### FAIR OAKS RENEWABLE ENERGY PARK

Traffic and Access Statement (Re-issued)

PREPARED ON BEHALF OF

Fair Oaks Renewable Energy Park Limited

**RE-ISSUED JUNE 2023** 



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### TRAFFIC AND ACCESS STATEMENT

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### INTRODUCTION

- TA1 This Statement considers the impacts of the Fair Oaks Renewable Energy Park on the local roads infrastructure, particularly during the construction process.
- TA2 The construction of a Renewable Energy Park requires the delivery of a variety of loads, including 'Redimix' concrete, standard HGV to carry the aggregate, panel frames, solar

panels, inverters, various containers associated with the solar array, Battery Energy Storage (BESS) and substation compound and a small crane to offload the transformer and other containerised units. The site transformer comprises a single exceptional load (based on total weight). Mini buses will transport a proportion of the construction crew to site from locally available and accessible car parks.

- TA3 The operational phase involves site traffic associated with monthly site visits and annual scheduled servicing, cleaning and ground maintenance.
- TA4 The decommissioning phase is a reduced reverse of the construction phase involving the removal of the solar panels and frames, the BESS containers, the substation elements and the associated infrastructure elements, as described in **Chapter 7 Construction**, **Operation and Decommissioning** of the Environmental Statement (ES) accompanying the planning application.
- TA5 This assessment has focused on the construction process. As detailed in **Chapter 7 Construction, Operation**

and Decommissioning of the ES, the operation of the development is largely undertaken through remote monitoring, with personnel visiting site approximately once per month. It is therefore considered that traffic volumes associated with the operation of the development will be negligible and, as such, are not considered further in this assessment. The traffic levels associated with the decommissioning of the project are significantly less than those associated with the construction phase with the tracks being left in situ, if required by the landowner.

TA6 The delivery route for the renewable energy park components is considered. Typical vehicular movements for the construction programme and an assessment of the associated impacts are provided.

- TA7 Capacity of the Clifton Lane Pasture Lane roundabout junction is assessed.
- TA8 Finally, following the application of mitigation, residual impacts are identified.

### METHODOLOGY

### Vehicle Movements

- TA9 This assessment follows the Guidelines for the Assessment of Road Traffic (IEMA, 1993), published by the Institute of Environmental Management and Assessment (IEMA), to identify and address potential impacts on roads and their users.
- The Guidelines state that the scale TA10 and extent of this assessment should include highway links where traffic flows are predicted to increase by more than 30% or where the number of heavy goods vehicles is predicted to increase by more than 30%; and to include any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more (such as villages or near schools or hospitals). Increases in traffic flows below 10% are generally considered to be insignificant as this is likely to be within the daily variations in traffic flow. The proposed development is assessed against these thresholds. If exceeded, potential impacts are considered to be significant.
- TA11 Much of the advice in the NPPF (MHCLG, 2021) relates to wider

transport planning, network assessment of anticipated future transport requirements of a development. sustainable and solutions modes of transport. This is more applicable to other forms of development such as housing and retail, and not specifically relevant to renewable energy park development as the majority of the transport movements will occur in the construction phase rather than during the life of the project. However, the NPPF at Paragraph 113 requires:

'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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

TA12 Further guidance on transport matters is contained in the NPPG (MHCLG, 2014), which includes what information should be contained in a transport assessment (Paragraph Reference ID: 42-015-20140306). Specifically for Renewable and Low Carbon Energy, developers are directed at Paragraph Reference ID: 5-016-20140306 to the Highways Agency/ Department for Transport Circular 02/2013 (DfT, 2013a). Solar Farms are considered specifically at Paragraph Reference ID: 5-013-20150327 of the NPPG (2015), which is considered further for the current proposal in **Chapter 3** - **Site Selection and Design** of the ES.

### Exceptional Load Delivery Vehicles

- TA13 UK Government also provides guidance for dealing with exceptional load deliveries. This guidance (HMSO, 2014) defines an exceptional load as a vehicle with any of the following:
  - a weight of more than 44 000 kg (44 Tonnes);
  - an axle load of more than 10 000 kg (10 T) for a single non-driving axle and 11 500 kg (11T) for a single driving axle;
  - a width of more than 2.9m; or
  - a length of more than 18.65m.
- TA14 The Site Transformer comprises an Exceptional Load based on its weight being greater than 44T, the delivery is otherwise considered normal in each other regard. A standard HGV is not classified as an exceptional load.
- TA15 For such vehicles, advance warning to the Police, Highways Authority and

structure owners such as Network Rail may be required.

### Road Accident Records

- TA16 The Royal Society for the Prevention of Accidents (ROSPA) state that 'Great Britain has one of the best road safety records in Europe and the world' (2021). Human error is a factor in 95% of all road accidents and the road environment (road and junction design, and road surfaces) a factor in just 12% of accidents (ROSPA, 2017). Human error can be a result of many factors including: alcohol or drugs, inexperience, tiredness or illness, in-car distractions, impatience, stress, carelessness or negligence.
- TA17 ROSPA (2020) describe many potential sources of driver distraction, but note that in reality the information required to perform the driving task is prioritised. Many distractions occur within the vehicle, such as conversing with passengers and manipulating audio controls. An American Study found external distractions to occur in over 85% of journeys in the sample (ROSPA, 2020).
- TA18 Of the four types of distraction (visual, cognitive, biomechanical and auditory), only visual distraction

is potentially relevant for solar farm developments. The ROSPA factsheet (ROSPA, 2020) states:

'The way that a driver observes the area around the vehicle depends on how complex it is, and in complex environments, drivers can find it more difficult to identify the main hazards.

In undemanding situations, driver's attention tends to wander towards objects or scenery that are not part of the driving task. Estimates of how much time drivers spend doing this varies from between 20% and 50%.'

TA19 Existing crash records in proximity to the proposed site entrance were reviewed. The number, circumstances and reasons for the crashes were analysed and where similar circumstances may arise as a result of the proposed development significant impacts may be possible. The site layout was designed in accordance with current planning policy and guidance to avoid potential impacts on users of the local highway network.

### Construction Transport Route

TA20 Access for the delivery of equipment was initially anticipated to be routed through Ruddington Village to site via Asher Lane. During public consultation, (as discussed further in **ES Volume 2a Chapter 5 - EIA**), valuable information was provided by the community which the Applicant considered and progressed.

- TA21 An access route for the delivery of the renewable energy park components avoiding Ruddington village was identified through a desktop assessment and site visits and is shown on **Plate TA.1**).
- From the direction of the M1 and wider TA22 highway network, delivery vehicles will approach site from Remembrance Way/Clifton Lane (A453), then right on to Farnborough Road after the NTU Clifton Campus. Following Farnborough Road clockwise, vehicles will then turn left on to Clifton Lane after approximately 1.9km. After 750m, the route turns right on to Pasture Lane and then through the Artex Works facility south towards site along a temporary and non-intrusive road surface parallel to Pasture Lane within agricultural fields to the site.
- TA23 Returning vehicles will follow the reverse of the route taking the appropriate course through road junctions.
- TA24 Traffic count data are considered in comparison with the anticipated

vehicle numbers and transport requirements for delivery of the Fair Oaks Renewable Energy Park components.

TA25 Existing road accident records have been analysed and the site layout designed in accordance with current planning policy and guidance to avoid potential impacts on users of the local highway network.

### **BASELINE CONDITIONS**

### The Local Road Transport Network

- TA26 As described in the ES, Chapter
   7 Construction Operation and Decommissioning, the proposed development is accessed off Pasture Lane to the west of Ruddington.
- TA27 Pasture Lane is accessed from the wider highway network via Clifton Lane and then around Clifton on Farnbrough Road to the A453. The A453 is dual carriageway from the Park and Ride junction to the southwest of Clifton from which the highway towards to the motorway network is dual carriageway.



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Plate TA.1 - Proposed Construction Delivery Route from direction of M1 Motorway (shown in blue, site in red, Traffic Count 810842 location black dot, ATC locations green dots)

### Traffic Volumes

- TA28 The Department for Transport (DfT) provides National traffic count data for locations across the UK. Traffic count data provides the number of vehicles that will drive on the particular stretch of road on an average day of the year.
- TA29 There is one traffic count location on Clifton Lane on the delivery route as shown at **Plate TA.1 on page 4**.
- TA30 Traffic count data available for this location is from the year 2019. Based on manual counting, the Annual Average Daily Flow (AADF) was 8 058, of which 89 were HGVs, 957 Light Goods Vehicles (LGV) and 6 908 cars. The count was undertaken in September of 2019 and so preceding any influence on traffic levels associated with SARS-CoV-2 restrictions. These numbers account for vehicles travelling in the east and west-bound directions. The DFT Traffic Count Report 810842 is provided as Appendix TA1.
- TA31 To identify traffic volumes on Farnborough Road and Pasture Lane, Automated Traffic Counts (ATC) were undertaken just north of the Farnborough Road - Clifton Lane roundabout and on Pasture Lane south of the Cooper Gardens junction. The surveys recorded vehicle class,

numbers and speed in both directions between 10<sup>th</sup> and 16<sup>th</sup> December, 2022 and 18<sup>th</sup> and 24<sup>th</sup> April, 2023 respectively - avoiding school holiday periods. The ATC locations are shown at **Plate TA.1 on page 4**.

TA32 Seven day average daily movements (taken as worst case) of 123 HGVs, 454 LGVs and 2 421 cars on Farnborough Road with 79 HGVs, 287 LGV and 1 348 cars seven day average daily movements recorded on Pasture Lane. The respective ATC Reports and survey data is provided as **Appendix TA2**.

### Junction Capacity

- TA33 An assessment was undertaken of the Clifton Lane Pasture Lane roundabout junction to ascertain its capacity and potential queuing with respect to the calculated construction traffic flows.
- TA34 The junction is a large "miniroundabout" with solid central island.
- TA35 A junction survey was undertaken on 25<sup>th</sup> April, 2023 to determined the current situation at the junction which determined the AM Peak Hour was 08.00 09.00 and the PM Peak Hour was 16.30 17.30.
- TA36 The junction was assessed using the Arcady module of the DfT's Junctions program suite (**Appendix TA3**).

### Road Accident Records

- TA37 A National accident database map (Crashmap, 2021) was consulted to determine the number and nature of accidents recorded along the delivery route and proximate to the Pasture Lane/Clifton Lane junction.
- TA38 The records relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the Department for Transport 'STATS19' accident reporting form. Data for the most recent five-year period available are analysed.
- TA39 Between the site and the trunk road network, In the last 5 years for which data is available (2017-2021, inclusive), there was one 'serious' incident on Farnborough Road and no fatal incidents. The closest incident to the site entrance more than 20m east of the Clifton Lane - Pasture Lane junction east of the delivery route. Personal injury was slight. The location of recorded incidents is shown in **Plate TA.2 on page 6**.
- TA40 'Serious' incidents are also shown on **Table TA.1 on page 6**.
- TA41 The Crashmap report associated with the serious incident is contained at **Appendix TA4**.

Table TA.1 - 'Serious' crashes on the route between Pasture Lane and A453

Incident date	Severity	Vehicles/ casualties	Environmental conditions	Further Description	Junction
03/05/2019	'serious'	1/1	Daylight, fine without high winds, wet or damp	Front of car hit front of motorcycle - both proceeding normally along the carriageway, not on a bend	T or staggered junction



Image courtesy of Crashmap.co.uk. Not to Scale

Plate TA.2 - 'Serious' Crash Location (shown in red, delivery route shaded blue) (2017-2021)

### Public Rights of Way

- TA42 As described in **Chapter 4 Existing Conditions** of the ES, and shown on **Plate 4.4**, two footpaths follow the east and southern site boundary.
- TA43 The public rights of way will remain open during construction and operation.

### PREDICTED IMPACTS

### Junction Viability and Capacity

44 Swept path analysis was undertaken of the Clifton Lane Pasture Lane mini-roundabout to verify articulated HGVs could successfully navigate the junction. TA1 confirms articulated HGVs can pass through the junction in both East to South and North to West directions. 45 Arcady model analysis demonstrated (Appendix TA3) that even considering the 'worse than worse case' of all construction workers arriving and departing individually (representing 125 car movements each morning and each evening), and with the calculated HGV and LGV movements, there would be no impacts on the capacity of the junction and no consequential queuing impacts resulting from the HGV and other construction traffic.

### Construction Phase

### HGV Movements

- TA46 The construction of a renewable energy park is straight forward and involves moderate levels of site traffic when compared to many other civil engineering projects.
- TA47 The equipment and materials used to construct the development will fit on standard Heavy Goods Vehicles (HGV). One delivery, the site transformer, will be classed as an exceptional load.
- TA48 As reported in the ES Chapter 7
   Construction, Operation and Decommissioning, the principal phases to the construction comprise:
  - temporary construction compound is established, site access tracks

are built or upgraded and site fencing is erected;

- panel frames are push-driven into the ground and fixed in place;
- site containers are offloaded in situ;
- panels are mounted to the frames and wired together;
- cable trenches are dug to install the main cables;
- all electrical connections are made;
- the site is commissioned; and
- landscape mitigation planting takes place during the autumn.
- TA49 As described in ES **Chapter 7** it is envisaged that the Fair Oaks Renewable Energy Park proposal will take approximately nine to twelve months to construct. Most of the construction activity is involved in the construction of the site tracks and BESS and substation compound.
- TA50 The typical worst-case nine-month construction programme for a project of the scale of the Fair Oaks Renewable Energy Park is shown in **Table TA.2 on page 8**.
- TA51 HGV movements will be reduced should construction extend longer than nine-months.

- TA52 The approximate number of HGV movements have been determined in accordance with the proposal as detailed in ES Chapter 6 -Development Proposal. Panel and framing deliveries have been updated in line with the Further Environmental Information, submitted May 2023. HGV movements were correlated with the typical construction programme to provide an indication of traffic movements by month. This is illustrated in Table TA.2 on page 8. For clarity, 'movement' denotes a single trip to or from site.
- TA53 Deliveries are spaced throughout the construction period although fewer movements are associated with the end of the construction period. The construction programme starts with a temporary construction compound. Thereafter, a rolling programme will complete areas of the site with the fencing, framing system, panels, containers, electrical system installation and commissioning.
- TA54 The decommissioning of the renewable energy park at the end of its life will be a reduced reverse version of the construction process and controlled by condition through a Decommissioning Traffic Management Plan (DTMP) to be agreed with Rushcliffe Borough Council.

