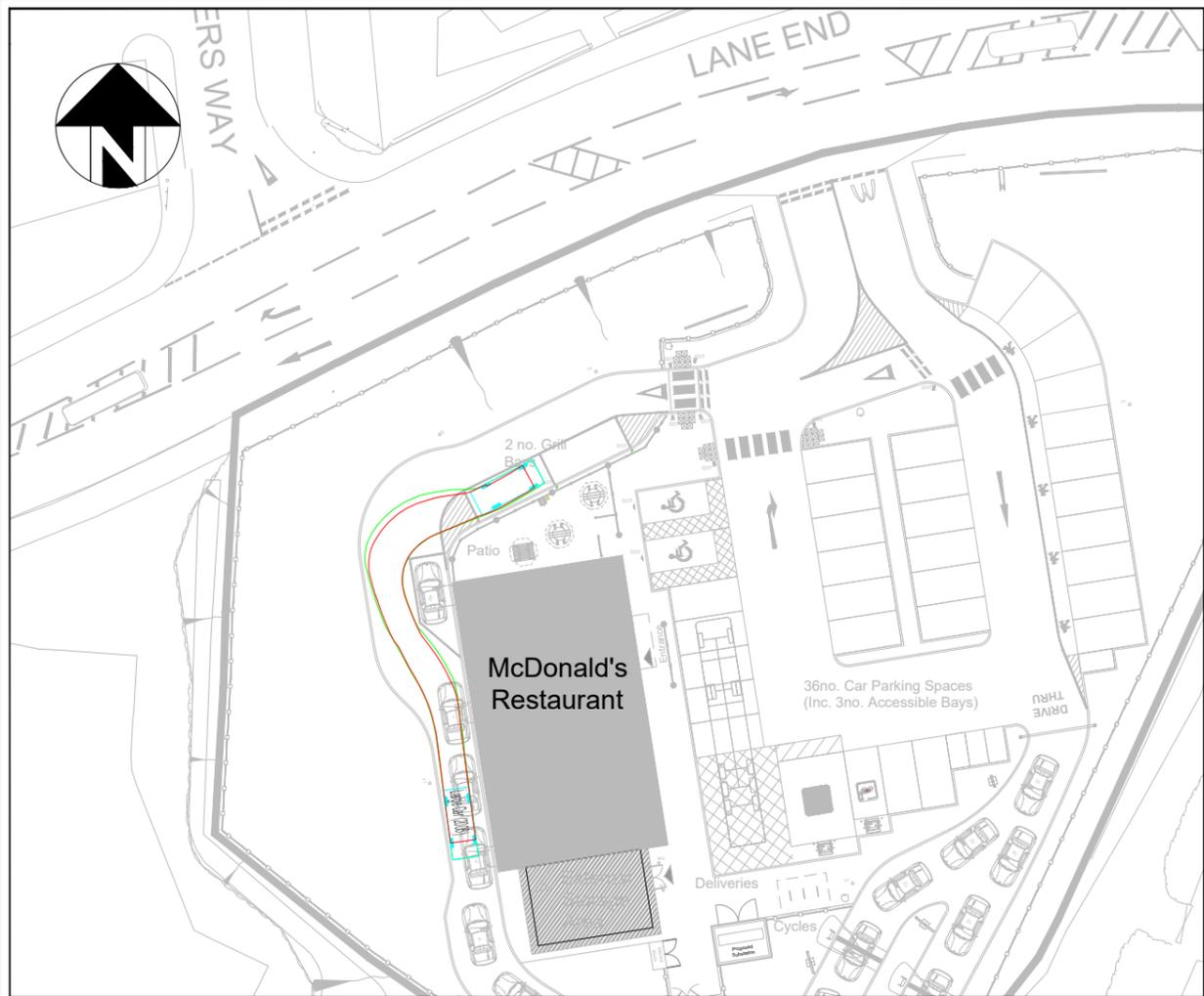
Client: MCDONALDS RESTAURANTS LTD

Drawing: 7.5 T PANEL VAN - DRIVE THRU

Drawn By: SA Date: 08.07.2025

Checked: MHT Scale: 1:500 Paper: A3

Drawing No. AMA-50082-ATR003 - 1.4 Rev. P01



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

P01	Preliminary Issue	00.00.00	XX
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Project:
LANE END, KIRKBY IN ASHFIELD

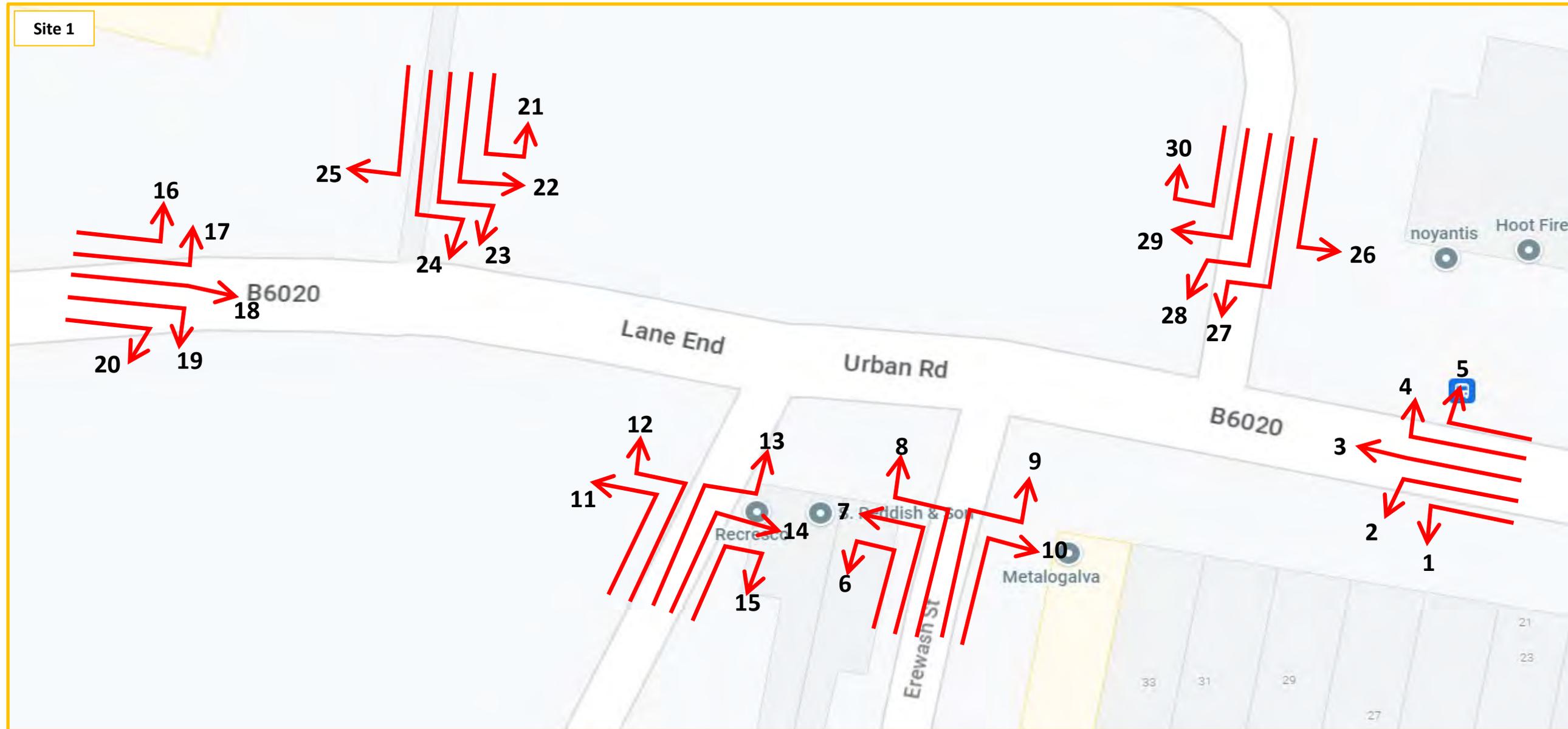
Client:
MCDONALDS RESTAURANTS LTD

Drawing:
LARGE CAR - GRILL BAYS

Drawn By: SA	Date: 08.07.2025
Checked: MHT	Scale: 1:500
Drawing No. AMA-50082-ATR003 - 2.4	Rev. P01



Appendix I
Raw Junction Survey Data



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										MOVEMENT 4										MOVEMENT 5									
	FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD									
	LEFT TURN TO EREWASH STREET										LEFT TURN TO UNNAMED ROAD										STRAIGHT AHEAD TO B6020 LANE END										RIGHT TURN TO ALDI										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									
	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					
0700-0800	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										MOVEMENT 2										MOVEMENT 3										MOVEMENT 4										MOVEMENT 5									
	FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD										FROM B6020 URBAN ROAD									
	LEFT TURN TO EREWASH STREET										LEFT TURN TO UNNAMED ROAD										STRAIGHT AHEAD TO B6020 LANE END										RIGHT TURN TO ALDI										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					