Table TA.2 - Nine-month construction programme with total and mathematical average monthly HGV movements

Activity	Total	Programme Month												
Activity	Movements	1	2	3	4	5	6	7	8	9				
Construction compound, including gates, welfare and temporary surfacing	12	12												
Temporary trackway	32	16								16				
Security fencing and gates	22	7.3	7.3	7.3										
Foundation concrete for inverter/transformer units, customer cabin, welfare unit, store, substation and CCTV posts	16	2.7	2.7	2.7	2.7	2.7	2.7							
Site tracks & BESS/Substation compound (crushed stone over geogrid base)	1092	136.5	136.5	136.5	136.5	136.5	136.5	136.5	136.5					
Inverters	6		1	1	1	1	1	1						
Cabling	12		1.7	1.7	1.7	1.7	1.7	1.7	1.7					
Cable trench sand	24		3.4	3.4	3.4	3.4	3.4	3.4	3,4					
Solar panels	406		54.1	54.1	54.1	54.1	54.1	54.1	54.1	54.1				
Mounting system	68		9.1	9.1	9.1	9.1	9.1	9.1	9.1	9.1				
Transformers	18				6	6	6							
Client container, BESS & Substation Components	128							64	64					
Ecological works (seed, new hedge and woodland), subject to appropriate time of year.	6									6				
Site commissioning and site clearing	12									12				
TOTAL MOVEMENTS	1854	174.5	215.8	215.8	214.5	214.5	214.5	269.8	268.8	65.6				
Average movements per day	-	8	10	10	10	10	10	12	12	4				
Average movements per hour on working days, assuming off-peak weekday delivery and Saturday mornings	-	2	2	2	2	2	2	2	2	1				

### Light Vehicle Movements

- TA55 Light Goods Vehicle (LGV) movements are almost exclusively associated with the transport of the construction team, which remain largely constant throughout the construction programme. It is estimated that the peak number of personnel on site at any one time will be approximately 125. A proportion of the construction personnel would be brought to site in groups via minibus or shared light vehicles.
- TA56 The applicant proposes to transport 80% of workers to and from site by 9-seater minibuses (as worst case smallest seater vehicle), there would be approximately 12 LGV movements in the morning and 12 movements in the afternoon associated with the arrival and departure of the construction team (24 movements in total).

### Impact on Roads and Users

#### HGV MOVEMENTS

TA57 As stated from **Paragraph TA9** on page 2, this assessment considers the approach outlined in

the Guidelines for the Assessment of Road Traffic (IEMA, 1993). The Guidelines state that the scale and extent of this assessment should include highways links where traffic flows are predicted to increase by more than 30% or where the number of heavy goods vehicles is predicted to increase by more than 30%; and to include any other specifically sensitive areas where traffic flows are predicted to increase by 10% or more. Increases in traffic flows below 10% are generally considered to be insignificant as this is likely to be within the daily variations in traffic flow. Based on DFT traffic count data for Clifton Lane, (paragraph TA30 on page 5), at the peak (in months seven and eight) twelve additional HGV movements (six individual HGVs) per day represents a percentage increases in HGV movements on this road of 13.5% (to 3 S.F.) as a result of the Fair Oaks Renewable Energy Park construction. Ten HGV movements (anticipated during months two to six) represents an increase of 11.2%. This is considered within the guidelines as significant given consideration of increased traffic along Clifton Lane.

TA58 Farnborough Road (considered sensitive to traffic flows within the

Guidance as a consequence of the school) would, with a 9.75% increase in seven-day average HGV traffic flows, not experience a significant increase in HGV movements even during the two peak months.

- TA59 Considering peak HGV flows along Pasture Lane against measured traffic flows, an increase of 15.2% is predicted during the two peak construction months and as such be significant (that is above the 10% sensitive traffic flow location threshold). During months one and two to six, HGV movements would also be significant (10.1% and 12.7% increases respectively) although not in the final ninth month.
- TA60 Traffic flows will not be significant beyond Pasture Lane and Clifton Lane.
   For existing road users, impacts may arise through traffic delays caused by construction vehicles, or to their visual amenity (which is considered further in ES Chapter 9 LVIA and as updated in the EIA Further Environmental Information (submitted May 2023)).

TA61 Were a median ten and a half month construction programme to be followed, significant (temporary) impacts would be experienced on Pasture Lane in months 2, 3, 4, 5 and 6 (with an 10.1% increase) and for months 7, 8 and 9 (with an 11.4% increase in HGV movements).

- TA62 On Clifton Lane, HGV movements would be temporarily significant only for months 7, 8 and 9 (with a 10.1% increase in HGV movements).
- TA63 A twelve month construction period would result in temporary significant HGV movements occurring only on Pasture Lane in months 7, 8, 9 and 10, with an increase in 10.1% in these months. In this scenario, no significant impacts would be experienced elsewhere on the highway network.
- TA64 With respect to road impacts there is the potential to damage road surfaces through the delivery of aggregates and silting of drains through mud deposits on to the highway.
- TA65 The road width and junctions in the approach to site are considered to be adequate for the intended use for conventional HGV traffic. Therefore there is low potential for damage to highway verges.
- TA66 The Construction Traffic Management Plan (CTMP) to be agreed with the Local Planning Authority prior

to construction commencing and controlled by way of planning condition will include details of all traffic management proposals.

#### LIGHT VEHICLE MOVEMENTS

- TA67 Locally available and accessible car parks will be used to transfer a 80% of workers in to mini-buses for transport on to site, an increase in 24 LGV movements would represent a less than significant increase against existing daily average flows on Farnborough Road and Clifton Road and Pasture Lane.
- TA68 Assuming the remaining 25 construction workers were to arrive individually, increased car traffic would not be significant on Pasture Lane nor further beyond the site.
- TA69 Light vehicle traffic would be consistent throughout the majority of the construction period, although marginally reduced during the early and latter weeks of construction.
- TA70 Were construction to extend longer than the nine-month construction period assessed, crew numbers would be reduced and so impacts would remain less than significant.

# PEAK AND AVERAGE CONSTRUCTION VOLUMES

- TA71 It has been established that the elements of the renewable energy park creating the maximum HGV traffic volume will be delivery of the access track and BESS and substation compound materials. On the basis of a worst-case assessment of a ninemonth construction period, there are approximately 137 HGV movements anticipated per month (six per day assuming a 24-day working month) during the first to eighth months inclusive.
- Under this nine-month scenario, for TA72 average construction traffic flows, the peak traffic volume identified is likely to occur in months seven and eight with 270 and 269 average monthly movements respectively. Averaged across the working month (assuming 24 day working month), this would equate to an average of six individual HGVs per day during each of these months. This is more than 10% of the average daily total HGV vehicular movements along Pasture Lane and Clifton Lane although not along Farnborough Road. As such, significant but temporary impacts

are localised and limited to Pasture Lane and Clifton Lane. With a twelvemonth construction period, temporary significant impacts would be localised to Pasture Lane in months 7, 8, 9 and 10.

TA73 LGV and car traffic is likely to be relatively consistent throughout the construction period with no significant increased flows at any point during construction and would be reduced under a scenario where the construction extends up to twelve months.

### Impacts on Public Rights of Way

- TA74 As described from **Paragraph TA39 on page 6** there are two footpaths adjacent to the site boundary to the south and east.
- TA75 Wide buffer strips have been incorporated into the site design to minimise impacts for footpath users around the site.
- TA76 During the construction phase of the proposed solar farm the PRoWs will remain fully open for use. There is no alteration to the accessibility of any of the PROW in the wider area around the site.
- TA77 Visual amenity impacts for users of the Public Rights of Way are

described further in ES Chapter 9 - LVIA from Paragraph 9.388 on page 226 and as updated in the EIA Further Environmental Information (submitted May 2023).

### **Operational Phase**

### Vehicle Movements

- TA78 The site is remotely monitored and operated with an automated system alerting an engineer in case of component or system errors or component failures.
- TA79 The use of remote monitoring reduces the number of site visits required. However, regular checks will be undertaken to ensure the panels, frames, fittings, inverters, batteries, PCSs, substation components and fencing are all in good working order.
- TA80 The panels will be cleaned periodically to ensure maximum production the transportation of a tractor unit, de-ionised water bowser and cleaning team (generally 3-4 personnel) to site once or twice a year.
- TA81 During normal operations, personnel will visit the site approximately once a month, in a light van or four-wheel drive vehicle.

### Driver Distraction

- TA82 The Fair Oaks Renewable Energy Park is not located in proximity to major junctions in the existing road network and is not adjacent to the highway.
- TA83 The potential visibility of the solar farm is considered in the Landscape and ES Visual Assessment (Chapter 9) and as updated in the EIA Further Environmental Information (submitted May 2023).
- TA84 Potential Glint and Glare impacts of the proposed development on motorists are considered in the Glint and Glare report accompanying the application.

### Decommissioning Phase

- TA85 The decommissioning process will be a shorter period than the construction phase, and it will typically involve:
  - isolating electrical connections and removing from site all electrical equipment (including inverters, transformers, BESS and the substation) and cables;
  - removing from site all solar panels;
  - removing from site the panel frames;

- removing foundation pads; and
- removal of access tracks, where not retained by the landowner.
- TA86 The solar farm, BESS and substation equipment will be removed from site and sorted for recycling.
- Significantly fewer vehicle movements TA87 will be required than during the construction phase, principally as aggregate removal will be limited to those tracks and areas not retained by the landowner. Following the Guidelines for the Environmental Assessment of Road Traffic (IEMA, 1993), the vehicle movements associated with the construction phase are identified as not significant in the wider motorway and highway network. Temporary and localised significant impacts would be experienced from HGV movements on Clifton Lane and Pasture Lane.

### AVOIDANCE AND MITIGATION

TA88 During construction and decommissioning, deliveries will be restricted, except in exceptional circumstances, to off-peak weekdays and Saturday mornings to reduce impacts on local road users. Weekday off-peak is considered to be between 09:00 and 15:00.

- TA89 Advance notification of potential delay for road users will be provided through appropriate signage and advertisement. The Applicant will liaise with the Highways Authorities and Police prior to the construction phase commencing.
- TA90 Locally available and accessible car parking will be used for the transfer of a portion of the construction team to minibuses for transport to and from site, the rest will arrive by car.
- A traffic control system is proposed TA91 including Banksmen with two-way radios to control traffic and avoid construction traffic induced congestion on Pasture Lane. Vehicle scheduling will only permit construction vehicles to approach site when there is room on site to accommodate them. HGVs will not be permitted to park along the delivery route, except at designated safe locations. For the avoidance of doubt, no vehicles will be permitted to park on Pasture Lane in advance of proceeding to site. As such, the potential to impact road users associated with residential parking, school traffic and the narrow points

along Pasture Lane will be controlled. In summary:

- Three banksmen would be strategically placed to avoid disruption and safety to vehicle users along Pasture Lane.
- Two Holding areas (including wheel-wash see Plate TA.3 showing indicative design) would be installed on site as holding areas. Construction vehicles would be controlled and released by Banksmen when it is safe to do so, and there is free passage along Pasture Lane to reduce disruption. The proposed holding areas on site are designed & placed to avoid disruption to nearest dwellings.



Plate TA.3 - Indicative wheel wash

• A temporary metal track (**Plate TA.4**) is proposed to be used south of the Artex facility in the existing field to reduce vehicle movement associated with aggregate and construction of such new tracks.



Plate TA.4 - Typical temporary track

- The above measures will be included in a CTMP which would be secured by way of planning condition.
- TA92 In addition, sweeping will be carried out when required to ensure the road is kept reasonably clear of any deposits from the construction works and the local drains are kept clear.
- TA93 The CTMP embodying each of these mitigation measures would be agreed with RBC prior to commencement of construction. Enactment of the

measures via this CTMP would be controlled by planning condition.

TA94 Decommissioning mitigation measures including the decommissioning route, notices and wheel washing etc. will be detailed in a DTMP, to be submitted to and agreed with the LPA in advance of the decommissioning phase and secured by way of planning condition.

### POST-MITIGATION IMPACTS

- TA95 No impacts are predicted on the Clifton Lane Pasture Lane mini roundabout.
- TA96 Under a worst-case nine-month construction period, the predicted peak HGV movements are less than 30% of daily movements along the A453 and onwards through the highway network further from the site and as such, no significant impacts are predicted on the wider highway network. Along Farnborough Road where HGV flows will increase by less than 10% throughout the construction process, less than significant impacts are also predicted.
- TA97 Pasture Lane and Clifton Lane are considered within the guidelines as

sensitive to increased traffic flow being within a village. Consequently, localised impacts associated with increased HGV movements along this section of the delivery route are considered significant but temporary (assessed as peaking at a 13.5% to 15.2% increase in HGV movements).

- TA98 LGV traffic increases would be less than significant along the entire delivery route.
- TA99 Construction traffic during the final month is not anticipated to be significant anywhere along the construction delivery route.
- TA100 Were a median ten and a half month construction programme to be followed, significant (temporary) impacts would be experienced on Pasture Lane in months 2, 3, 4, 5 and 6 (with an 10.1% increase) and for months 7, 8 and 9 (with an 11.4% increase in HGV movements).
- TA101 On Clifton Lane, HGV movements would be temporarily significant only for months 7, 8 and 9 (with a 10.1% increase in HGV movements).
- TA102 A twelve month construction period would result in temporary significant HGV movements occurring only on

Pasture Lane in months 7, 8, 9 and 10, with an increase in 10.1% in these months. In this scenario, no significant impacts would be experienced elsewhere on the highway network.

TA103 Traffic management measures are proposed, to be controlled by planning condition, for the construction period (and similarly for decommissioning) to mitigate potential impacts and disruption to local traffic as far as possible for the construction and decommissioning periods.

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SOUTHBOUND - CLIFTON LANE TO PASTURE LANE

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VEHICLE SWEPT PATH - KEY TO SYMBOLS





VEHICLE MOVING IN REVERSE BODY OUTLINE - RED SHADING WHEEL TRACK - RED DOTTED LINE

VEHICLE DETAILS







FTA Design Articulated Vehicle (2016) Overall Length Overall Body Height Min Body Ground Clearance Max Track Width Lock to lock time Kerb to Kerb Turning Radius

16.480m 2.550m 3.870m 0.515m 2.470m 3.00s 6.600m



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scale

218704-CCL-XX-00-DR-C-5000 P01

PATH ANALYSIS PASTURE LANE / CLIFTON LANE





APPENDIX TA1 - DFT TRAFFIC COUNT

### **Road traffic statistics**

Home Summary About Data Contact

<u>Traffic statistics</u> > <u>Manual count points</u> > 810842

# Manual count points Site number: 810842

# Site details

# Location

Region	East Midlands	Gree Clifton
Local authority	Nottinghamshire	Day of Contract of
Road name	С	
Road classification	'C' and Unclassified roads	Rudaington
Managed by	Local authority	Google Map da
Road type	Minor	
Start junction		24 Clifton Ln England View on Google Maps
End junction		
Link length	km ( miles)	
Easting, northing	456428, 333568	Google
Latitude, longitude	52.89660400, -1.16264020	© 2023 Google Report a

# Annual Average daily flow

Year	Count method	Pedal cycles	Two wheeled motor vehicles	Cars and taxis	Buses and coaches	Light goods vehicles	Heavy goods vehicles	All motor vehicles
2019	Manual count	92	34	6908	69	957	89	8058

# **Download data**

## Data disclaimer

Traffic figures at the regional and national level are robust, and are reported as National Statistics. However, DfT's traffic estimates for individual road links and small areas are less robust, as they are not always based on up-to-date counts made at these locations. Where other more up-todate sources of traffic data are available (e.g. from local highways authorities), this may provide a more accurate estimate of traffic at these locations.