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

	MOVEMENT 6 FROM EREWASH STREET LEFT THEN LEFT TURN TO UNNAMED ROAD										MOVEMENT 7 FROM EREWASH STREET LEFT TURN TO B6020 LANE END										MOVEMENT 8 FROM EREWASH STREET LEFT THEN RIGHT TURN TO ALDI										MOVEMENT 9 FROM EREWASH STREET RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE										MOVEMENT 10 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	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	2	0	0	0	0	0	0	2	2.00				
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	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	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	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					
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	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	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					
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	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					
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	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	0	0	0	0	0	0	0	0	0.00	3	0	0	0	0	0	0	3	3.00					

	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					
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	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	1	2	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					
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	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	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	1	0	0	0	0	0	0	1	1.00					
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	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00					
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	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00					
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	1	0	0	0	0	0	0	1	1.00														
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	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	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 FROM EREWASH STREET LEFT THEN LEFT TURN TO UNNAMED ROAD										MOVEMENT 7 FROM EREWASH STREET LEFT TURN TO B6020 LANE END										MOVEMENT 8 FROM EREWASH STREET LEFT THEN RIGHT TURN TO ALDI										MOVEMENT 9 FROM EREWASH STREET RIGHT THEN LEFT TURN TO ADA LOVELACE HOUSE										MOVEMENT 10 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	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	0	0	0	0	0	0	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					
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	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	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0.00	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	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	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	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																																									

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

	MOVEMENT 16										MOVEMENT 17										MOVEMENT 18										MOVEMENT 19										MOVEMENT 20									
	FROM B6020 LANE END LEFT TURN TO ALDI										FROM B6020 LANE END LEFT TURN TO ADA LOVELACE HOUSE										FROM B6020 LANE END STRAIGHT AHEAD TO B0620 URBAN ROAD										FROM B6020 LANE END RIGHT TURN TO EREWASH STREET										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	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	0.00	0	0	0	0	0	0	0	0	0.00	53	15	2	1	3	0	0	74	79.30	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	0.00	0	0	0	0	0	0	0	0	0.00	60	13	4	2	0	1	0	80	84.00	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	0.00	1	0	0	0	0	0	0	1	1.00	68	11	3	1	2	0	1	86	90.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
0745-0800	4	0	0	0	0	0	4	4.00	0	0	0	0	0	0	0	0	0.00	85	12	3	2	3	2	0	107	112.90	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00						
0800-0815	10	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00	83	9	1	2	3	1	0	99	104.50	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00						
0815-0830	9	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	88	8	4	1	1	0	1	103	106.50	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00						
0830-0845	6	0	0	0	0	0	6	6.00	1	0	0	0	0	0	0	1	1.00	94	13	4	0	1	1	0	113	115.40	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
0845-0900	7	0	0	0	0	0	7	7.00	0	0	0	0	0	0	0	0	0.00	92	12	2	3	1	0	0	110	115.90	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00						
0900-0915	9	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	87	15	5	1	1	0	0	109	113.80	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
0915-0930	9	0	0	0	0	0	9	9.00	0	0	0	0	0	0	0	0	0.00	81	7	2	2	2	0	0	94	99.60	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
0930-0945	14	0	0	0	0	0	14	14.00	0	1	0	0	0	0	0	1	1.00	82	8	3	1	0	1	0	95	97.20	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
0945-1000	12	1	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00	89	12	2	0	3	1	1	108	110.60	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
0700-1000	80	1	0	0	0	0	81	81.00	2	1	0	0	0	0	0	3	3.00	962	135	35	16	20	7	3	1178	1229.70	1	0	0	0	0	0	0	1	1.00	2	1	0	0	0	0	0	3	3.00						

	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					
0700-0800	4	0	0	0	0	0	4	4.00	1	0	0	0	0	0	0	1	1.00	266	51	12	6	8	3	1	347	366.20	0	0	0	0	0	0	0	0	0.00	1	0	0	0	0	0	0	1	1.00						
0715-0815	14	0	0	0	0	0	14	14.00	1	0	0	0	0	0	0	1	1.00	296	45	11	7	8	4	1	372	391.40	0	0	0	0	0	0	0	0	0.00	2	0	0	0	0	0	0	2	2.00						
0730-0830	23	0	0	0	0	0	23	23.00	1	0	0	0	0	0	0	1	1.00	324	40	11	6	9	3	2	395	413.90	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00						
0745-0845	29	0	0	0	0	0	29	29.00	1	0	0	0	0	0	0	1	1.00	350	42	12	5	8	4	1	422	439.30	1	0	0	0	0	0	0	1	1.00	2	0	0	0	0	0	0	2	2.00						
0800-0900	32	0	0	0	0	0	32	32.00	1	0	0	0	0	0	0	1	1.00	357	42	11	6	6	2	1	425	442.30	1	0	0	0	0	0	0	1	1.00	1	1	0	0	0	0	0	2	2.00						
0815-0915	31	0	0	0	0	0	31	31.00	1	0	0	0	0	0	0	1	1.00	361	48	15	5	4	1	1	435	451.60	1	0	0	0	0	0	0	1	1.00	0	1	0	0	0	0	0	1	1.00						
0830-0930	31	0	0	0	0	0	31	31.00	1	0	0	0	0	0	0	1	1.00	354	47	13	6	5	1	0	426	444.70	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00						
0845-0945	39	0	0	0	0	0	39	39.00	0	1	0	0	0	0	0	1	1.00	342	42	12	7	4	1	0	408	426.50	0	0	0	0	0	0	0	0	0.00	0	1	0	0	0	0	0	1	1.00						
0900-1000	44	1	0	0	0	0	45	45.00	0	1	0	0	0	0	0	1	1.00	339	42	12	4	6	2	1	406	421.20	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 16										MOVEMENT 17										MOVEMENT 18										MOVEMENT 19										MOVEMENT 20									
	FROM B6020 LANE END LEFT TURN TO ALDI										FROM B6020 LANE END LEFT TURN TO ADA LOVELACE HOUSE										FROM B6020 LANE END STRAIGHT AHEAD TO B0620 URBAN ROAD										FROM B6020 LANE END RIGHT TURN TO EREWASH STREET										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	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	21	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00	88	8	1	0	1	1	2	101	100.30	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	0	0.00						
1615-1630	11	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00	80	12	2	1	0	1	0	96	97.70	1	0	0	0	0	0	0	1	1.00	0	0	0	0	0	0	0	1	0.20						
1630-1645	11	0	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00	80	13	1	1	0	2	0	97	97.60	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1645-1700	7	0	0	0	0	1	8	7.40	0	0	0	0	0	0	0	0	0.00	108	5	0	0	4	1	0	118	121.40	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1700-1715	8	1	0	0	0	1	10	9.40	0	0	0	0	0	0	0	0	0.00	100	6	1	0	0	0	0	107	107.50	1	0	0	0	0	0	0	1	1.00	0	0	1	0	0	0	0	1	1.50						
1715-1730	11	1	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00	65	5	0	0	1	0	0	71	72.00	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1730-1745	10	0	0	0	0	0	10	10.00	0	0	0	0	0	0	0	0	0.00	98	6	0	0	2	1	0	107	108.40	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1745-1800	10	1	0	0	0	0	11	11.00	0	0	0	0	0	0	0	0	0.00	97	5	2	2	2	0	0	108	113.60	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1800-1815	12	0	0	0	0	0	12	12.00	0	0	0	0	0	0	0	0	0.00	89	8	0	0	1	1	0	99	99.40	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1815-1830	11	0	0	0	0	0	12	11.20	0	0	0	0	0	0	0	0	0.00	96	2	0	0	0	1	0	99	98.40	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0.00						
1830-1845	11	1	0	0</																																														

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										MOVEMENT 24										MOVEMENT 25									
	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										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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715-0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730-0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745-0800	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1.00	1.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0800-0815	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4.00	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2.00	2.00	
0815-0830	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6.00	6.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2.00	2.00	
0830-0845	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9	9.00	9.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	10	10.00	10.00	
0845-0900	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	16.00	16.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	6.00	6.00	
0900-0915	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15.00	15.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8.00	8.00	
0915-0930	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	17	17.00	17.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	7.00	7.00	
0930-0945	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	15	15.00	15.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	8.00	8.00	
0945-1000	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14.00	14.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14.00	14.00	
0700-1000	0	0	0	0	0	0	0	0	0	97	0	0	0	0	0	0	97	97.00	97.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	0	0	0	57	57.00	57.00	

	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									
0700-0800	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1.00	1.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	2.00	2.00
0715-0815	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5.00	5.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4.00	4.00										
0730-0830	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	11	11.00	11.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14.00	14.00										
0745-0845	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	20.00	20.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20	20.00	20.00										
0800-0900	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	35	35.00	35.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	26	26.00	26.00										
0815-0915	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	46	46.00	46.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	0	31	31.00	31.00										
0830-0930	0	0	0	0	0	0	0	0	0	57	0	0	0	0	0	0	57	57.00	57.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	29	29.00	29.00										
0845-0945	0	0	0	0	0	0	0	0	0	63	0	0	0	0	0	0	63	63.00	63.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37	37.00	37.00										
0900-1000	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	61	61.00	61.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	37	37.00	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										MOVEMENT 24										MOVEMENT 25									
	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										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	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	15	0	0	0	0	0	0	15	15.00	15.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	7	7.00	7.00	
1615-1630	0	0	0	0	0	0	0	0	0	18	1	0	0	0	0	0	19	19.00	19.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	21	21.00	21.00	
1630-1645	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	13.00	13.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	16	16.00	16.00	
1645-1700	0	0	0	0	0	0	0	0	0	21	1	0	0	0	0	0	22	22.00	22.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	1	0	17	16.40	16.40	
1700-1715	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13	13.00	13.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	14	14.00	14.00	
1715-1730	0	0	0	0	0	0	0	0	0	19	1	0	0	0	1	0	21	20.40	20.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	1	0	10	9.40	9.40	
1730-1745	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	12	12.00	12.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	0	0	16	16.00	16.00	
1745-1800	0	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	17	17.00	17.00	0																														