It is the responsibility of the user to decide which data are most appropriate for their purpose, and if DfT road link level traffic estimates are used, to make a note of the limitations in any published material.

## Quality flags in data downloads

DfT's road link level traffic estimates are calculated using a variety of methods, with some methods likely to produce more accurate estimates than others.

The data tables available to download here contain a column - **estimation\_method** – showing the method used to estimate traffic for each location and year. Figures having an estimation method of "Counted" are likely to be more accurate than those marked as "Estimated", and the latter should be used with caution.

Data	Description	Records	Download
Site details	Manual count point site 810842 details.	1	JSON I CSV
Average annual daily flow	Number of vehicles that travel past the count point (in both directions) on an average day of the year.	1	JSON I CSV
Average annual daily flow by direction	Number of vehicles that travel past the count point on an average day of the year, by direction of travel.	2	JSON I CSV
Raw counts	Vehicle counts recorded at this count point.	24	JSON I CSV

### **Road traffic**

<u>Home</u> <u>Regions</u> <u>Local authorities</u> <u>About</u>

### **Traffic statistics**

All transport statistics

Road accidents and safety Road congestion and travel times

### Contact

Road traffic statistics Email roadtraff.stats@dft.gov.uk Public enquiries 020 7944 3095

<u>Data</u>	
Accessibility	<u>/ statement</u>

API documentation

Road freight: domestic and international Road network size and condition Road traffic Media enquiries: Newsdesk (Monday to Friday, 8am to 7pm) 020 7944 3021

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APPENDIX TA2 - TRAFFIC SURVEYS







TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

**Engena Limited** 

53152 - Farnborough Road ATC Survey

Saturday 10<sup>th</sup> – Friday 16<sup>th</sup> December 2022

Jigisha Parekh



### Contents

- 1. Data Quality Assurance
- 2. Method of Survey.
- 3. Incidents Encountered During Surveys.
- Appendix 1 Maps of Survey Locations
- Appendix 2 ATC Survey Results

### **Data Quality Assurance:**

Data Revision: Rev. 1

Analysis and Report by: Jigisha Parekh Date: 22/12/2022

Checked by: Joe Maclaren Date: 22/12/2022

Approved by: Joe Maclaren Date: 22/12/2022

### Method of Survey:

#### ATC SURVEYS:

Classified volume and speed data were collected via ATC units positioned in Nottingham. Data was collected from Saturday 10th – Friday 16th December 2022. Data is shown in hourly intervals and by direction.

The following points was surveyed:

• Farnborough Road, Nottingham

The Vehicle Classifications used in this survey numbered in the data are as follows:

- 1. Pedal Cycles
- 2. Motorcycles
- 3. Passenger cars with or without trailers
- 4. LGVs with or without trailers
- 5. 2 axles rigid HGV
- 6. 3 axles rigid HGV
- 7. 4 axles rigid HGV
- 8. 3 axles articulated HGV
- 9. 4 axles articulated HGV
- 10.5 or more axles articulated  $\ensuremath{\mathsf{HGV}}$
- 11. Buses and coaches

Summaries, including a summary of HGV numbers (highlighted in yellow) are provided on a separate tab 'Analysis Sheet'.

### **Incidents Encountered During Surveys:**

The UK experienced a period of extremely cold weather from 11<sup>th</sup> December which could have affected people's driving patterns, although numbers and speeds seem relatively consistent across the survey week.



53152 - Engena Limited - Farnborough Road ATC Survey – Location Map - Appendix 1

1

Engena L	imited
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ALL vehicles	24	hr	06 t	o 00 o	06 t	o 22	07 t	o 19	% in 0	7 to 19	AM Pe	ak hour	M Peak	hour flo	PM Pe	ak hour	PM Pea	k hour flow	total	hgv	% h	gv
	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd
Mon	1648	1640	1615	1601	1588	1577	1407	1336	85%	81%	08:00	08:00	190	163	17:00	15:00	176	157	81	103	5%	6%
Tues	1651	1653	1615	1612	1589	1580	1421	1377	86%	83%	08:00	08:00	211	162	17:00	15:00	147	194	78	71	5%	4%
Weds	1710	1772	1685	1739	1661	1716	1400	1421	82%	80%	08:00	08:00	194	164	15:00	16:00	168	177	62	76	4%	4%
Thurs	1708	1686	1676	1657	1644	1621	1420	1400	83%	83%	08:00	08:00	199	167	17:00	15:00	156	197	83	74	5%	4%
Fri	1715	1814	1682	1774	1614	1718	1398	1504	82%	83%	08:00	08:00	180	162	15:00	16:00	153	180	62	75	4%	4%
Sat	1237	1298	1182	1248	1122	1192	975	1026	79%	79%	10:00	10:00	105	113	13:00	12:00	101	110	27	31	2%	2%
Sun	946	956	901	910	882	888	777	784	82%	82%	11:00	10:00	80	95	12:00	13:00	91	90	21	17	2%	2%
5-day av	1686	1713	1655	1677	1619	1642	1409	1408	84%	82%			195	164			160	181	73	80	4%	5%
7 day av	1516	1546	1479	1506	1443	1470	1257	1264	83%	82%	0	0	166	147	1	1	142	158	59	64	4%	4%
Av hrly flow	63	64	62	63	60	61	52	53											2	3		
																		Total 2-way		5		0%

				uie /0		Average									
Nort	heast b	ound		Sout	hwest b	ound	Nort	heast b	ound	Southwest bour					
Min	Max	Av		Min	Max	Av	Min	Max	Av		Min	Max	Av		
27.3	32.4	28.9		25.3	28.4	26.6	20.8	29.9	24.7		20.3	25.1	23		
27.5	31.5	29.1		25.1	28.2	26.8	23.6	28.8	25		21	24.7	23.1		
27.3	32.4	28.6		25.3	28.4	26.6	22.4	31	24.8		18.1	28.8	23.1		
26.8	30.4	28.6		25.7	31.1	26.8	23.1	28.8	24.8		19.9	26	23.1		
27.3	30.2	29.1		24.2	28.9	27.1	21.7	27.1	25		20	29.5	23.2		
22.4	30.6	29.1		24.6	28.2	26.6	20.5	26.1	25		17	24.2	23		
26.4	32.2	29.1		23.9	27.7	26.2	22.8	27.4	25		19.4	25	22.7		
27.2	31.4	28.9		25.1	29.0	26.8	22.3	29.1	24.9		19.9	26.8	23.1		
26.4	31.4	28.9		24.9	28.7	26.7	22.1	28.4	24.9		19.4	26.2	23.0		
			27.80							23.96					
	Norti Min 27.3 27.5 27.3 26.8 27.3 22.4 26.4 27.2 26.4	Northeast brown           Min         Max           27.3         32.4           27.5         31.5           27.3         32.4           26.8         30.4           27.3         30.2           22.4         30.6           26.4         32.2           27.2         31.4           26.4         31.4	Northeast bound           Min         Max         Av           27.3         32.4         28.9           27.5         31.5         29.1           27.3         32.4         28.6           26.8         30.4         28.6           27.3         30.2         29.1           22.4         30.6         29.1           26.4         32.2         29.1           27.5         31.4         28.9           26.4         31.4         28.9	Northeast bound           Min         Max         Av           27.3         32.4         28.9           27.5         31.5         29.1           27.3         32.4         28.6           26.8         30.4         28.6           27.3         30.2         29.1           22.4         30.6         29.1           26.4         32.2         29.1           27.2         31.4         28.9           26.4         31.4         28.9           26.4         31.4         28.9	Northeast bound         South           Min         Max         Av         Min           27.3         32.4         28.9         25.3           27.5         31.5         29.1         25.1           27.3         32.4         28.6         25.3           26.8         30.4         28.6         25.7           27.3         30.2         29.1         24.2           22.4         30.6         29.1         24.6           26.4         32.2         29.1         23.9           27.2         31.4         28.9         25.1           26.4         31.4         28.9         25.1           26.4         31.4         28.9         24.9	Northeast bound         Southwest b           Min         Max         Av         Min         Max           27.3         32.4         28.9         25.3         28.4           27.5         31.5         29.1         25.1         28.2           27.3         32.4         28.6         25.3         28.4           26.8         30.4         28.6         25.7         31.1           27.3         30.2         29.1         24.2         28.9           22.4         30.6         29.1         24.6         28.2           26.4         32.2         29.1         23.9         27.7           27.2         31.4         28.9         25.1         29.0           26.4         31.4         28.9         24.9         28.7           27.80         27.80         24.9         28.7	North-ast bound         South-west bound           Min         Max         Av         Min         Max         Av           27.3         32.4         28.9         25.3         28.4         26.6           27.5         31.5         29.1         25.1         28.2         26.8           26.8         30.4         28.6         25.7         31.1         26.8           26.8         30.4         28.6         25.7         31.1         26.8           27.3         30.2         29.1         24.2         28.9         27.1           22.4         30.6         29.1         24.6         28.2         26.6           26.4         32.2         29.1         23.9         27.7         26.2           26.4         31.4         28.9         25.1         29.0         26.8           26.4         31.4         28.9         24.9         28.7         26.7	Northeast bound         Southwest bound         North           Min         Max         Av         Min         Max         Av         Min           27.3         32.4         28.9         25.3         28.4         26.6         20.8           27.5         31.5         29.1         25.1         28.2         26.8         23.6           27.3         32.4         28.6         25.3         28.4         26.6         22.4           26.8         30.4         28.6         25.7         31.1         26.8         23.1           27.3         30.2         29.1         24.2         28.9         27.1         21.7           22.4         30.6         29.1         24.6         28.2         26.6         20.5           26.4         32.2         29.1         23.9         27.7         26.2         22.8           27.2         31.4         28.9         25.1         29.0         26.8         22.3           26.4         31.4         28.9         24.9         28.7         26.7         22.1	Northeast bound         Southwest bound         Northeast bound           Min         Max         Av         Min         Max         Zv         Quality         Quality <td>Northeast bound         Southwest bound         Northeast bound           Min         Max         Av         Av         Min         Max         Av         Av         Min         Max         Av         Au         Au         Au         Au         Au         Au         Au         Au         Au         Au&lt;</td> <td>Northeast bound         Southwest bound         Mortheast bound         Mortheast bound           Min         Max         Av         Min         Max         Av         Min         Max         Av           27.3         32.4         28.9         25.3         28.4         26.6         20.8         29.9         24.7           27.5         31.5         29.1         25.1         28.2         26.6         22.4         31         24.8           26.8         30.4         28.6         25.3         28.4         26.6         22.4         31         24.8           26.8         30.4         28.6         25.7         31.1         26.8         23.1         28.8         24.8           27.3         30.2         29.1         24.2         28.9         27.1         21.7         27.1         25           22.4         30.6         29.1         24.6         28.2         26.6         20.5         26.1         25           26.4         31.4         28.9         25.1         29.0         26.8         22.3         29.1         24.9           26.4         31.4         28.9         25.1         29.0         26.7         22.1         2</td> <td>Northeast bound         Southwest bound         Mortheast bound         Mortheast bound         Southwest bound           Min         Max         Av         Quality         Quality</td> <td>Northeast boundNortheast boundNortheast boundSouthwest boundMinMaxAvMinMaxAvMinMaxAvMinMaxAv27.332.428.925.328.426.620.829.924.720.325.127.531.529.125.128.226.823.628.8252124.727.332.428.625.328.426.622.43124.818.128.826.830.428.625.731.126.823.128.824.819.92627.330.229.124.228.927.121.727.1252029.522.430.629.124.628.226.620.526.1251724.226.432.229.124.628.226.620.526.12519.42527.231.428.925.129.026.827.42519.42527.231.428.925.129.026.822.329.124.919.926.826.431.428.925.129.026.827.42519.42527.8027.8028.726.722.128.424.919.426.2</td>	Northeast bound         Southwest bound         Northeast bound           Min         Max         Av         Av         Min         Max         Av         Av         Min         Max         Av         Au         Au         Au         Au         Au         Au         Au         Au         Au         Au<	Northeast bound         Southwest bound         Mortheast bound         Mortheast bound           Min         Max         Av         Min         Max         Av         Min         Max         Av           27.3         32.4         28.9         25.3         28.4         26.6         20.8         29.9         24.7           27.5         31.5         29.1         25.1         28.2         26.6         22.4         31         24.8           26.8         30.4         28.6         25.3         28.4         26.6         22.4         31         24.8           26.8         30.4         28.6         25.7         31.1         26.8         23.1         28.8         24.8           27.3         30.2         29.1         24.2         28.9         27.1         21.7         27.1         25           22.4         30.6         29.1         24.6         28.2         26.6         20.5         26.1         25           26.4         31.4         28.9         25.1         29.0         26.8         22.3         29.1         24.9           26.4         31.4         28.9         25.1         29.0         26.7         22.1         2	Northeast bound         Southwest bound         Mortheast bound         Mortheast bound         Southwest bound           Min         Max         Av         Quality         Quality	Northeast boundNortheast boundNortheast boundSouthwest boundMinMaxAvMinMaxAvMinMaxAvMinMaxAv27.332.428.925.328.426.620.829.924.720.325.127.531.529.125.128.226.823.628.8252124.727.332.428.625.328.426.622.43124.818.128.826.830.428.625.731.126.823.128.824.819.92627.330.229.124.228.927.121.727.1252029.522.430.629.124.628.226.620.526.1251724.226.432.229.124.628.226.620.526.12519.42527.231.428.925.129.026.827.42519.42527.231.428.925.129.026.822.329.124.919.926.826.431.428.925.129.026.827.42519.42527.8027.8028.726.722.128.424.919.426.2		





THE DATA COLLECTION SPECIALISTS

**Engena Limited** 

53779 - Nottingham Traffic Survey

Tuesday 18<sup>th</sup> - Monday 24<sup>th</sup> April 2023

Jigisha Parekh



### Contents

- 1. Data Quality Assurance
- 2. Method of Survey.
- 3. Incidents Encountered During Surveys.
- 4. Weather Conditions.
- 5. Maps of Survey Locations.
- 6. Classified Turning Counts Results.
- 7. ATC Survey Results.