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

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										MOVEMENT 4										MOVEMENT 5									
	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										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	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	0	0	0	0	0	0	0	87	6	0	0	0	0	0	0	21	0	0	0	0	0	0	21	21.00	0	1	0	0	0	0	0	1	1.00								
1015-1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	10	0	0	0	0	0	101	101.00	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00							
1030-1045	1	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	19	1	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00						
1045-1100	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	15	0	0	0	0	0	0	15	15.00	1	0	0	0	0	0	0	1	1.00						
1100-1115	0	1	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	19	0	0	1	0	0	0	20	21.30	0	0	0	0	0	0	0	0	0.00						
1115-1130	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	34	0	0	0	0	0	0	34	34.00	0	0	0	0	0	0	0	0	0.00						
1130-1145	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	29	0	0	0	0	0	0	29	29.00	0	0	0	0	0	0	0	0	0.00						
1145-1200	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	18	2	0	0	0	0	0	20	20.00	1	0	0	0	0	0	0	1	1.00						
1200-1215	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	12	1	0	0	0	0	0	13	13.00	0	0	0	0	0	0	0	0	0.00						
1215-1230	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	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00						
1230-1245	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	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00						
1245-1300	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	19	2	0	0	0	0	0	21	21.00	0	0	0	0	0	0	0	0	0.00						
1300-1315	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	19	0	0	0	0	0	0	19	19.00	0	0	0	0	0	0	0	0	0.00						
1315-1330	1	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	16	0	0	0	0	0	0	16	16.00	0	0	0	0	0	0	0	0	0.00						
1330-1345	1	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	15	2	0	0	0	0	0	17	17.00	0	0	0	0	0	0	0	0	0.00						
1345-1400	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	19	1	0	0	0	0	0	20	20.00	0	0	0	0	0	0	0	0	0.00						
1000-1400	3	1	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	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										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	1	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	74	1	0	0	0	0	0	75	75.00	1	1	0	0	0	0	0	2	2.00						
1015-1115	1	1	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	72	1	0	1	0	0	0	74	75.30	1	0	0	0	0	0	0	1	1.00						
1030-1130	1	1	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	87	1	0	1	0	0	0	89	90.30	1	0	0	0	0	0	0	1	1.00						
1045-1145	0	1	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	97	0	0	1	0	0	0	98	99.30	1	0	0	0	0	0	0	1	1.00						
1100-1200	0	1	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	100	2	0	1	0	0	0	103	104.30	1	0	0	0	0	0	0	1	1.00						
1115-1215	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	93	3	0	0	0	0	0	96	96.00	1	0	0	0	0	0	0	1	1.00						
1130-1230	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	78	3	0	0	0	0	0	81	81.00	1	0	0	0	0	0	0	1	1.00						
1145-1245	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	68	3	0	0	0	0	0	71	71.00	1	0	0	0	0	0	0	1	1.00						
1200-1300	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	69	3	0	0	0	0	0	72	72.00	0	0	0	0	0	0	0	0	0.00						
1215-1315	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	76	2	0	0	0	0	0	78	78.00	0	0	0	0	0	0	0	0	0.00						
1230-1330	1	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	73	2	0	0	0	0	0	75	75.00	0	0	0	0	0	0	0	0	0.00						
1245-1345	2	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	69	4	0	0	0	0	0	73	73.00	0	0	0	0	0	0	0	0	0.00						
1300-1400	2	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	69	3	0	0	0	0	0	72	72.00	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

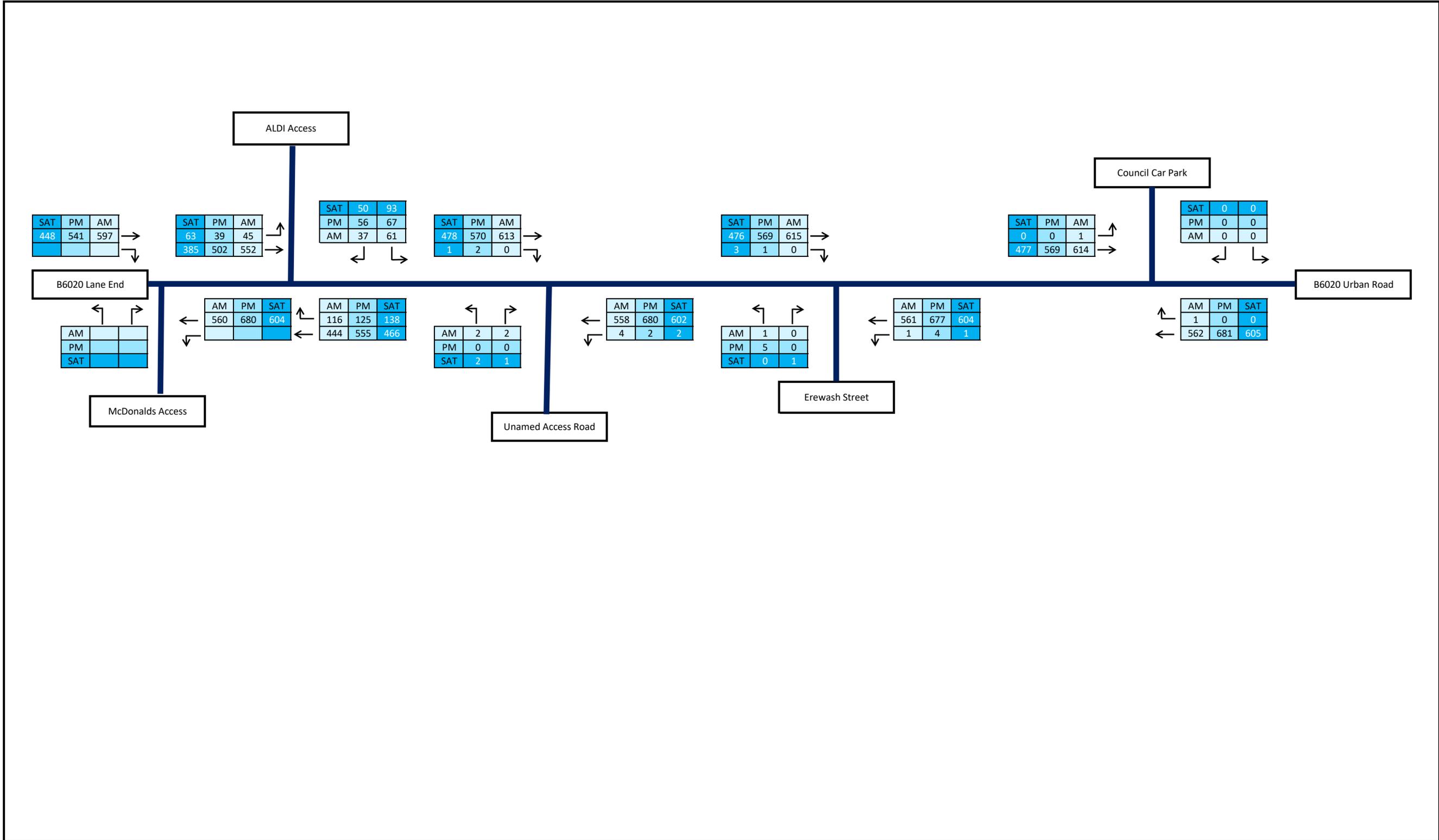
Ada Lovelace House

10:00-14:00 (Weekend Peak)