### **Data Quality Assurance:**

Data Revision: Rev. 1

Analysis and Report by: Jigisha Parekh Date: 24/05/2023

Checked by: Joe Maclaren Date: 24/05/2023

Approved by: Joe Maclaren Date: 24/05/2023

### **Method of Survey:**

#### VIDEO TURNING COUNTS:

Data was collected via high mast video units positioned at the following junctions and analysed manually at a later date:

• North Road /Clifton Road /Pasture Lane

All possible traffic movements were recorded in 15 minutes intervals, between the times of 07:00 – 10:00 & 15:00 – 18:00 on Tuesday 25<sup>th</sup> April 2023.The results are provided in an Excel spreadsheet. The following classifications were used:

Car – Including taxis, state cars, 'people carriers' and other passenger vehicles (for example, minibuses and camper vans) with a gross vehicle weight of less than 3.5 tonnes, normally ones which can accommodate not more than 15 seats. Three-wheeled cars, motor invalid carriages, Land Rovers, Range Rovers and Jeeps and smaller ambulances are included. Cars towing caravans or trailers are counted as one vehicle;

LGV – Light Goods Vehicle. Includes all goods vehicles up to 3.5 tonnes gross vehicle weight (goods vehicles over 3.5 tonnes have sideguards fitted between axles), including those towing a trailer or caravan. This includes all car delivery vans and those of the next larger carrying capacity such as transit vans. Included here are small pickup vans, three-wheeled goods vehicles, milk floats and pedestrian controlled motor vehicles. Most of this group are delivery vans of one type or another;

OGV1 – Other Goods Vehicles Category 1. Includes all rigid vehicles over 3.5 tonnes gross vehicle weight with two or three axles. Includes larger ambulances, tractors (without trailers), road rollers for tarmac pressing, box vans and similar large vans. A two or three axle motor tractive without a trailer is also included;

OGV2 – Other Goods Vehicles Category 2. Includes all rigid vehicles with four or more axles and all articulated vehicles. Also included in this class are OGV1 goods vehicles towing a caravan or trailer;

 $\mathsf{PSV}$  – Buses and Coaches. Includes all public service vehicles and works buses with a gross vehicle weight of 3.5 tonnes or more, usually vehicles with more than 16 seats.

MC - Two wheeled motor cycles;

PC – Pedal cycles and C5 type vehicles using the road; this does not include cyclists using the pavement.

#### ATC SURVEYS:

Classified volume and speed data were collected via ATC units positioned in Nottingham. Data was collected from Tuesday 18th - Monday 24th April 2023. Data is shown in hourly intervals and by direction.

The following points were surveyed:

• Pasture Lane, Nottingham

The Vehicle Classifications used in this survey numbered in the data are as follows:

- 1. Pedal Cycles
- 2. Motorcycles
- 3. Passenger cars with or without trailers
- 4. LGVs with or without trailers

- 5. 2 axles rigid HGV
- 6. 3 axles rigid HGV
   7. 4 axles rigid HGV
- 8. 3 axles articulated HGV
- 9. 4 axles articulated HGV
- 10.5 or more axles articulated HGV
- 11. Buses and coaches

### **Incidents Encountered During Surveys:**

There were no significant events or unforeseen circumstances to affect the results of the surveys.

### Weather Conditions:

Tuesday 25<sup>th</sup> April 2023

It was dry and clear during the survey time.

1

ALL vehicles	24	4 hr	06	to 00	06	to 22	07	to 19	% in (	)7 to 19	AM Pe	ak hour	M Peak	hour fl	c PM Pe	ak hour	PM Pea	k hour flow	total hgv	and bus	% hgv a	and bus	HC	GV	C	ar	LC	GV
	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd	NEbd	SWbd
Mon	968	932	947	888	919	876	788	732	81%	79%	08:00	08:00	114	69	16:00	17:00	89	107	50	43	5%	5%	48	42	747	719	161	153
Tues	985	948	961	908	943	890	799	727	81%	77%	07:00	08:00	127	58	15:00	17:00	76	97	65	57	7%	6%	58	48	748	733	158	139
Weds	942	901	919	856	895	827	755	664	80%	74%	08:00	08:00	113	53	16:00	17:00	65	95	59	44	6%	5%	55	39	723	708	149	134
Thurs	940	954	925	911	900	887	745	706	79%	74%	08:00	08:00	114	65	14:00	17:00	68	114	59	52	6%	5%	54	46	709	743	162	143
Fri	1020	993	999	959	971	927	818	785	80%	79%	08:00	08:00	113	74	15:00	17:00	74	101	61	46	6%	5%	58	43	764	783	189	154
Sat	695	712	680	700	653	655	580	564	83%	79%	09:00	11:00	71	55	12:00	18:00	64	67	20	10	3%	1%	20	10	540	582	127	114
Sun	606	597	589	582	583	574	511	482	84%	81%	10:00	11:00	67	58	13:00	16:00	61	64	14	15	2%	3%	14	15	467	471	119	108
5-day av	971	946	950	904	926	881	781	723	80%	76%			116	64			74	103	59	48	6%	5%	55	44	738	737	164	145
7 day av	879	862	860	829	838	805	714	666	81%	77%			103	62			71	92	47	38	5%	4%	44	35	671	677	152	135
Av hrly flow	37	36	36	35	35	34	30	28											2	2								
																	ī	Total 2-way		4		0%						

		050	Percen	tile%			Average											
Nort	heast b	ound		Sout	hwest b	ound	Nort	heast b	ound		oound							
Min	Max	Av		Min	Max	Av	Min	Max	Av		Min	Max	Av					
23.7	27.5	26.4		23.7	27.3	25.7	21.7	24.4	22.6		20.2	36.8	21.8					
24.6	27.7	26.6		23.7	27.1	26.2	8.7	25.2	22.5		20.4	30.3	22					
25.3	30.2	27.3		24.6	28.6	26.6	19.5	24.6	23.1		20.6	27.6	22.6					
23.3	27.5	26.6		21.3	28.4	26.2	18.4	25.2	22.3		17.1	27.1	22					
24.6	28	26.4		22.8	30.6	25.7	16.5	28.9	22.6		17.8	26.4	21.8					
22.8	28.4	26.4		23.9	27.7	25.7	14	26.3	23		13.5	26.2	22.2					
23.7	28.4	26.6		24.8	27.1	26.2	13.6	26	23		18.5	27.3	22.4					
24.3	28.2	26.7		23.2	28.4	26.1	17.0	25.7	22.6		19.2	29.6	22.0					
24.0	28.2	26.6		23.5	28.1	26.0	16.1	25.8	22.7		18.3	28.8	22.1					
			26.33							22.42								
	Nort Min 23.7 24.6 25.3 23.3 24.6 22.8 23.7 24.3 24.0	Norti-set b           Min         Max           23.7         27.7           23.3         27.5           24.6         27.7           23.3         27.5           24.6         28           22.8         28.4           23.7         28.4           24.3         28.2           24.0         28.2	North-sate         Summary           Min         Max         Av           23.7         27.5         26.4           24.6         27.7         26.6           25.3         30.2         27.3           23.3         27.5         26.4           24.6         28         26.4           24.6         28         26.4           24.7         28.4         26.4           24.8         28.2         26.7           24.3         28.2         26.7	North=ast bound           Ma         Max         Av           23.7         27.5         26.4           24.6         27.7         26.6           23.3         27.5         26.4           24.6         28.2         26.4           24.8         28.4         26.4           23.7         28.4         26.6           24.3         28.2         26.7           24.4         28.2         26.3	North⊨st b⊍urd         Max         Av         Min           Max         Av         Min         37.7         26.6         23.7           24.6         27.7         26.6         23.7         24.6         23.7           25.3         30.2         27.3         24.6         21.3         24.6         22.8           24.6         28         26.4         22.8         22.8         24.4         26.6         23.9           23.7         28.4         26.6         24.8         24.8         24.8         24.8         24.8         24.8         24.5         23.5	North=st bound         Southwest b           Min         Max         Av         Min         Max           23.7         27.5         26.6         23.7         27.1           25.3         30.2         27.3         24.6         28.6           23.3         27.5         26.6         21.3         28.4           24.6         28         26.4         22.8         30.6           23.3         27.5         26.6         21.3         28.4           24.6         28         26.4         22.8         30.6           22.8         28.4         26.6         23.9         27.7           23.7         28.4         26.6         23.9         27.7           24.3         28.2         26.7         23.2         28.4           24.0         28.2         26.6         23.5         28.1           24.3         28.2         26.6         23.5         28.1	North-st burnt         South-west burnt           Min         Max         Av         Min         Max         Av           23.7         27.5         26.4         23.7         27.3         26.7           24.6         27.7         26.6         23.7         27.1         26.2           23.3         27.5         26.6         21.3         28.4         26.2           24.6         28         26.4         22.8         30.6         25.7           24.6         28         26.4         28.8         26.2         26.3         26.4         21.3         28.4         26.2           24.8         28.4         26.6         23.9         27.7         26.7         23.8         27.1         26.2           24.7         28.4         26.6         23.9         27.7         26.7           23.7         28.4         26.6         23.9         27.7         26.2           24.3         28.2         26.6         23.2         28.4         26.1           24.0         28.2         26.6         23.5         28.1         26.0	North=ast bound         South=west bound         North           Min         Max         Av         Min         Max         Av         Min           23.7         27.5         26.4         23.7         27.1         26.2         23.7         27.1         26.2         8.7         27.3         24.6         28.6         26.6         19.5         18.4         24.6         28.6         26.6         19.5         16.5         12.3         28.4         26.2         18.4         24.6         28.6         26.6         19.5         16.5         12.3         28.4         26.4         28.8         26.7         16.5         13.6         14.7         23.7         27.1         26.2         18.4         16.5         16.5         14.2         13.6         24.8         27.1         26.2         16.5         14.2         13.6         13.6         14.2         13.6         13.6         14.2         13.6         14.2         13.6         14.2	Norti→ ± s b ∪ u1         South we s b ∪ u1         Norti→ ± s b           Min         Max         Av         Min         Max         Av           23.7         27.5         26.6         23.7         27.3         25.7         21.7         24.4           24.6         27.7         26.6         23.7         27.1         26.2         8.7         25.2           25.3         30.2         27.3         24.6         28.6         26.6         19.5         24.6           24.6         28         26.6         21.3         28.4         26.2         18.4         25.2           24.6         28         26.4         22.8         30.6         25.7         16.5         28.9           22.8         28.4         26.6         21.3         28.4         26.2         18.4         25.2           23.7         28.4         26.6         23.9         27.7         25.7         14.6         26.3           24.3         28.2         26.7         23.2         28.4         26.1         17.0         25.7           24.0         28.2         26.6         23.5         28.1         26.0         16.1         25.8	North-s st bound         South-verset         More and an and and and and and and and and		Northe ast bound         Southwest bound         Northe ast bound         South           Min         Max         Av         Min         Max         Au         Au         Min         Max         Au         Min         Max         Au         Min         Max         Au         A	Northeast bound         Southwest bound         Northeast bound         Southwest bound           Min         Max         Av         Min         Max         Au         Min         Max         Min         Max         Min         Min         Max					

APPENDIX TA3 - JUNCTION ANALYSIS

### **Junctions 9**

#### **ARCADY 9 - Roundabout Module**

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Filename: (new file) Path: Report generation date: 18/05/2023 09:51:29

»2023 Base Flows - Existing Flows 2023, AM
 »2023 Base Flows - Existing Flows 2023, PM
 »2023 Base Flows - With Construction Traffic 2023, AM
 »2023 Base Flows - With Construction Traffic 2023, PM

#### Summary of junction performance

	AM				РМ				
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS	
	20	2023 Base Flows - Existing Flows 2023							
Arm 1	0.0	7.14	0.02	Α	0.0	0.00	0.00	Α	
Arm 2	1.1	9.95	0.53	А	2.5	16.78	0.72	С	
Arm 3	0.1	3.79	0.11	А	0.1	3.92	0.06	Α	
Arm 4	2.2	16.25	0.69	С	2.7	18.14	0.74	С	
	2023 B	ase Flov	vs - V	Vith (	Constructio	n Traffic	2023	3	
Arm 1	0.0	7.81	0.03	А	0.0	0.00	0.00	А	
Arm 2	1.8	14.15	0.64	В	2.5	17.00	0.72	С	
Arm 3	0.1	3.87	0.12	A	0.3	4.71	0.21	A	
Arm 4	3.7	24.59	0.80	С	3.4	22.82	0.78	С	

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	North Road / Clifton Road / Pasture Lane / Clifton Lane
Location	Nottingham
Site number	
Date	17/05/2023
Version	
Status	
Identifier	
Client	Engena
Jobnumber	
Enumerator	DESKTOP-L3T5KAD
Description	

#### Units

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

#### **Analysis Options**

Mini-roundabout	Calculate Queue	Calculate residual	RFC	Average Delay	Queue threshold
model	Percentiles	capacity	Threshold	threshold (s)	(PCU)
JUNCTIONS 9			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)
D1	Existing Flows 2023	AM	ONE HOUR	07:45	09:15	15
D2	Existing Flows 2023	PM	ONE HOUR	16:15	17:45	15
D3	With Construction Traffic 2023	AM	ONE HOUR	07:45	09:15	15
D4	With Construction Traffic 2023	PM	ONE HOUR	16:15	17:45	15

#### Analysis Set Details

ID	Name	Network flow scaling factor (%)
A1	2023 Base Flows	100.000

# 2023 Base Flows - Existing Flows 2023, AM

### **Junction Network**

#### Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	12.22	В

#### Junction Network Options

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

### Arms

#### Arms

Arm	Name	Description
1	North Road	
2	Clifton Road	
3	Pasture Lane	
4	Clifton Lane	

#### Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
1	3.20	3.05	4.70	2.0	14.80	16.30	0.0	✓
2	3.20	3.20	4.70	2.0	17.90	14.50	0.0	
3	3.30	3.30	4.40	4.0	20.00	20.00	0.0	
4	3.55	3.00	4.50	1.5	16.10	12.60	0.0	

#### Slope / Intercept / Capacity

Roundabout	Slope a	and I	Intercept	used i	n mode
i coundabout	olope i	anai	intercept	useur	ii moue

Arm	Final slope	Final intercept (PCU/hr)
1	0.546	858
2	0.634	788
3	0.928	1405
4	0.611	809

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

### **Traffic Demand**

#### **Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	Existing Flows 2023	AM	ONE HOUR	07:45	09:15	15

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

#### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		√	11	100.000
2		√	366	100.000
3		√	112	100.000
4		✓	445	100.000

### **Origin-Destination Data**

Demand (Veh/hr)

		То					
		1	2	3	4		
	1	0	11	0	0		
From	2	2	0	54	310		
	3	0	112	0	0		
	4	2	422	21	0		

### **Vehicle Mix**

**Heavy Vehicle Percentages** 

		То					
		1	2	3	4		
	1	0	0	0	0		
From	2	0	0	4	1		
	3	0	1	0	0		
	4	0	3	5	0		

### **Results**

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.02	7.14	0.0	A
2	0.53	9.95	1.1	A
3	0.11	3.79	0.1	A
4	0.69	16.25	2.2	С

#### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	8	414	626	0.013	8	0.0	5.823	А
2	276	16	769	0.358	273	0.6	7.227	A
3	84	233	1176	0.072	84	0.1	3.296	A
4	335	86	735	0.456	332	0.8	8.864	А

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	10	497	580	0.017	10	0.0	6.314	A
2	329	19	767	0.429	328	0.7	8.184	A
3	101	280	1133	0.089	101	0.1	3.486	A
4	400	102	725	0.552	399	1.2	10.988	В

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	12	607	518	0.023	12	0.0	7.110	A
2	403	23	765	0.527	402	1.1	9.878	A
3	123	342	1075	0.115	123	0.1	3.781	A
4	490	125	711	0.689	486	2.1	15.777	С

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	12	611	516	0.023	12	0.0	7.137	A
2	403	23	764	0.527	403	1.1	9.955	A
3	123	343	1074	0.115	123	0.1	3.785	A
4	490	126	711	0.689	490	2.2	16.246	С

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	10	503	577	0.017	10	0.0	6.348	A
2	329	19	767	0.429	330	0.8	8.270	A
3	101	282	1131	0.089	101	0.1	3.493	A
4	400	103	724	0.552	404	1.3	11.344	В

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	8	420	623	0.013	8	0.0	5.851	A
2	276	16	769	0.358	276	0.6	7.315	A
3	84	236	1174	0.072	84	0.1	3.306	A
4	335	86	734	0.456	337	0.9	9.087	А

## 2023 Base Flows - Existing Flows 2023, PM

### **Junction Network**

#### Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	16.76	С

#### **Junction Network Options**

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

### **Traffic Demand**

#### **Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	Existing Flows 2023	PM	ONE HOUR	16:15	17:45	15

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

#### Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	2	100.000
2		✓	491	100.000
3		✓	56	100.000
4		~	507	100.000

### **Origin-Destination Data**

Demand (Veh/hr)

		То					
		1	2	3	4		
	1	0	1	0	1		
From	2	5	0	77	409		
	3	0	56	0	0		
	4	1	467	39	0		

### **Vehicle Mix**

**Heavy Vehicle Percentages** 

		То					
		1	2	3	4		
	1	0	0	0	0		
From	2	0	0	0	1		
	3	0	0	0	0		
	4	0	1	10	0		

### **Results**

### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.72	16.78	2.5	С
3	0.06	3.92	0.1	A
4	0.74	18.14	2.7	С

#### Main Results for each time segment

#### 16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	419	626	0.000	0	0.0	0.000	A
2	370	29	764	0.484	366	0.9	8.970	A
3	42	309	1116	0.038	42	0.0	3.350	A
4	382	46	768	0.497	378	1.0	9.133	А

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	503	579	0.000	0	0.0	0.000	A
2	441	35	760	0.581	440	1.3	11.185	В
3	50	371	1058	0.048	50	0.0	3.570	A
4	456	55	763	0.597	454	1.4	11.650	В

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	614	518	0.000	0	0.0	0.000	А
2	541	43	754	0.717	536	2.4	16.203	С
3	62	452	982	0.063	62	0.1	3.911	A
4	558	67	755	0.739	553	2.6	17.396	С

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	618	516	0.000	0	0.0	0.000	А
2	541	43	754	0.717	540	2.5	16.776	С
3	62	456	979	0.063	62	0.1	3.924	A
4	558	67	755	0.739	558	2.7	18.136	С

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	510	576	0.000	0	0.0	0.000	A
2	441	35	759	0.581	446	1.4	11.617	В
3	50	376	1054	0.048	50	0.1	3.590	A
4	456	55	763	0.598	461	1.5	12.096	В

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	425	623	0.000	0	0.0	0.000	A
2	370	30	763	0.484	372	1.0	9.229	A
3	42	313	1112	0.038	42	0.0	3.367	A
4	382	46	768	0.497	384	1.0	9.416	А

# 2023 Base Flows - With Construction Traffic 2023, AM

### **Junction Network**

#### Junctions

Junction	Junction Name Junction Type		Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	18.09	С

#### Junction Network Options

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

### **Traffic Demand**

#### **Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	With Construction Traffic 2023	AM	ONE HOUR	07:45	09:15	15

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

#### **Demand overview (Traffic)**

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		✓	11	100.000
2		✓	419	100.000
3		✓	114	100.000
4		✓	516	100.000

### **Origin-Destination Data**

Demand (Veh/hr)

		То					
		1	2	3	4		
	1	0	11	0	0		
From	2	2	0	107	310		
	3	0	112	0	2		
	4	2	422	92	0		

### **Vehicle Mix**

Heavy Vehicle Percentages

		То					
		1	2	3	4		
	1	0	0	0	0		
From	2	0	0	2	1		
	3	0	1	0	100		
	4	0	3	3	0		

### **Results**

#### Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS
1	0.03	7.81	0.0	A
2	0.64	14.15	1.8	В
3	0.12	3.87	0.1	A
4	0.80	24.59	3.7	С

#### Main Results for each time segment

#### 07:45 - 08:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	8	467	597	0.014	8	0.0	6.110	A
2	315	68	736	0.428	312	0.7	8.435	A
3	86	233	1157	0.074	86	0.1	3.361	A
4	388	85	736	0.528	384	1.1	10.115	В

#### 08:00 - 08:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	10	560	545	0.018	10	0.0	6.726	A
2	377	82	727	0.518	375	1.1	10.186	В
3	102	280	1114	0.092	102	0.1	3.558	A
4	464	102	726	0.639	461	1.7	13.489	В

#### 08:15 - 08:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	12	682	477	0.025	12	0.0	7.742	A
2	461	100	716	0.644	459	1.7	13.831	В
3	126	341	1058	0.119	125	0.1	3.861	A
4	568	125	712	0.798	561	3.5	22.757	С

#### 08:30 - 08:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	12	689	473	0.026	12	0.0	7.805	A
2	461	101	715	0.645	461	1.8	14.146	В
3	126	343	1056	0.119	126	0.1	3.869	A
4	568	126	712	0.798	567	3.7	24.591	С

#### 08:45 - 09:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	10	570	539	0.018	10	0.0	6.802	A
2	377	84	726	0.519	379	1.1	10.454	В
3	102	282	1111	0.092	103	0.1	3.571	A
4	464	103	726	0.639	471	1.8	14.550	В

#### 09:00 - 09:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	8	474	593	0.014	8	0.0	6.157	A
2	315	70	736	0.429	317	0.8	8.625	A
3	86	236	1154	0.074	86	0.1	3.370	A
4	388	86	736	0.528	391	1.1	10.537	В

# 2023 Base Flows - With Construction Traffic 2023, PM

### **Junction Network**

#### Junctions

Junction	Name	Junction Type	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	17.61	С

#### **Junction Network Options**

Di	riving side	Lighting	Road surface	In London
	Left	Normal/unknown	Normal/unknown	

### **Traffic Demand**

#### **Demand Set Details**

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	With Construction Traffic 2023	PM	ONE HOUR	16:15	17:45	15

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

#### **Demand overview (Traffic)**

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
1		√	2	100.000
2		√	491	100.000
3		√	184	100.000
4		✓	509	100.000

### **Origin-Destination Data**

Demand (Veh/hr)

		То				
		1	2	3	4	
	1	0	1	0	1	
From	2	5	0	77	409	
	3	0	111	0	73	
	4	1	467	41	0	

### **Vehicle Mix**

Heavy Vehicle Percentages

		То					
		1	2	3	4		
	1	0	0	0	0		
From	2	0	0	0	1		
	3	0	0	0	3		
	4	0	1	15	0		

### **Results**

#### Results Summary for whole modelled period

Arm	Max RFC Max delay (s)		Max Queue (Veh)	Max LOS
1	0.00	0.00	0.0	A
2	0.72	17.00	2.5	С
3	0.21	4.71	0.3	A
4	0.78	22.82	3.4	С

#### Main Results for each time segment

#### 16:15 - 16:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	461	602	0.000	0	0.0	0.000	А
2	370	31	762	0.485	366	0.9	9.013	А
3	139	309	1103	0.126	138	0.1	3.728	A
4	383	87	740	0.518	379	1.0	9.852	А

#### 16:30 - 16:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	554	551	0.000	0	0.0	0.000	A
2	441	37	757	0.583	440	1.4	11.267	В
3	165	371	1046	0.158	165	0.2	4.087	A
4	458	104	730	0.627	455	1.6	12.989	В

#### 16:45 - 17:00

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	675	484	0.000	0	0.0	0.000	A
2	541	45	752	0.719	536	2.4	16.402	С
3	203	452	971	0.209	202	0.3	4.682	A
4	560	127	716	0.783	554	3.3	21.343	С

#### 17:00 - 17:15

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	681	480	0.000	0	0.0	0.000	A
2	541	45	751	0.720	540	2.5	17.005	С
3	203	456	967	0.209	203	0.3	4.706	A
4	560	128	716	0.783	560	3.4	22.821	С

#### 17:15 - 17:30

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	563	545	0.000	0	0.0	0.000	A
2	441	37	757	0.583	446	1.4	11.719	В
3	165	376	1041	0.159	166	0.2	4.114	A
4	458	105	730	0.627	464	1.7	13.876	В

#### 17:30 - 17:45

Arm	Total Demand (Veh/hr)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	LOS
1	0	469	598	0.000	0	0.0	0.000	А
2	370	31	761	0.486	372	1.0	9.281	А
3	139	313	1099	0.126	139	0.1	3.749	A
4	383	87	740	0.518	386	1.1	10.236	В





#### PM Peak Hour 16.30 - 17.30 NORTH ROAD (%0) (%0) (0%) 0 1 4 (0.9%) 467 **CLIFTON** (10%) 39 ROAD **CLIFTON** 5 (0%) LANE 409 (0.7%) 77 (0%) 0 0 56

(%0)

PASTURE

LANE





#### Figure 1c With Construction Traffic Design Flows

	Job Title Proposed Development Fair Oaks Renewable Energy Park. Nottingham				
	Drawing Title Traffic flows With / Without Development				
Client	Scale N.1	T.S.	Date May 2023	Doc Sheet No.	
	Drawn By J.L. Checked Approved				
	Job No. Drg. No. Figure 1 Rev.				





#### Movement 1 North Road Right Turn to Clifton Lane Inc. in peak 60 min. calc. Y/N

			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
07.30 - 07.45	0	0	1	0	0	0	1	0.00	1
07.45 - 08.00	0	0	0	0	0	0	0	0.00	0
08.00 - 08.15	0	0	0	0	0	0	0	0.00	0
08.15 - 08.30	0	0	0	0	0	0	0	0.00	0
08.30 - 08.45	0	0	0	0	0	0	0	0.00	0
08.45 - 09.00	0	0	0	0	0	0	0	0.00	0
09.00 - 09.15	0	0	0	0	0	0	0	0.00	0
09.15 - 09.30	0	0	0	0	0	0	0	0.00	0
Peak Hour Total	0	0	0	0	0	0	0	0.00	0
<u> </u>									

08.00-09.00 Based on traffic flows selected for inclusion in Peak Period calculation Peak Hour is:

			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
16.00 - 16.15	0	0	0	0	0	0	0	0.00	0
16.15 - 16.30	0	0	0	0	0	0	0	0.00	0
16.30 - 16.45	0	0	0	0	0	0	0	0.00	0
16.45 - 17.00	0	0	0	0	0	0	0	0.00	0
17.00 - 17.15	0	0	1	0	0	0	1	0.00	1
17.15 - 17.30	0	0	0	0	0	0	0	0.00	0
17.30 - 17.45	0	0	0	0	0	0	0	0.00	0
17.45 - 18.00	0	0	0	0	0	0	0	0.00	0
Peak Hour Total	0	0	1	0	0	0	1	0.00	1

Peak Hour is: 16.30-17.30 Based on traffic flows selected for inclusion in Peak Period calculation

#### North Road Straight Ahead to Pasture Lane Inc. in peak 60 min. calc. Y/N Movement 2

			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
07.30 - 07.45	0	0	0	0	0	0	0	0.00	0
07.45 - 08.00	0	0	0	0	0	0	0	0.00	0
08.00 - 08.15	0	0	0	0	0	0	0	0.00	0
08.15 - 08.30	0	0	0	0	0	0	0	0.00	0
08.30 - 08.45	0	0	0	0	0	0	0	0.00	0
08.45 - 09.00	0	0	0	0	0	0	0	0.00	0
09.00 - 09.15	0	0	1	0	0	0	1	0.00	1
09.15 - 09.30	0	0	0	0	0	0	0	0.00	0
Peak Hour Total	0	0	0	0	0	0	0	0.00	0

Y

Peak Hour is: 08.00-09.00 Based on traffic flows selected for inclusion in Peak Period calculation

			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
16.00 - 16.15	0	0	0	0	0	0	0	0.00	0
16.15 - 16.30	0	0	0	0	0	0	0	0.00	0
16.30 - 16.45	0	0	0	0	0	0	0	0.00	0
16.45 - 17.00	0	0	0	0	0	0	0	0.00	0
17.00 - 17.15	0	0	0	0	0	0	0	0.00	0
17.15 - 17.30	0	0	0	0	0	0	0	0.00	0
17.30 - 17.45	0	0	0	0	0	0	0	0.00	0
17.45 - 18.00	0	0	0	0	0	0	0	0.00	0
Peak Hour Total	0	0	0	0	0	0	0	0.00	0

Peak Hour is: 16.30-17.30 Based on traffic flows selected for inclusion in Peak Period calculation