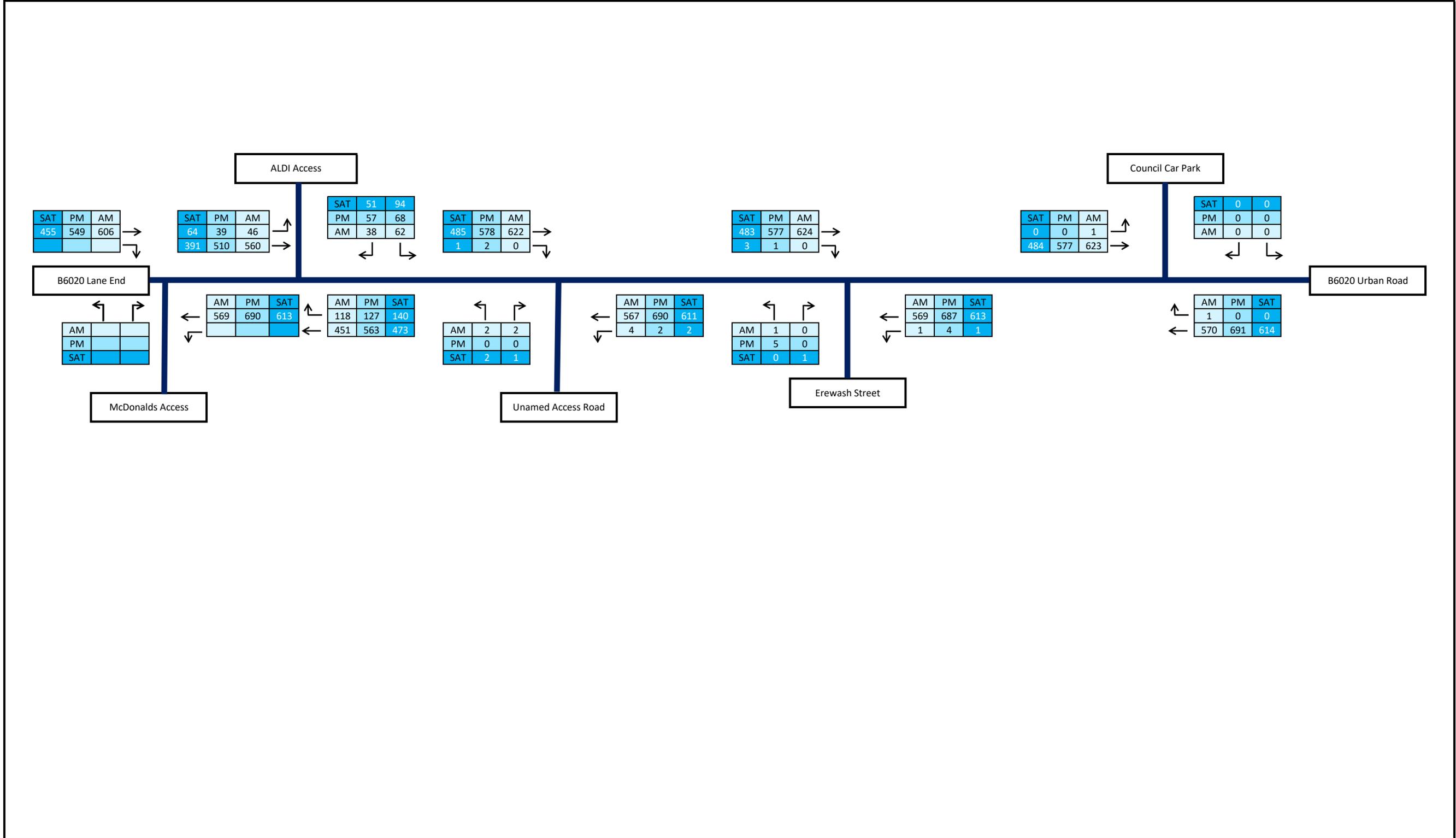
TIME	QUEUES TURNING OUT OF ARM	RIGHT TURN IN QUEUES
10:05	1	0
10:10	0	0
10:15	0	0
10:20	0	0
10:25	0	0
10:30	0	0
10:35	0	0
10:40	0	0
10:45	0	0
10:50	0	0
10:55	0	0
11:00	0	0
11:05	0	0
11:10	0	0
11:15	0	0
11:20	0	0
11:25	0	0
11:30	0	0
11:35	0	0
11:40	0	0
11:45	0	0
11:50	0	0
11:55	0	0
12:00	0	0
12:05	0	0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



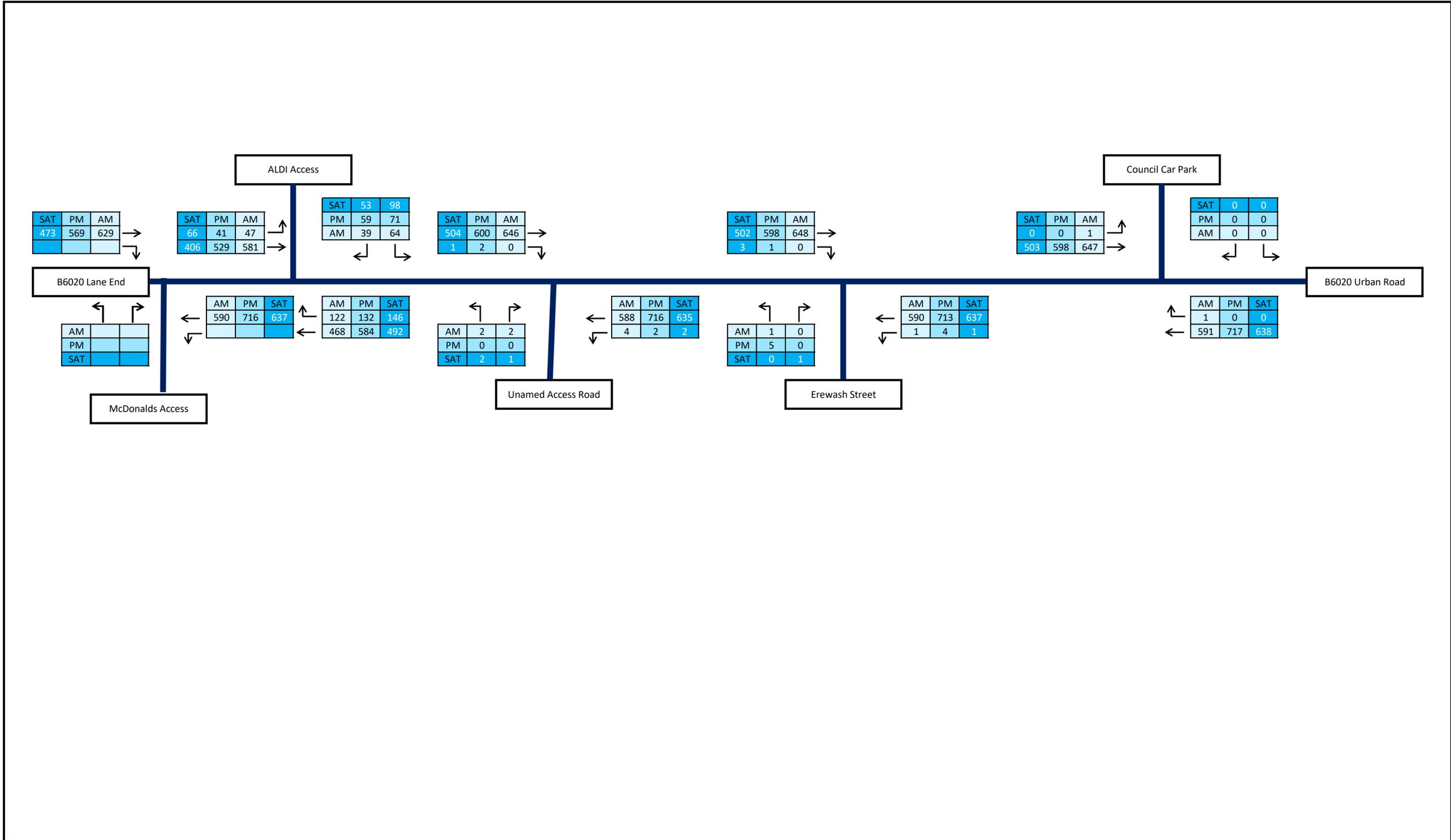
Appendix J
Traffic Flow Diagrams



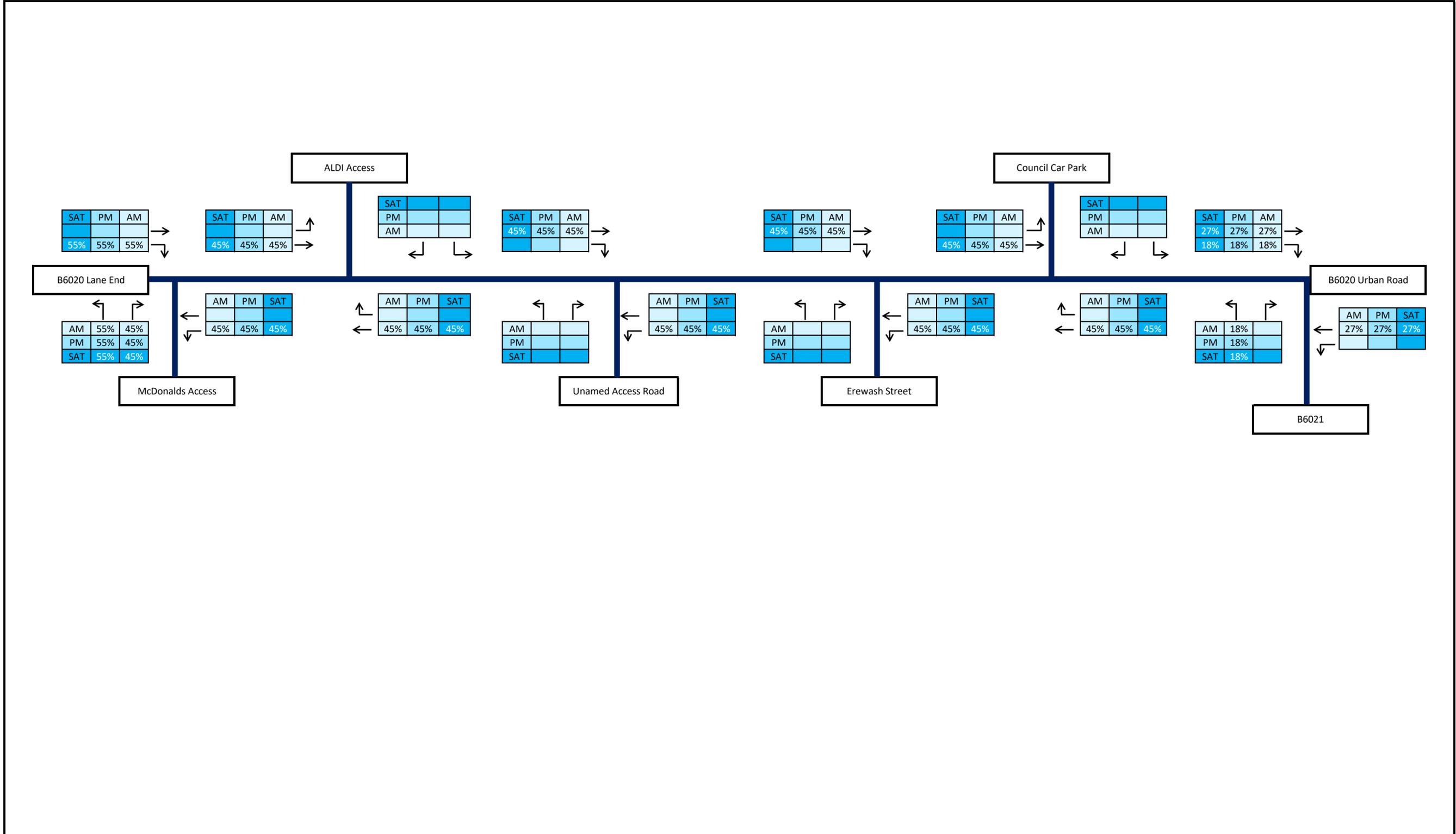
 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		2024 Surveyed Traffic Flow Diagram	Drawn by:	PM
	Appendix J	Checked:		SAT	12:30 - 13:30