Traffic	Survey	Summ	ary C	ontinua	ation Sl	heet			
Survey Location	on	Clifton Road	1.		Date	25/04/2023	Day Weather	Tuesday	
		Nottingnam					Weather		
Movement 3	North Road L	eft Turn to Cli.	fton Road				Inc. in peak 60	min. calc. Y/N	Y
			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
07.30 - 07.45	0	0	0	0	0	0	0	0.00	0
07.45 - 08.00	0	0	2	0	0	0	2	0.00	2
08.15 - 08.30	0	0	2	0	0	0	2	0.00	2
08.30 - 08.45	0	0	4	0	0	0	4	0.00	4
08.45 - 09.00	0	0	3	0	0	0	3	0.00	3
09.00 - 09.15	0	0	0	0	0	0	0	0.00	0
09.13-09.30	0	0	'	0	0		1	0.00	
Peak Hour Total	0	0	11	0	0	0	11	0.00	11
Peak Hour is:	08.00-09.00	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period c	alculation			
Time	B. Cycolo	M. Cyclo	Vehicle Class	Mod Gdo	Huay Gelo	BSV	Vahialaa	Totals	PCUs
16.00 - 16.15		m. Cycle	1	meu.ous	∩ ∩	F.3.V.	1	0.00	1
16.15 - 16.30	0	0	2	0	0	0	2	0.00	2
16.30 - 16.45	0	0	0	0	0	0	0	0.00	0
16.45 - 17.00	0	0	0	0	0	0	0	0.00	0
17.00 - 17.15	0	0	0	0	0	0	0	0.00	0
17.15 - 17.30	0	0	1	0	0	0	1	0.00	1
17.30 - 17.45	0	0	2	0	0	0	2	0.00	2
17.45 - 18.00		0	4	0	0	U	4	0.00	4
Peak Hour Total	0	0	1	0	0	0	1	0.00	1
Peak Hour is:	16.30-17.30	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period c	alculation			
Movement 4	Clifton Road	Right Turn to	Vehicle Class				Inc. in peak 60	Totals	Y
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
07.30 - 07.45	0	0	2	0	0	0	2	0.00	2
07.45 - 08.00	0	0	0	0	0	0	0	0.00	0
08.00 - 08.15	0	0	1	0	0	0	1	0.00	1
08.15 - 08.30	0	0	0	0	0	0	0	0.00	0
08.30 - 08.45	0	0	1	0	0	0	1	0.00	1
08.45 - 09.00	0	0	1	0	0	0	1	0.00	1
09.00 - 09.15	0	0	0	0	0	0	0	0.00	0
			<u> </u>	0	0		0	0.00	
Peak Hour is:	08.00-09.00	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period c	alculation	2	0.00	2
			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
16.00 - 16.15	0	0	1	0	0	0	1	0.00	1
16.15 - 16.30	0	0	0	0	0	0	0	0.00	0
16.30 - 16.45	0	0	3	0	0	0	3	0.00	3
16.45 - 17.00	0	0	1	0	0	0	1	0.00	1
17.00 - 17.15	0	0	1	0	0	0	1	0.00	1
17.13 - 17.30	0	0	3	0	0	0	3	0.00	3
17.45 - 18.00	0	0	3	0	0	0	3	0.00	3
Book Hour Total	0	0	5	0	0	0	5	0.00	5
Peak Hour is:	16.30-17.30	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period c	alculation	5	0.00	5
Movement 5	Clifton Road	Straight Ahead	d to Clifton La	ne			Inc. in peak 60	min. calc. Y/N	Y
			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
07.30 - 07.45	1	0	60	0	0	<u> </u>	61	0.00	60
07.45 - 08.00	1	0	75	1	0		/5 	1.00	/5 81
08.15 - 08.30		1	79	0	0	1	74	1.23	74
08.30 - 08.45	0	n 1	75	0	0	0	74	0.00	75
08.45 - 09.00	0	0	80	0	0	0	80	0.00	80
09.00 - 09.15	0	0	73	0	0	0	73	0.00	73
09.15 - 09.30	0	0	76	1	0	0	77	1.30	78
Peak Hour Total	1	1	306	1	0	1	310	0.65	310
Peak Hour is:	08.00-09.00	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period c	alculation			
			Vehicle Class					Totals	
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
16.00 - 16.15	0	0	107	0	0	0	107	0.00	107
16.15 - 16.30	0	3	91	0	0	1	95	1.05	94
16.30 - 16.45	0	1	89	0	0	0	90	0.00	89
16.45 - 17.00	0	0	101		0	1	103	1.94	105
17 15 - 17 30	0	1	02	1	0	0	122	1.06	0/
17.30 - 17.45	0	1	101	0	0	1	103	0.97	103
17.45 - 18.00	0	1	79	0	0	1	81	1.23	81
[		0	404	2	0		100	0.73	410
Peak Hour Total	0	Z	404	Z	01	11	403	0.101	710

Survey Location         Liften Read         Data 25040200         Data 2504000         Data 2504000         Data 2504000         Data 2504000         Data 25040000         Data 2504000         Data 2504000         Data 2504000         Data 2504000         Data 25040000         Data 25040000         Data 25040000         Data 25040000         Data 25040000         Data 25040000         Data 250400000         Data 250400000         Data 250400000         Data 250400000         Data 250400000         Data 250400000000000000000000000000000000000	Traffic	Survey	Summ	ary C	ontinua	ation S	heet			
Avenue 1         Clino Root Left Turi to Patien Lane         inc. in pack 00 in. cait. VI         Y                The set of	Survey Locatio	on	Clifton Roac	<u>I.</u>		Date	25/04/2023	Day Weather	Tuesday Fine	
Image         Velocity         Velocity         PAU         Total           014         010         0	Movement 6	Clifton Road	Left Turn to Pa	asture Lane				Inc. in peak 60	Y	
Item         P Oct         M Optim         GenL does         Med See         P.9.V         Versites         % Optim         POIS           643         643         6         0        <				Vehicle Class					Totals	
UP32         UP32 <thup32< th="">         UP32         UP32         <thu< td=""><td>Time</td><td>P. Cycle</td><td>M. Cycle</td><td>Car/Lt.Gds</td><td>Med.Gds</td><td>Hvy.Gds</td><td>P.S.V.</td><td>Vehicles</td><td>% OGVs</td><td>PCUs</td></thu<></thup32<>	Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
0.5.0.00         0        0         0         0 </td <td>07.30 - 07.45</td> <td>1</td> <td>0</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>3</td> <td>0.00</td> <td>2</td>	07.30 - 07.45	1	0	2	0	0	0	3	0.00	2
Image is a bar in the second of the	07.45 - 08.00	0	0	6	0	0	0	6	0.00	6
Bit Description         O         11         0         14         714         745         744         745         744         7	08.00 - 08.15	0	0	15	0	0	0	15	0.00	15
Data         Doin         Doin <thdoin< th="">         Doin         Doin         <thd< td=""><td>08.30 - 08.45</td><td>0</td><td>0</td><td>13</td><td>0</td><td>1</td><td>0</td><td>14</td><td>7 14</td><td>15</td></thd<></thdoin<>	08.30 - 08.45	0	0	13	0	1	0	14	7 14	15
Biological	08.45 - 09.00	0	0	15	1	0	0	16	6.25	17
93.55 - 39.30         0         0         12         0         0         12         0.00           Peak Hour lie:         08.00-09.00         Based on traffic flows selected for inclusion in Peak Period calculation         1         0         54         37.00           Tens         Ported         More that         More that <th< td=""><td>09.00 - 09.15</td><td>0</td><td>0</td><td>14</td><td>0</td><td>0</td><td>0</td><td>14</td><td>0.00</td><td>14</td></th<>	09.00 - 09.15	0	0	14	0	0	0	14	0.00	14
Pack Hore II         0 <t< td=""><td>09.15 - 09.30</td><td>0</td><td>0</td><td>12</td><td>0</td><td>0</td><td>0</td><td>12</td><td>0.00</td><td>12</td></t<>	09.15 - 09.30	0	0	12	0	0	0	12	0.00	12
Peak Huar II:         08 00.05 00         Based on traffic flows selected for inclusion in Peak Period calculation           Time         P Cycts         K Cycle         Certificas         Mode Selected for inclusion in Peak Period calculation           1000 10.05         0         K Cycle         Certificas         Mode Selected for inclusion in Peak Period calculation           1000 10.05         0         K Cycle         Certificas         Mode Selected for inclusion         Peak Selected for inclusion           1000 10.05         0         0         118         0         0         0         168         0.000           1000 11.05         0         0         118         0         0         0         128         0.000           1000 11.15         0         0         120         0         0         0         0         0         23         0.000           1000 117         11300         0         120         0         0         0         0         0         23         0.000           1000 117         1000 11         100         0         0         0         1000         23         0.000           1000 11         100         0         1         0         0         1         0 <td>Peak Hour Total</td> <td>0</td> <td>0</td> <td>52</td> <td>1</td> <td>1</td> <td>0</td> <td>54</td> <td>3.70</td> <td>56</td>	Peak Hour Total	0	0	52	1	1	0	54	3.70	56
Image: biologic	Peak Hour is:	08.00-09.00	Based on traff	ic flows selecte	d for inclusion in	n Peak Period c	alculation			
Tree         P. Cycle         CartL.Ges         Ma. Ges         PS.V.         Ventices         Y. Oru         PCUs           015 16 15         0         0         155         0         0         155         0         0         155         0         0         155         0         0         155         0         0         155         0         0         155         0				Vehicle Class					Totals	
1:80 - 1:81 (5)         0         0         13         0         0         13         0.00           (53) - 1:63 (1 - 0)         0         15         0         0         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         15         0.00         125         0.00         173         73.0         74.0         0         0         173         73.0         10         1         76         0         0         0         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         173         0.00         113         0.00         113         0.00         114	Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
Trial         0         0         15         0         0         15         0         0         15         0.00           15.00         15.00         0         19         0         0         19         0.00           15.00         17.30         0         0         19         0         0         19         0.00           15.00         17.30         17.30         0 <td< td=""><td>16.00 - 16.15</td><td>0</td><td>0</td><td>13</td><td>0</td><td>0</td><td>0</td><td>13</td><td>0.00</td><td>13</td></td<>	16.00 - 16.15	0	0	13	0	0	0	13	0.00	13
Histor : Hold	16.15 - 16.30	0	0	15	0	0	0	15	0.00	15
Integer 17:00         U         <	16.30 - 16.45	0	0	19	0	0	0	19	0.00	19
17.00 - 17.15         U         U         18         U         0         0         18         0.00           17.30 - 17.45         0         0         221         0         0         0         231         0.00           Pask Hour is         16.30 - 17.00         221         0         0         0         0         231         0.00           Pask Hour is         16.30 - 17.00         0         0         0         0         0         7.00         0         0         0         7.00         0         0         0         7.00         0         0         0         7.00         0         0         0         7.00         0         0         7.00         0         0         0         7.00         0         0         0         7.00         0         0         7.00         0	16.45 - 17.00	0	0	19	0	0	0	19	0.00	19
D1-10-17-40         U        U         U <thu< td=""><td>17.00 - 17.15</td><td>0</td><td>0</td><td>18</td><td>0</td><td>0</td><td>0</td><td>18</td><td>0.00</td><td>18</td></thu<>	17.00 - 17.15	0	0	18	0	0	0	18	0.00	18
11-40-11-765         0         0         24         0         0         0         25         0.000           Peak Hour Is:         15.30-17.30         Based on traffic foxes selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. VN         Y           Time         P Cycle         M Cycle         Call Leas         Med Cea         P.8.V.         Vehicle Cass         Total           Time         P Cycle         M Cycle         Call Leas         Med Cea         P.9.V.         Vehicle Cass         Total           Sign - Sol -	17.15 - 17.30	0	1	20	0	0	0	21	0.00	20
Integration         2         0         Zft         0         0         0         77         0.00           Peak Hour fei:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period catculation         Inc. in peak 60 min. calc. YN         Y           Peak Hour fei:         16.20-17.30         Based on traffic flows selected for inclusion in Peak Period catculation         Inc. in peak 60 min. calc. YN         Y           Vehicle Class         Vehicle Class         Inc. in peak 60 min. calc. YN         Y           7.30-07.45         0         0         0         0         2         2.00         1         0         2         2.00         1         1.00         2.00         1         0.00         1         0         2         2.00         1         1.00         2.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00         1         0.00	17.30 - 17.45	0	0	23	0	0	0	23	0.00	23
Peak Hour is:         1         76         0         0         1         77         0.00           Peak Hour is:         16.0-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. YN         Y           Movement         P. Cycle         M. Cycle         Call to the	17.45 - 18.00	2	0	24	0	0	U	26	0.00	24
Peak Hour is:         15.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation           Movement         Pasture Lane Right Turn to Ciffico Road         Inc. in peak 80 min. calc. YN         Y                7.30 07.45          0         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0<	Peak Hour Total	0	1	76	0	0	0	77	0.00	76
Vehicle Class         Vehicle	Peak Hour is: Movement 7	16.30-17.30 Pasture Lane	Based on traff	ic flows selecter	d for inclusion i	n Peak Period c	alculation	Inc. in peak 60	min. calc. Y/N	Y
Time         P. Cycle         M. Cycle         CariLobs         Med.Gds         PLy.dls         P. S.V.         Valuetes         % OCVs         PCUs           07.30 - 07.45         0         0         1         0         1         0         2.2.3         2.0.00         2.2.5         0.00         2.2.5         0.00         2.2.5         0.00         2.2.5         0.00         2.2.5         0.00         2.2.5         0.00         1.1.11				Valiate Olares			1	[	<b>T</b> - 4 - 1 -	
International of the second of the	Time	B. Cuela	M. Cuele	Venicle Class	Mad Cda	Line Cala	DOV	Vahialaa		DCUla
Display         Display <t< td=""><td>07.20 07.45</td><td>P. Cycle</td><td>W. Cycle</td><td>Car/Lt.Gus</td><td>Mied.Gds</td><td>HVY.Gas</td><td>P.S.V.</td><td>Venicies</td><td>% OGVS</td><td>PC05</td></t<>	07.20 07.45	P. Cycle	W. Cycle	Car/Lt.Gus	Mied.Gds	HVY.Gas	P.S.V.	Venicies	% OGVS	PC05
Diamon         Diamon <thdiamon< th=""> <thdiamon< t<="" td=""><td>07.30 - 07.45</td><td>0</td><td>0</td><td>41</td><td>0</td><td>0</td><td>0</td><td>42</td><td>2.30</td><td>43</td></thdiamon<></thdiamon<>	07.30 - 07.45	0	0	41	0	0	0	42	2.30	43
Dec. No. 20         O <tho< th="">         O         <tho< th=""> <tho< th=""> <tho< th=""> <tho< td="" th<=""><td>07.45 - 08.00</td><td>0</td><td>0</td><td>10</td><td>0</td><td>0</td><td>0</td><td>10</td><td>0.00</td><td>19</td></tho<></tho<></tho<></tho<></tho<>	07.45 - 08.00	0	0	10	0	0	0	10	0.00	19
Display         Display <t< td=""><td>08.00 - 08.15</td><td>0</td><td>0</td><td>35</td><td>0</td><td>0</td><td>1</td><td>36</td><td>2.78</td><td>37</td></t<>	08.00 - 08.15	0	0	35	0	0	1	36	2.78	37
Base 00000         C <thc< th="">         C         <thc< th=""> <thc< <="" td=""><td>08 30 - 08 45</td><td>0</td><td>0</td><td>32</td><td>0</td><td>0</td><td></td><td>32</td><td>0.00</td><td>32</td></thc<></thc<></thc<>	08 30 - 08 45	0	0	32	0	0		32	0.00	32
00:00:01:5         0         0         0         0         0         1         0         9         11:11           08:15:08:30         0         0         0         8         0         1         0         9         11:11           08:15:08:30         0         1         0         0         1         0         9         11:11           Peak Hour is:         08:00-09:00         Based on traffic flows selected for inclusion in Peak Period calculation         112         0.89         1           Teme         P. Cycle         Mcycle         CartLG&S         Med.G&S         Hyg.Gas         P.S.V.         Vehicles         %00V         PCUs           15:01:16:15         0         0         0         0         0         10         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11         0.00         11	08 45 - 09 00	0	1	24	0	0	0	25	0.00	24
68.15 - 09.30         0         0         8         0         1         0         9         11.11           Peak Hour Total         0         1         100         0         1         100         9         11.11           Peak Hour Is:         08.00-09.00         Based on traffic flows selected for inclusion in Peak Period calculation         Totals         Totals           Time         P. Cycle         M. Cycle         CariLLGes         Med.Ges         Hvy.Ges         P.S.V.         Vehicle Cass         Totals           16.30 - 16.15         0         0         10         0         0         10         0.00         11         0.00         16         0.00         16         0.00         16         0.00         16         0.00         11         0.00         16         0.00         11         0.00         18         0.00         17.00         11         0.00         11         0.00         17.00         11         0.00         13         0.00         17.00         13         0.00         17.00         17.15         1.00         15         0         0         0         15         0.00         17.00         15         0.00         17.20         15.00         0         <	09.00 - 09.15	0	0	8	0	1	0	9	11.11	10
Instruction         O         I         I         O         O         I         I         I         O         O         I         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         I         I         I         O         O         O         I         I         O         O         O         O         O         I         O         O         O         I         O         O         O         I         I         O         O         I         O         O         I         O         O         I         O         O         I         I         O         O         I         I         O         I         I         O         I         I         O         I         I         I         I         I         I         I <th< td=""><td>09 15 - 09 30</td><td>0</td><td>0</td><td>8</td><td>0</td><td>1</td><td>0</td><td>9</td><td>11 11</td><td>10</td></th<>	09 15 - 09 30	0	0	8	0	1	0	9	11 11	10
Pack Hour Total         0         1         10         0         0         1         112         0.89         1           Peak Hour is:         08.00-09.00         Based on traffic flows selected for inclusion in Peak Period calculation         Totals         Yoticle Cass				440				440	0.00	110
Time         P. Cycle         M. Cycle         CarlLOGs         Med.Gds         Hty.Ods         P.S.V.         Vehicles         % OGVs         PCUs           16:00 - 16:15         0         0         10         0         0         0         10         0.00           16:30 - 16:35         0         0         10         0         0         10         0.00           16:30 - 16:45         1         0         17         0         0         0         18         0.00           16:30 - 17:15         0         0         18         0         0         11         0.00           17:15 - 17:30         1         0         18         0         0         13         0.00           17:15 - 17:30         0         0         15         0         0         0         15         0.00           17:15 - 17:30         10         18         0         0         0         15         0.00           17:45 - 18:30         0         0         0         0         0         15         0.00           Peak Hour Is:         16:30-17:30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N <td< td=""><td>Peak Hour Iotal</td><td>08 00-09 00</td><td>Based on traff</td><td>ic flows selecter</td><td>u for inclusion in</td><td>n Peak Period c</td><td>alculation</td><td>112</td><td>0.89</td><td>112</td></td<>	Peak Hour Iotal	08 00-09 00	Based on traff	ic flows selecter	u for inclusion in	n Peak Period c	alculation	112	0.89	112
Time         P. Cycle         M. Cycle         Carlloads         Med.dds         Hyt.dds         P.S.V.         Vehicles         % OGVs         PCus           11:00 - 16:15         0         0         0         10         0         0         10         0.00         10         0.00         10         0.00         10         0.00         10         0.00         10         0.00         11         11         0.00         11         11         0.00         11         11         0.00         11         11         0.00         11         11         0.00         11         11         0		[		Vahiala Class			]		Totala	
Image         Product	Time	P. Cycle	M Cycle	Car/I t Gds	Med Gds	Hvy Gds	PSV	Vehicles	% OGVs	PCUs
Is.15 - 16.30         0         0         10         0         0         10         0         10         0.00           16.30 - 16.45         1         0         17         0         0         0         18         0.00           16.45 - 17.00         0         0         11         0         0         11         0.00         18         0.00           17.00 - 17.15         0         0         11         0         0         11         0.00         11         0.00         11         0.00         17.00         0         18         0.00         17.00         10         18         0.00         17.30         13         0.00         0         13         0.00         13         0.00         17.30         17.45         0         0         0         56         0.00         15         0.00         0         0         56         0.00         0         16         0.00         16         0 </td <td>16.00 - 16.15</td> <td>0</td> <td>0</td> <td>10</td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td>0.00</td> <td>10</td>	16.00 - 16.15	0	0	10	0	0	0	10	0.00	10
16.30 - 16.45         1         0         17         0         0         18         0.00           16.45 - 17.00         0         0         11         0         0         0         11         0.00           17.15 - 17.30         1         0         18         0         0         0         19         0.00           17.30 - 17.45         0         0         13         0         0         13         0.00           17.35 - 17.30         0         0         15         0         0         15         0.00           7.30 - 17.45         0         0         15         0         0         15         0.00           Peak Hour Total         2         0         54         0         0         0         56         0.00           Peak Hour is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N         Y           Time         P. Cycle         Modge         Mod.gds         Hy.Gds         P.S.V.         Yehicle Class         Yehicle Class         Totals         Yehicle Class         Totals         Yehicle Class         Yehicle Class         Yehicle Clasioi 0         0         0	16.15 - 16.30	0	0	10	0	0	0	10	0.00	10
16.45         17.00         0         0         11         0         0         11         0.00           17.00         1         0         18         0         0         0         8         0.00           17.00         1         0         18         0         0         19         0.00           17.30         1         0         13         0         0         13         0.00           17.45         17.45         0         0         15         0         0         15         0.00           Peak Hour Is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Movement 8         Pasture Lane Straight Ahead to North Road         Inc. in peak 60 min. calc. Y/N         Y           Time         Pr.Cycle         M.Cycle         Car/LtGds         Med.Gds         P.S.V.         Vehicles         % OVs         PCUs           07.30 - 07.45         0	16.30 - 16.45	1	0	17	0	0	0	18	0.00	17
17:00-17:15         0         0         8         0         0         0         8         0.00           17:16-17:30         1         0         18         0         0         0         19         0.00           17:30-17:45         0         0         13         0.00         0         13         0.00           17:45-18:00         0         0         15         0         0         0         15         0.00           Peak Hour Total         2         0         54         0         0         0         56         0.00           Peak Hour is:         16:30-17:30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N         Y           Time         P. Cycle         M. Cycle         Car/LGds         Med.dds         P.S.V.         Vehicles         % OOVs         PCus           07:30 - 07:45         0	16.45 - 17.00	0	0	11	0	0	0	11	0.00	11
17.15         17.30         1         0         18         0         0         19         0.00           17.30         1         0         0         13         0         0         13         0.00           17.45         18.00         0         0         15         0         0         0         15         0.00           Peak Hour Total         2         0         54         0         0         0         56         0.00           Peak Hour is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N         Y           Time         P. Cycle         M. Cycle         Car/LLGds         Med.Gds         Hvy.Gds         P.S.V.         Vehicles         % OGVs         PCus           07.30 - 07.45         0	17.00 - 17.15	0	0	8	0	0	0	8	0.00	8
17.30 - 17.45         0         0         13         0         0         13         0.00           17.45 - 18.00         0         0         15         0         0         0         15         0.00           Peak Hour Total         2         0         54         0         0         0         56         0.00           Peak Hour is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N         Y           Peak Hour is:         P. Cycle         M. Cycle         Carlt.Cds         Med.Gds         Hvy.Gds         P.S.V.         VehicleS         % OGVs         PCUs           07.30 - 07.45         0 </td <td>17.15 - 17.30</td> <td>1</td> <td>0</td> <td>18</td> <td>0</td> <td>0</td> <td>0</td> <td>19</td> <td>0.00</td> <td>18</td>	17.15 - 17.30	1	0	18	0	0	0	19	0.00	18
17.45 - 18.00         0         0         15         0         0         15         0.00           Peak Hour Total         2         0         54         0         0         0         56         0.00           Peak Hour is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N         Y           Time         P. Cycle         M. Cycle         CarlLLGAS         Med.Gds         Hvy.Gds         P.S.V.         Vehicles         % OGVs         PCus           07.30 - 07.45         0	17.30 - 17.45	0	0	13	0	0	0	13	0.00	13
Peak Hour Total         2         0         54         0         0         0         56         0.00           Peak Hour is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation         Inc. in peak 60 min. calc. Y/N         Y           Time         P. Cycle         M. Cycle         Car/LGGs         Med.Gds         Hvy.Gds         P.S.V.         Vehicle S         Codes           07.45 - 08.00         0	17.45 - 18.00	0	0	15	0	0	0	15	0.00	15
Peak Hour is:         16.30-17.30         Based on traffic flows selected for inclusion in Peak Period calculation           Movement 8         Pasture Lane Straight Ahead to North Road         Inc. in peak 60 min. calc. Y/N         Y           Time         P. Cycle         M. Cycle         Car/LLGds         Med.Gds         Hvy.Gds         P.S.V.         Vehicles         % OGVs         PCus           0.30 - 07.45         0 <t< td=""><td>Peak Hour Total</td><td>2</td><td>0</td><td>54</td><td>0</td><td>0</td><td>0</td><td>56</td><td>0.00</td><td>54</td></t<>	Peak Hour Total	2	0	54	0	0	0	56	0.00	54
Novement         o         Pasture Lane Straight Arread to form Road         Int. in peak of min. cal.: 1/N         T           Vehicle Class         Totals         Totals         Totals         PCUs           07.30 - 07.45         0 <td>Peak Hour is:</td> <td>16.30-17.30</td> <td>Based on traff</td> <td>ic flows selecter</td> <td>d for inclusion in</td> <td>n Peak Period c</td> <td>alculation</td> <td>lne in neck 60</td> <td>min colo V/N</td> <td><u>v</u></td>	Peak Hour is:	16.30-17.30	Based on traff	ic flows selecter	d for inclusion in	n Peak Period c	alculation	lne in neck 60	min colo V/N	<u>v</u>
Time         P. Cycle         M. Cycle         Car/Lt.Gds         Med.Gds         Hvy.Gds         P.S.V.         Vehicles         % OGVs         PCUs           07.30 - 07.45         0			Pasture Lane Straight Ahead to North Road Vehicle Class							
107.30-07.45         0         0         0         0         0         0         0         0.00           07.45-08.00         0         0         0         0         0         0         0         0         0         0.00         0         0         0         0.00         0 <t< td=""><td>Time</td><td>P. Cycle</td><td>M. Cycle</td><td>Car/Lt.Gds</td><td>Med.Gds</td><td>Hvy.Gds</td><td>P.S.V.</td><td>Vehicles</td><td>% OGVs</td><td>PCUs</td></t<>	Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
07.45 08.00         0         0         0         0         0         0         0.00           08.00 - 08.15         0         0         0         0         0         0         0         0         0.00           08.15 - 08.30         0         0         0         0         0         0         0         0         0         0.00         0         0         0         0.00         0	07.30 - 07.45	0	0	0	0	0	0	0	0.00	0
US.00-US.15         U <thu< th="">         U         <thu< td=""><td>07.45 - 08.00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.00</td><td>0</td></thu<></thu<>	07.45 - 08.00	0	0	0	0	0	0	0	0.00	0
Uo. 19 - 00.30         U	08.00 - 08.15	0	0	0	0	0	0	0	0.00	0
U0.307-00.43         U <t< td=""><td>08.15 - 08.30</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.00</td><td>0</td></t<>	08.15 - 08.30	0	0	0	0	0	0	0	0.00	0
U0.40 - 00.00         U         <	08.30 - 08.45	0	0	0	0	0	0	0	0.00	0
US-00-105.15         U <t< td=""><td>00.45 - 09.00</td><td>- 0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.00</td><td>U</td></t<>	00.45 - 09.00	- 0	0	0	0	0	0	0	0.00	U
US.10-US.30         U <th< td=""><td>09.00 - 09.15</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.00</td><td>0</td></th<>	09.00 - 09.15	0	0	0	0	0	0	0	0.00	0
Peak Hour Total         0	09.10 - 09.30		0	0	0	0	0		0.00	U
Peak Hour is:         08.00-09.00         Based on traffic flows selected for inclusion in Peak Period calculation           Time         P. Cycle         M. Cycle         Car/Lt.Gds         Med.Gds         Hvy.Gds         P.S.V.         Vehicles         % OGVs         PCUs           16.00 - 16.15         0	Peak Hour Total	0	0	0	0	0	0	0	0.00	0
Vehicle Class         Totals           Time         P. Cycle         M. Cycle         Car/Lt.Gds         Med.Gds         Hvy.Gds         P.S.V.         Vehicles         % OGVs         PCUs           16.00 - 16.15         0 <t< td=""><td>Peak Hour is:</td><td>08.00-09.00</td><td>Based on traff</td><td>ic flows selecte</td><td>d for inclusion i</td><td>n Peak Period c</td><td>alculation</td><td></td><td></td><td></td></t<>	Peak Hour is:	08.00-09.00	Based on traff	ic flows selecte	d for inclusion i	n Peak Period c	alculation			
Time         P. Cycle         M. Cycle         Car/Lt.Gds         Med.Gds         Hy.Gds         P.S.V.         Vehicles         % OGVs         PCUs           16.00 - 16.15         0         <	(			Vehicle Class					Totals	
16.00 - 16.15         0         0         0         0         0         0         0         0.00           16.15 - 16.30         0         0         0         0         0         0         0         0.00           16.30 - 16.45         0         0         0         0         0         0         0         0.00           16.45 - 17.00         0         0         0         0         0         0         0.00           17.00 - 17.15         0         0         0         0         0         0         0.00           17.01 - 17.15         0         0         0         0         0         0         0.00           17.15 - 17.30         0         0         0         0         0         0         0.00           17.45 - 17.45         0         0         0         0         0         0         0.00           17.45 - 18.00         0         0         0         0         0         0         0.00	Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs
16.15 - 16.30         0         0         0         0         0         0         0         0         0.00           16.30 - 16.45         0         0         0         0         0         0         0         0         0.00           16.35 - 16.45         0         0         0         0         0         0         0         0.00           16.45 - 17.00         0         0         0         0         0         0         0.00           17.00 - 17.15         0         0         0         0         0         0         0.00           17.15 - 17.30         0         0         0         0         0         0         0.00           17.45 - 17.30         0         0         0         0         0         0         0.00           17.45 - 18.00         0         0         0         0         0         0         0.00           17.45 - 18.00         0         0         0         0         0         0.00         0.00	16.00 - 16.15	0	0	0	0	0	0	0	0.00	0
16.30 - 16.45       0       0       0       0       0       0       0       0.00         16.45 - 17.00       0       0       0       0       0       0       0       0       0.00         17.00 - 17.15       0       0       0       0       0       0       0       0.00         17.15 - 17.30       0       0       0       0       0       0       0.00         17.30 - 17.45       0       0       0       0       0       0       0.00         17.45 - 18.00       0       0       0       0       0       0       0.00	16.15 - 16.30	0	0	0	0	0	0	0	0.00	0
16.45 - 17.00         U <thu< th="">         U         <thu< th=""> <th< td=""><td>16.30 - 16.45</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.00</td><td>0</td></th<></thu<></thu<>	16.30 - 16.45	0	0	0	0	0	0	0	0.00	0
17.00 - 17.15         U <thu< th="">         U         <thu< th=""> <th< td=""><td>16.45 - 17.00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0.00</td><td>0</td></th<></thu<></thu<>	16.45 - 17.00	0	0	0	0	0	0	0	0.00	0
17.15 - 17.30         U         U         U         O         <	17.00 - 17.15	0	0	0	0	0	0	0	0.00	0
17.35 - 17.45         0         <	17.15 - 17.30	0	0	0	0	0	0	0	0.00	0
I / .40 - 10.00         U	17.30 - 17.45	0	0	0	0	0	0	0	0.00	0
	17.45 - 18.00	- 0	0	0	0	0	0	- 0	0.00	0
	Peak Hour Total	0	0	0	0	0	0	0	0.00	0