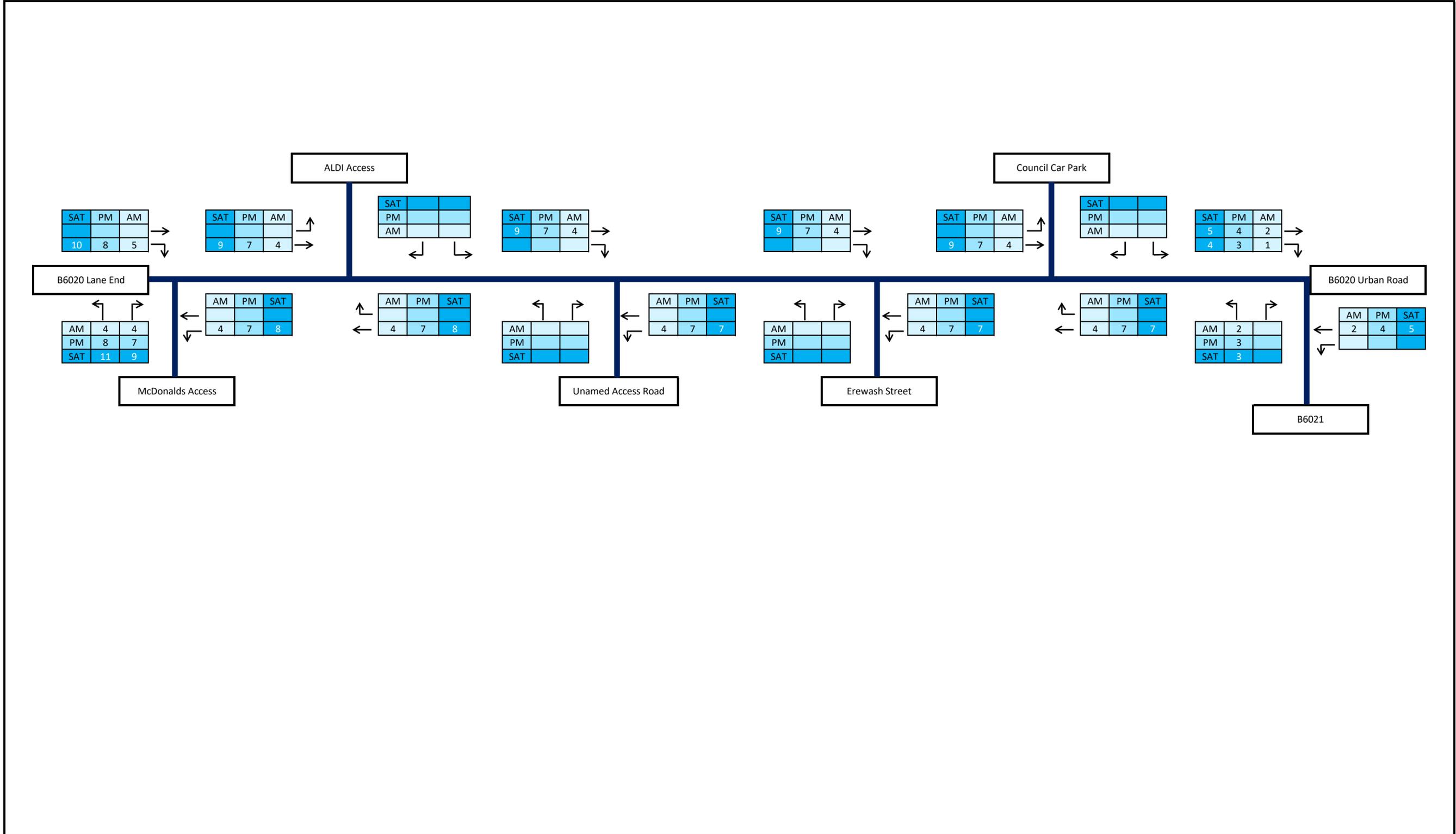
 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		PM	16:45 - 17:45	
	Appendix J	2025 Base Traffic Flow Diagram	Checked: ATM	SAT	12:30 - 13:30



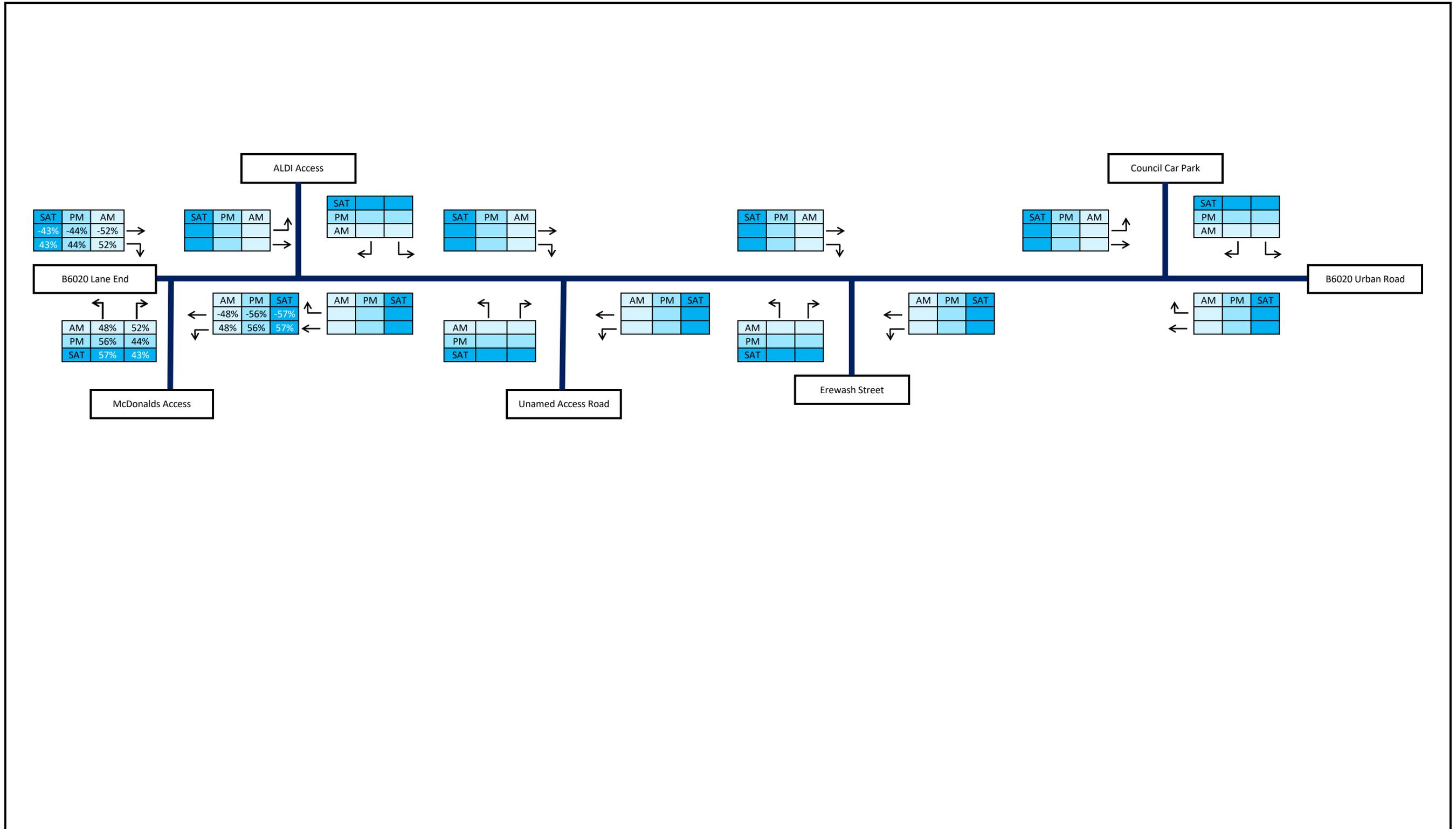
 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082	2030 Base Traffic Flow Diagram	Drawn by:	PM	16:45 - 17:45
	Appendix J		Checked:	SAT	12:30 - 13:30



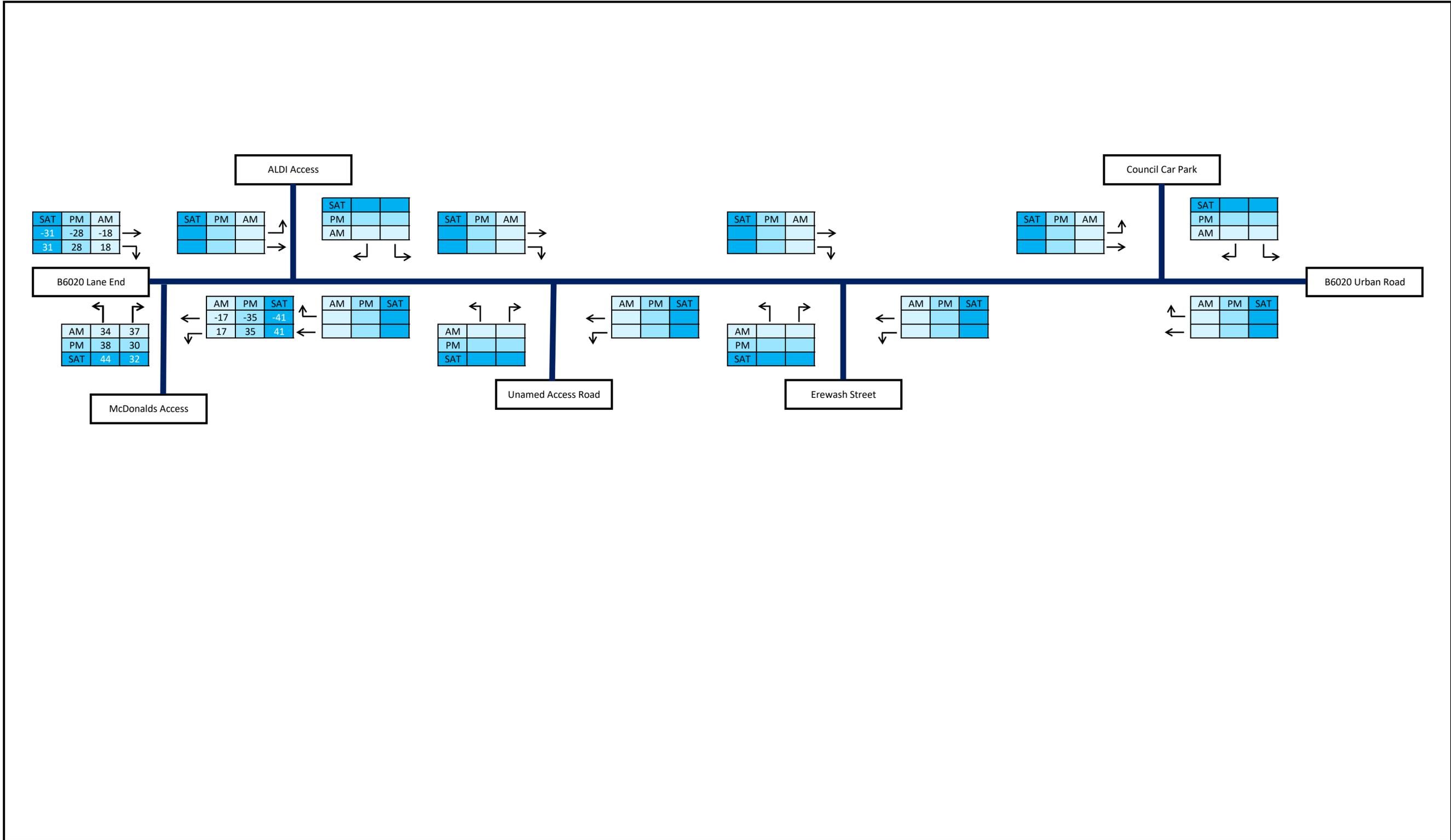
 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	Percentage Flows	AM	09:00-10:00
	AMA/50082		Additional Trip Distribution	Drawn by:	PM
	Appendix J		Checked:	SAT	12:30-13:30



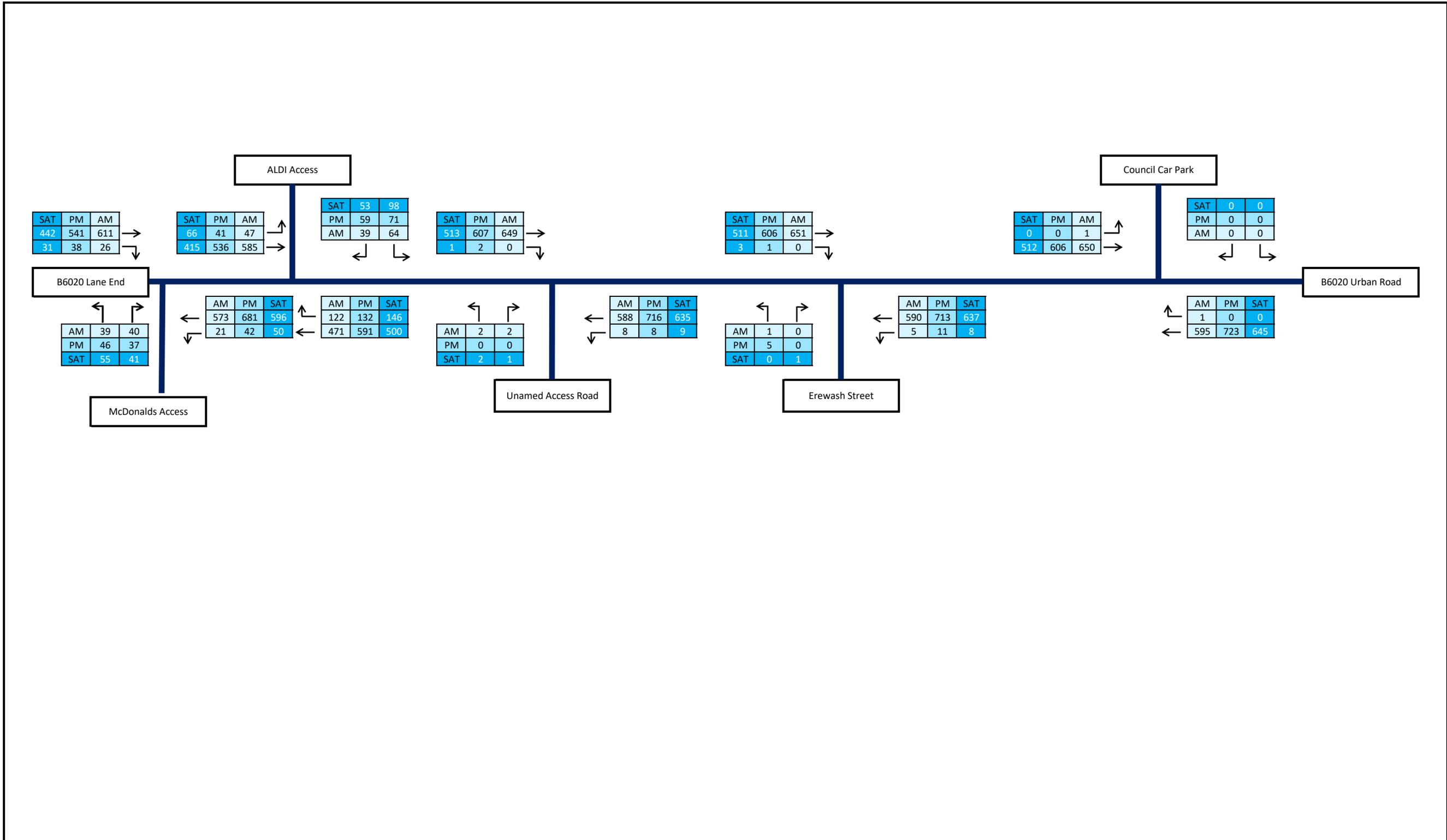
 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082			PM	16:45 - 17:45
	Appendix J	Additional Trip Distribution		SAT	12:30 - 13:30



 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	Percentage Flows	AM	09:00 - 10:00
	AMA/50082		Pass-By / Diverted Trip Distribution	Drawn by:	PM
	Appendix J		Checked:	SAT	12:30 - 13:30



 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082	Pass-By / Diverted Trip Assignment	Drawn by:	PM	16:45 - 17:45
	Appendix J		Checked:	SAT	12:30 - 13:30



 ANDREW MOSELEY ASSOCIATES <small>TRANSPORT AND DEVELOPMENT PLANNING CONSULTANTS</small>	12/02/2025	Lane End, Kirkby-in-Ashfield	In PCU's	AM	09:00 - 10:00
	AMA/50082		Checked:	PM	16:45 - 17:45
	Appendix J	2030 Base + Development Traffic Flow Diagram	ATM	SAT	12:30 - 13:30



Appendix K
McDonalds Store Surveys

SUMMARY OF McDONALD'S SURVEY DATA
SANDWICH ROAD, WHITFIELD, DOVER

Table A Surveyed Traffic: Whitfield, Dover

Friday			Saturday		
Time	In	Out	Time	In	Out
16:00	100	95	11:00	95	89
17:00	124	125	12:00	144	135
18:00	129	130	13:00	127	138
-	-	-	14:00	103	101
Total	353	350	Total	469	463

Table B Surveyed Pedestrians: Whitfield, Dover

Friday			Saturday		
Time	In	Out	Time	In	Out
16:00	40	40	11:00	24	18
17:00	12	20	12:00	55	40
18:00	20	9	13:00	53	83
-	-	-	14:00	24	27
Total	72	69	Total	156	168

Table C Surveyed Drive Thru Queues: Whitfield, Dover

	Friday	Saturday
Min Q	1	1
Max Q	14	14
Average Q	6	7

Table D Surveyed Parking Demand: Whitfield, Dover

Friday		Saturday	
Time	Parking Demand	Time	Parking Demand
16:00	15	11:00	16
16:15	14	11:15	12
16:30	15	11:30	11
16:45	14	11:45	17
17:00	19	12:00	16
17:15	18	12:15	16
17:30	17	12:30	24
17:45	13	12:45	20
18:00	14	13:00	20
18:15	16	13:15	22
18:30	18	13:30	20
18:45	20	13:45	19
19:00	14	14:00	16
-	-	14:15	8
-	-	14:30	16
-	-	14:45	15
-	-	15:00	17

Table 5C Surveyed Customer Activity: Whitfield, Dover

Activity		Friday		Saturday	
		No	%	No	%
1	Drive in, use restaurant, drive out	41	12%	78	17%
2	Drive in, use restaurant, eat in vehicle, drive out	33	10%	34	8%
3	Drive in, drive thru, drive out	219	66%	282	63%
4	Drive in, use drive thru, park, eat in vehicle, drive out	28	8%	44	10%
5	Drive in, park, do not use restaurant, drive out	7	2%	2	1%
6	Drive in, park, use restaurant, walk off site (or visa versa), drive out	2	1%	5	1%
7	Drive in/drive out	1	1%	1	0%
Total		331	100%	446	100%

Table 5E Customer Interview Survey Results: Whitfield, Dover

Trip Type	Definition	Friday		Saturday	
		No	%	No	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	23	23%	19	20%
	Different origin & destination	25	25%	15	16%
Existing Trips	Same origin & destination McDonald's <u>not</u> sole purpose of trip	35	35%	36	38%
	Visit nearby Tesco Extra or Retail Park adjacent to Tesco.	17	17%	25	26%
Total		100	100%	78	100%

SUMMARY OF McDONALD'S SURVEY DATA
McDONALD'S BRICK HILL, MILTON KEYNES

Table A **Surveyed Traffic**

Time	Friday		Time	Saturday	
	In	Out		In	Out
16:00	75	74	11:00	57	47
17:00	77	80	12:00	122	118
18:00	79	84	13:00	121	116
-	-	-	14:00	84	99

Table B **Surveyed Pedestrians**

Time	Friday		Time	Saturday	
	In	Out		In	Out
16:00	10	7	11:00	9	5
17:00	9	6	12:00	33	31
18:00	5	2	13:00	27	5
-	-	-	14:00	16	19

Table C **Surveyed Drive Thru Queues**

	Friday	Saturday
Min Q	1	0
Max Q	7	8
Average Q	3	3

Table D **Surveyed Parking Demand**

Friday		Saturday	
Time	Parking Demand	Time	Parking Demand
16:00	15	11:00	12
16:15	11	11:15	10
16:30	11	11:30	11
16:45	7	11:45	15
17:00	14	12:00	19
17:15	15	12:15	26
17:30	23	12:30	28
17:45	19	12:45	25
18:00	15	13:00	23
18:15	16	13:15	22
18:30	21	13:30	25
18:45	18	13:45	23
19:00	11	14:00	28
		14:15	26
		14:30	27
		14:45	29
		15:00	16

Table E Surveyed Customer Activity

Activity		Friday		Saturday	
		No	%	No	%
1	Drive in, use restaurant, drive out	54	25%	120	33%
2	Drive in, use restaurant, eat in vehicle, drive out	13	6%	18	5%
3	Drive in, drive thru, drive out	127	58%	168	46%
4	Drive in, use drive thru, park, eat in vehicle, drive out	15	6%	28	8%
5	Drive in, park, do not use restaurant, drive out	8	3%	14	4%
6	Drive in, park, use restaurant, walk off site (or visa versa), drive out	2	1%	1	1%
7	Drive in/drive out	1	1%	19	3%
Total		220	100%	368	100%

Table F Customer Interview Survey Results

Trip Type	Definition	Friday		Saturday	
		No	%	No	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	13	25%	28	28%
Existing Trips	Different origin & destination	38	73%	71	71%
	Same origin & destination McDonald's <u>not</u> sole purpose of trip				
Shared Trip	Visit adjacent pfs before or after McDonald's	1	2%	1	1%
Total		52	100%	100	100%

SUMMARY OF EXISTING McDONALD'S SURVEY DATA
CUCKOO FARM WAY, MILE END, COLCHESTER

Table A Surveyed Traffic: A12 Colchester

Friday			Saturday		
Time	In	Out	Time	In	Out
16:00	151	129	11:00	142	116
17:00	191	173	12:00	221	209
18:00	161	175	13:00	163	181
-	-	-	14:00	132	131
Total	503	477	Total	658	637

Table B Surveyed Pedestrians: A12 Colchester

Friday			Saturday		
Time	In	Out	Time	In	Out
16:00	8	6	11:00	17	12
17:00	42	47	12:00	40	36
18:00	25	17	13:00	54	76
-	-	-	14:00	9	7
Total	75	70	Total	120	131

Table C Surveyed Drive Thru Queues: A12 Colchester

	Friday	Saturday
Min Q	1	0
Max Q	17	15
Average Q	7	5

Table D Surveyed Parking Demand: A12 Colchester

Friday		Saturday	
Time	Parking Demand	Time	Parking Demand
16:00	24	11:00	20
16:15	25	11:15	24
16:30	29	11:30	31
16:45	26	11:45	39
17:00	36	12:00	40
17:15	44	12:15	45
17:30	45	12:30	47
17:45	48	12:45	43
18:00	49	13:00	46
18:15	46	13:15	37
18:30	46	13:30	35
18:45	52	13:45	32
19:00	48	14:00	34
-	-	14:15	36
-	-	14:30	41
-	-	14:45	42
-	-	15:00	34

Table 5C Surveyed Customer Activity: A12 Colchester

Activity		Friday		Saturday	
		No	%	No	%
1	Drive in, use restaurant, drive out	121	27%	207	33%
2	Drive in, use restaurant, eat in vehicle, drive out	33	7%	40	6%
3	Drive in, drive thru, drive out	217	48%	256	41%
4	Drive in, use drive thru, park, eat in vehicle, drive out	42	9%	54	9%
5	Drive in, park, do not use restaurant, drive out	9	2%	18	3%
6	Drive in, park, use restaurant, walk off site (or visa versa), drive out	6	1%	9	2%
7	Drive in/drive out	26	6%	35	6%
Total		454	100%	619	100%

Table 5E Customer Interview Survey Results: A12 Colchester

Trip Type	Definition	Friday		Saturday	
		No	%	No	%
Additional Trips	Same origin & destination McDonald's sole purpose of trip	11	20%	18	23%
	Different origin & destination	18	32%	25	33%
Existing Trips	Same origin & destination McDonald's <u>not</u> sole purpose of trip	24	43%	31	41%
	Visit adjacent BP PFS, M&S Simply Food or Wild Bean Café	0	0%	2	3%
Shared Trip	Visit nearby Colchester Stadium	3	5%	0	0%
	Total	56	100%	76	100%



Appendix L
TRICS Report

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

AMA - Leeds

Licence No: 710001

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 undertaken 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 NEWMARKET ROAD CAMBRIDGE	MCDONALD'S	CAMBRI D G E S H I R E
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area: 435 sqm <i>Survey date: TUESDAY 19/09/17</i>		<i>Survey Type: MANUAL</i>
2	LN-06-D-01 RUSTON WAY LINCOLN	MCDONALD'S	L I N C O L N S H I R E
	Edge of Town Centre Built-Up Zone Total Gross floor area: 435 sqm <i>Survey date: FRIDAY 28/06/19</i>		<i>Survey Type: MANUAL</i>
3	LN-06-D-02 RYHALL ROAD STAMFORD	MCDONALD'S	L I N C O L N S H I R E
	Edge of Town Retail Zone Total Gross floor area: 490 sqm <i>Survey date: WEDNESDAY 13/10/21</i>		<i>Survey Type: MANUAL</i>
4	NN-06-D-01 LITTLE COLLIERS FIELD CORBY GREAT OAKLEY	MCDONALD'S	N O R T H N O R T H A M P T O N S H I R E
	Edge of Town Development Zone Total Gross floor area: 690 sqm <i>Survey date: THURSDAY 16/06/22</i>		<i>Survey Type: MANUAL</i>

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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.

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Parameter summary

Trip rate parameter range selected:	435 - 690 (units: sqm)
Survey 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Appendix M
Junctions 9 Modelling Report

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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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: 12/02/2025 14:40:20

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

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	0.3	12.37	0.23	B	D8	0.3	13.28	0.25	B	D9	0.3	11.99	0.26	B
Stream C-AB		0.1	7.49	0.06	A		0.1	8.28	0.09	A		0.1	7.80	0.07	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.

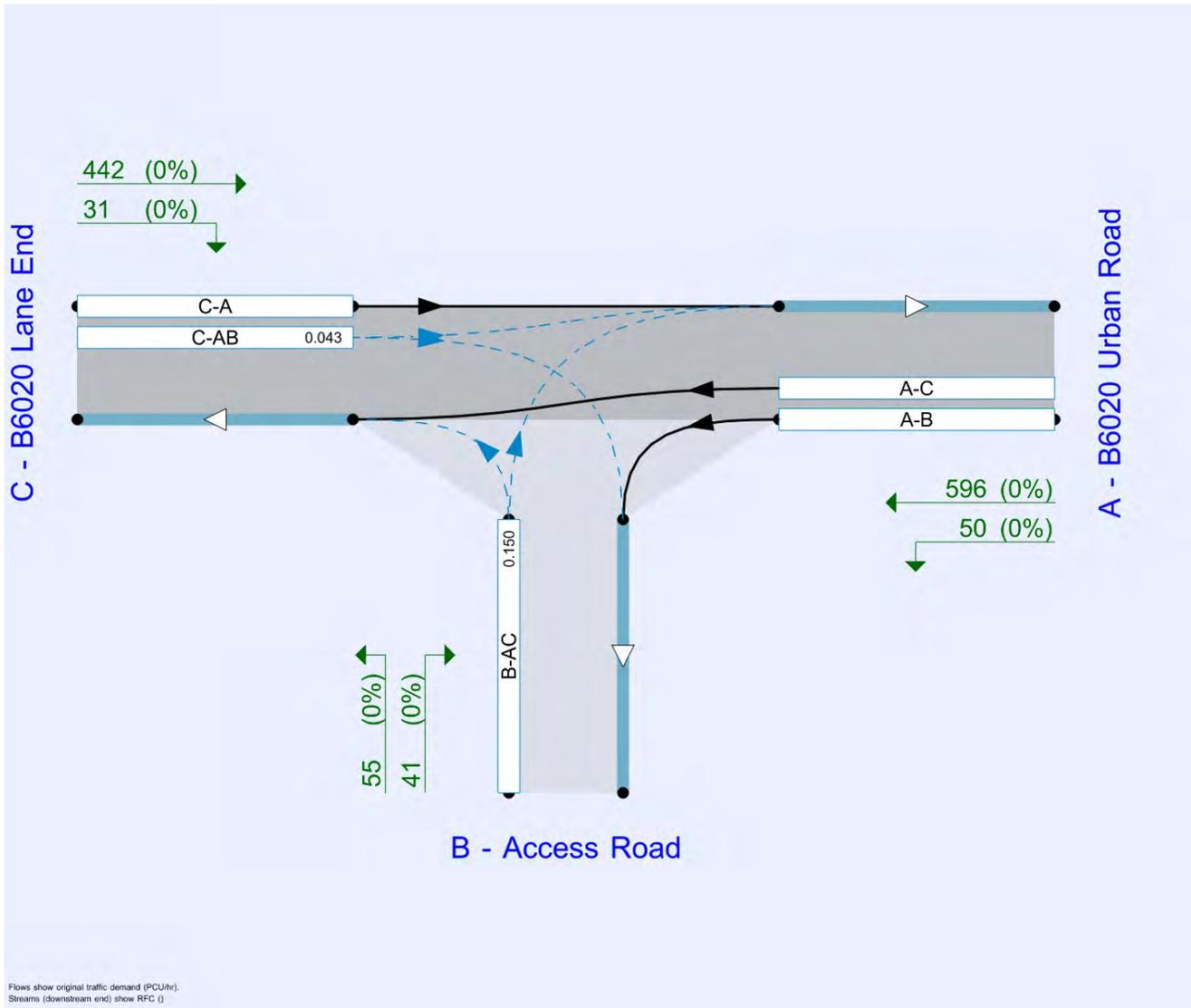
File summary

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
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		0.89	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	✓	594	100.000
B - Access Road		ONE HOUR	✓	79	100.000
C - B6020 Lane End		ONE HOUR	✓	637	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	21	573
	B - Access Road	40	0	39
	C - B6020 Lane End	611	26	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	0.23	12.37	0.3	B	72	109
C-AB	0.06	7.49	0.1	A	24	36
C-A					561	841
A-B					19	29
A-C					526	789

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	59	15	460	0.129	59	0.0	0.1	8.956	A
C-AB	20	5	559	0.035	19	0.0	0.0	6.676	A
C-A	460	115			460				
A-B	16	4			16				
A-C	431	108			431				

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	71	18	426	0.167	71	0.1	0.2	10.120	B
C-AB	23	6	538	0.044	23	0.0	0.0	6.998	A
C-A	549	137			549				
A-B	19	5			19				
A-C	515	129			515				

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	87	22	378	0.230	87	0.2	0.3	12.335	B
C-AB	29	7	509	0.056	29	0.0	0.1	7.488	A
C-A	673	168			673				
A-B	23	6			23				
A-C	631	158			631				

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	87	22	378	0.230	87	0.3	0.3	12.367	B
C-AB	29	7	509	0.056	29	0.1	0.1	7.488	A
C-A	673	168			673				
A-B	23	6			23				
A-C	631	158			631				

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	71	18	426	0.167	71	0.3	0.2	10.153	B
C-AB	23	6	538	0.044	23	0.1	0.0	7.002	A
C-A	549	137			549				
A-B	19	5			19				
A-C	515	129			515				

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	59	15	460	0.129	60	0.2	0.2	8.991	A
C-AB	20	5	559	0.035	20	0.0	0.0	6.679	A
C-A	460	115			460				
A-B	16	4			16				
A-C	431	108			431				

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		1.02	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	✓	723	100.000
B - Access Road		ONE HOUR	✓	83	100.000
C - B6020 Lane End		ONE HOUR	✓	579	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	681
	B - Access Road	37	0	46
	C - B6020 Lane End	541	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	0.25	13.28	0.3	B	76	114
C-AB	0.09	8.28	0.1	A	35	53
C-A					496	744
A-B					39	58
A-C					625	937

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	453	0.138	62	0.0	0.2	9.196	A
C-AB	29	7	535	0.054	28	0.0	0.1	7.098	A
C-A	407	102			407				
A-B	32	8			32				
A-C	513	128			513				

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	416	0.180	74	0.2	0.2	10.542	B
C-AB	34	9	510	0.067	34	0.1	0.1	7.559	A
C-A	486	122			486				
A-B	38	9			38				
A-C	612	153			612				

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	362	0.252	91	0.2	0.3	13.233	B
C-AB	42	11	477	0.089	42	0.1	0.1	8.274	A
C-A	595	149			595				
A-B	46	12			46				
A-C	750	187			750				

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	362	0.252	91	0.3	0.3	13.279	B
C-AB	42	11	477	0.089	42	0.1	0.1	8.277	A
C-A	595	149			595				
A-B	46	12			46				
A-C	750	187			750				

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	416	0.180	75	0.3	0.2	10.587	B
C-AB	34	9	510	0.067	34	0.1	0.1	7.562	A
C-A	486	122			486				
A-B	38	9			38				
A-C	612	153			612				

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	453	0.138	63	0.2	0.2	9.238	A
C-AB	29	7	535	0.054	29	0.1	0.1	7.108	A
C-A	407	102			407				
A-B	32	8			32				
A-C	513	128			513				

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		1.15	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	✓	646	100.000
B - Access Road		ONE HOUR	✓	96	100.000
C - B6020 Lane End		ONE HOUR	✓	473	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	50	596
	B - Access Road	41	0	55
	C - B6020 Lane End	442	31	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	0.26	11.99	0.3	B	88	132
C-AB	0.07	7.80	0.1	A	29	43
C-A					406	608
A-B					46	69
A-C					547	820

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	481	0.150	72	0.0	0.2	8.770	A
C-AB	23	6	549	0.043	23	0.0	0.0	6.845	A
C-A	333	83			333				
A-B	38	9			38				
A-C	449	112			449				

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	450	0.192	86	0.2	0.2	9.882	A
C-AB	28	7	526	0.053	28	0.0	0.1	7.221	A
C-A	397	99			397				
A-B	45	11			45				
A-C	536	134			536				

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	406	0.260	106	0.2	0.3	11.953	B
C-AB	34	9	496	0.069	34	0.1	0.1	7.802	A
C-A	486	122			486				
A-B	55	14			55				
A-C	656	164			656				

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	406	0.260	106	0.3	0.3	11.989	B
C-AB	34	9	496	0.069	34	0.1	0.1	7.803	A
C-A	486	122			486				
A-B	55	14			55				
A-C	656	164			656				

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	450	0.192	87	0.3	0.2	9.920	A
C-AB	28	7	526	0.053	28	0.1	0.1	7.223	A
C-A	397	99			397				
A-B	45	11			45				
A-C	536	134			536				

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	481	0.150	73	0.2	0.2	8.813	A
C-AB	23	6	549	0.043	23	0.1	0.0	6.849	A
C-A	333	83			333				
A-B	38	9			38				
A-C	449	112			449				



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