Trattic	Survey	Summ	ary C	ontinua	ation Sł	neet					
Survey Location		Clifton Roac Nottingham	I.		Date 2	25/04/2023	Day Weather	Tuesday Fine			
Movement 9	Pasture Lane	Left Turn to C	lifton Lane			Inc. in peak 60 min. calc. Y/N					
			Vehicle Class					Totals			
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs		
07.45 09.00	0	0	0	0	0	U	0	0.00	0		
07.45 - 08.00	0	0	0	0	0	0	0	0.00	0		
08.15 - 08.30	0	0	0	0	0	0	0	0.00	0		
08.30 - 08.45	0	0	0	0	0	0	0	0.00	0		
08.45 - 09.00	0	0	0	0	0	0	0	0.00	0		
09.00 - 09.15	0	0	0	0	0	0	0	0.00	0		
09.15 - 09.30	0	0	0	0	0	0	0	0.00	0		
Peak Hour Total	0	0	0	0	0	0	0	0.00	0		
Peak Hour is:	08.00-09.00	Based on traff	ic flows selected	d for inclusion in	n Peak Period ca	alculation					
			Vehicle Class					Totals			
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs		
16.00 - 16.15	0	0	0	0	0	0	0	0.00	0		
16.15 - 16.30	0	0	0	0	0	0	0	0.00	0		
16.30 - 16.45	0	0	0	0	0	0	0	0.00	0		
16.45 - 17.00	0	0	0	0	0	0	0	0.00	0		
17.00 - 17.15	0	0	0	0	0	0	0	0.00	0		
17.15 - 17.30	0	0	0	0	0	0	0	0.00	0		
17.30 - 17.45	0	0	0	0	0	0	0	0.00	0		
17.45 - 18.00	0	0	0	0	0	0	0	0.00	0		
Peak Hour Total	0	0	0	0	0	0	0	0.00	0		
Peak Hour is:	16.30-17.30	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period ca	alculation					
Movement 10	Clifton Lane	Right Turn to F	Pasture Lane				Inc. in peak 60 min. calc. Y/N Y				
Time	B. Cuala	M. Cuala	Vehicle Class	Mad Cda	Uhar Cala	Dev	Vahialaa		DCUIa		
07.20 07.45	P. Cycle	W. Cycle		Mied.Gds	nvy.Gds	P.S.V.	venicies	% OGVS	PCUS		
07.30 - 07.45	0	0	5	0	1	1	2	47.02	7		
07.45 - 06.00	0	0	5	0	1	0	7	14.08	7		
08.15 - 08.30	0	0	7	0	0	0	7	0.00	7		
08.30 - 08.45	0	0	3	0	0	0	3	0.00	3		
08.45 - 09.00	0	0	4	0	0	0	4	0.00	4		
09.00 - 09.15	0	0	5	0	1	0	6	16.39	7		
09 15 - 09 30	0	0	9	0	1	0	10	9.90	11		
Deek Heur Tetel	0	0	20	0	1	0	21	4.74	22		
Peak Hour is:	08.00-09.00	Based on traff	ic flows selected	d for inclusion ir	n Peak Period ca	alculation	21	4.74			
			Vehicle Class					Totals			
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs		
16.00 - 16.15	0	0	6	1	0	0	2	47.02	3		
16.15 - 10.30	0	0	0		2	0	11	14.00	14		
16.45 - 17.00	0	0	8	0		0	8	0.00	8		
17.00 - 17.15	0	0	11	0	1	0	12	8.26	13		
17.15 - 17.30	1	0	6	0	1	0	8	12.35	9		
17.30 - 17.45	0	0	15	0	0	0	15	0.00	15		
17.45 - 18.00	0	0	10	0	0	0	10	0.00	10		
Peak Hour Total	1	0	24		A		20	10.22	12		
Peak Hour is:	16.30-17.30	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period ca	alculation		10.20	40		
Movement 11	Clifton Lane	Straight Ahead	l to Clifton Roa	ad			Inc. in peak 60	min. calc. Y/N	Y		
			Vehicle Class					Totals			
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs		
07.30 - 07.45	1	1	93	1	0	1	97	2.06	97		
07.45 - 08.00	0	1	94	1	0	0	96	1.04	96		
08.00 - 08.15	1	1	106	1	0	4	113	4.42	116		
08.15 - 08.30	1	2	104	2	1	1	111	3.60	112		
08.30 - 08.45	0	0	96	1	0	1	98	2.04	100		
08.45 - 09.00	1	0	99	0	0	0	100	0.00	99		
09.00 - 09.15	0	1	- 68	2	0	U	/1	2.81			
09.15 - 09.30	0	0	57	0	0	1	58	1.72	59		
Peak Hour Total	3	3	405	4	1	6	422	2.61	427		
Peak Hour is:	08.00-09.00	Based on traff	ic flows selecte	d for inclusion ir	n Peak Period ca	alculation					
			Vehicle Class					Totals			
Time	P. Cycle	M. Cycle	Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs	PCUs		
16.00 - 16.15	0	0	91	0	0	0	91	0.00	91		
16.15 - 16.30	2	2	85	0	0	1	90	1.11	88		
16.30 - 16.45	1	2	96	0	0	1	100	1.00	99		
16.45 - 17.00	0	0	102	0	0	0	102	0.00	102		
17.00 - 17.15	2	1	141	1	0	1	146	1.37	145		
	0	0	118	0	0	1	119	0.84	120		
17.15 - 17.30	0						1 111	0.00	110		
17.15 - 17.30 17.30 - 17.45	1	1	109	0	0	0	111	0.00	110		
17.15 - 17.30 17.30 - 17.45 17.45 - 18.00	1	1 0	109 103	0	0	0	104	0.96	105		
17.15 - 17.30 17.30 - 17.45 17.45 - 18.00 Peak Hour Total	1 0 3	1 0 3	109 103 457	0 1 1	0	0	104 467	0.96	105 466		

	on	Clifton Road	J.		Date	25/04/2023	Day	Tuesday	
		Nottingham			Weather			Fine	
lovement 12	Clifton Lane I	Left Turn to N	orth Road				Inc. in peak 6	0 min. calc. Y/N	Y
ima	B. Cyclo	M. Cyclo	Vehicle Class	Mod Gdo	Hun Gdo	Bev	Vahialaa	Totals	PCUe
7 30 - 07 45				Mieu.Gus	nvy.Gus	<b>P.3.V</b> .	venicies	0 0.00	FCUS
45 - 02 00	1 ^			0	0	0	1	1 0.00	
.43 - 08.00	0	0	1	0	0	0		0.00	
5.00 - 08.15	0	0	0	0	0	0		0.00	
8.15 - 08.30	0	0	0	0	0	0		0 0.00	
8.30 - 08.45	0	0	1	0	0	0		1 0.00	
8.45 - 09.00	0	0	1	0	0	0		1 0.00	
9.00 - 09.15	0	0	1	0	0	0		1 0.00	
9 15 - 09 30	0	0	0	0	0	0		0 0 00	
0.10 00.00	- · ·							0.00	
eak Hour Total	0	0	2	0	0	0		2 0.00	
eak Hour is:	08.00-09.00	Based on traff	ic flows selected	d for inclusion ir	n Peak Period c	alculation			
			Vehicle Class					Totals	
ime	P. Cvcle	M. Cvcle	Car/Lt.Gds	Med.Gds	Hvv.Gds	P.S.V.	Vehicles	% OGVs	PCUs
6.00 - 16 15		,	0	n	0	0	1	0 0.00	
6.50 - 10.10 6.16 10.00	1 ^	-		0			+	0.00	
0.10 - 10.30		- 0	0	0	U	U	+	0.00	
6.30 - 16.45	0	0	1	0	0	0		1 0.00	
6.45 - 17.00	0	0	0	0	0	0		0.00	
7.00 - 17.15	0	0	0	n	0	0		0 0 00	
7 15 - 17 20	0	0		0		0	1	0.00	
1.10 - 11.3U		0		0	0	0	+	0.00	
7.30 - 17.45	0	0	2	0	0	0	1	2 0.00	
7.45 - 18.00	0	0	0	0	0	0		0.00	
aak Harr Tritit	-							1 0.00	
eak Hour Total	16 30 17 20	Based on troff	ic flows selector	0 d for inclusion in	U Peak Period of	U		0.00	
lovement 13	10.00-17.00						Inc. in peak 6	0 min. calc. Y/N	N
			Vehicle Class					Totals	
imo	P. Cyclo		Car/l t Gde	Mod Gds	Huay Gde	PSV	Vahiclas	% OGVe	DCIIe
	P. Cycle	wi. Cycle	Car/Lt.Gus	Med.Gds	Hvy.Gas	P.3.V.	venicies	% UGVS	PCUS
7.30 - 07.45								0 0.00	
7.45 - 08.00								0.00	
8.00 - 08.15								0.00	
0 16 00 20								0 0.00	
0.10 - 00.30								0.00	
8.30 - 08.45								0.00	
8.45 - 09.00								0.00	
9.00 - 09.15								0.00	
0 15 - 00 30								0 0 00	
0.10 - 00.00	_							0.00	
Doak Hour Total		0	0	0	0	0		0 0.00	
eak nour rotai	v					algulation			
Peak Hour is:	08.00-09.00	Based on traff	ic flows selected	d for inclusion ir	n Peak Period c	alculation			
Peak Hour is:	08.00-09.00	Based on traff	Vehicle Class	d for inclusion ir	Peak Period c			Totals	
Peak Hour is:	08.00-09.00	Based on traff	ic flows selected Vehicle Class Car/Lt.Gds	d for inclusion ir Med.Gds	h Peak Period c	P.S.V.	Vehicles	Totals % OGVs	PCUs
Peak Hour is: ime 6.00 - 16.15	08.00-09.00	Based on traff	Vehicle Class	d for inclusion ir Med.Gds	Hvy.Gds	P.S.V.	Vehicles	Totals           % OGVs           0         0.00	PCUs
Peak Hour is: ime 6.00 - 16.15 6.15 - 16.30	08.00-09.00	Based on traff	Vehicle Class Car/Lt.Gds	d for inclusion ir Med.Gds	h Peak Period c	P.S.V.	Vehicles	Totals           % OGVs           0         0.00           0         0.00	PCUs
ime 6.00 - 16.15 6.30 - 16.45	08.00-09.00	Based on traff	Tic flows selected Vehicle Class Car/Lt.Gds	d for inclusion ir Med.Gds	h Peak Period c	P.S.V.	Vehicles	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.30 - 16.45	08.00-09.00	Based on traff	Vehicle Class Car/Lt.Gds	d for inclusion ir Med.Gds	Hvy.Gds	P.S.V.	Vehicles	Totals           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           6.45 - 17.00	08.00-09.00	Based on traff	Vehicle Class Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15	08.00-09.00	Based on traff	Vehicle Class Car/Lt.Gds	d for inclusion ir	Hvy.Gds	P.S.V.	Vehicles	Yotals           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15	08.00-09.00	Based on traff	Vehicle Class Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
Ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45	08.00-09.00	Based on traff	Vehicle Class Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	% OGVs           % 0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
Incl.         Incl.           Peak Hour is:	08.00-09.00	M. Cycle	Vehicle Class Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	Yotals           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00	08.00-09.00	M. Cycle	Vehicle Class Car/Lt.Gds	Med.Gds	Hvy.Gds	P.S.V.	Vehicles	Votals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total	08.00-09.00	M. Cycle	Vehicle Class Car/Lt.Gds	Med.Gds Med.Gds	Hvy.Gds	P.S.V.	Vehicles	Votals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
Ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           'eak Hour is:	08.00-09.00 P. Cycle 10.00 16.30-17.30	M. Cycle	Vehicle Class Car/Lt.Gds Car/Lt.G	Med.Gds Med.Gds 0 0 d for inclusion ir	Hvy.Gds Hvy.Gds 0 0	P.S.V.	Vehicles	% OGVs           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
Intel           2eak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           Peak Hour is:	08.00-09.00 P. Cycle 0 16.30-17.30	M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0	Med.Gds Med.Gds	NPeak Period c	P.S.V.	Vehicles	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
Incent Focal           Peak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           Peak Hour is:           Aovement           Movement           14	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds	h Peak Period c	P.S.V. 0 alculation	Inc. in peak 6	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs N PCUs
Intel           2eak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           veak Hour Total           Peak Hour is:           Movement 14           'ime           7.30 - 07.45	08.00-09.00  P. Cycle  0  16.30-17.30  P. Cycle	M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds Med.Gds 0 d for inclusion ir Med.Gds	N Peak Period c	P.S.V. 0 alculation P.S.V.	Vehicles	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs N PCUs
Intel         Intel           Peak Hour is:         6.00 - 16.15           6.00 - 16.15         6.15 - 16.30           6.30 - 16.45         6.45 - 17.00           7.00 - 17.15         7.15 - 17.30           7.15 - 17.30         7.45 - 18.00           reak Hour Total         Peak Hour is:           Aovement 14         14           ime         7.30 - 07.45	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle 0 Based on traft 0 Based on traft 0 M. Cycle 0 M. Cycle	Vehicle Class Car/Lt.Gds 0 Control Class 0 Control Class 0 Control Class Car/Lt.Gds 0 Car/Lt.Gd 0 Car/Lt.Gd 0 Car/Lt.Gd 0 Car/Lt.Gd 0 Car/Lt.Gd 0 Ca	Med.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Peak Period c	P.S.V. 0 alculation	Vehicles	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs N PCUs
Incl.         Total           Peak Hour is:	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle 0 Based on traft 0 M. Cycle 0 M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds Med.Gds Med.Gds Med.Gds Med.Gds	h Peak Period c.	P.S.V. 0 alculation P.S.V.	Inc. in peak 6	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs N PCUs
Intel           2Paak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           Peak Hour Total           Peak Hour is:           Movement 14           ime           7.30 - 07.45           7.35 - 07.45           7.36 - 07.45           7.36 - 07.45           7.36 - 07.45           7.36 - 07.45           7.36 - 07.45	08.00-09.00  P. Cycle  0  16.30-17.30  P. Cycle	M. Cycle 0 Based on traft 0 M. Cycle 0 M. Cycle	Vehicle Class Car/Lt.Gds 0 Car/	Med.Gds  Med.Gds  Med.Gds  Med.Gds	NPeak Period c	P.S.V. 0 alculation P.S.V.	Inc. in peak 6	Totals           % OGVs         0           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs
Intel         Intel           Peak Hour is:	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle 0 Based on traft 0 Based on traft 0 M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds Med.Gds 0 d for inclusion ir Med.Gds	Peak Period c	P.S.V. 0 alculation P.S.V.	Inc. in peak 6	Totals           % OGVs           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00           0         0.00	PCUs N PCUs
Intel           Peak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           Peak Hour is:           Movement 14           ime           7.30 - 07.45           7.45 - 08.00           8.00 - 08.45	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle 0 Based on traff 0 M. Cycle 0 M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds Med.Gds Med.Gds Med.Gds Med.Gds Med.Gds	h Peak Period c	P.S.V. 0 alculation P.S.V. P.S.V.	Inc. in peak 6	Totals           % OGVs           0         0.00	PCUs N PCUs
Incl.         Total           'Peak Hour is:	08.00-09.00  P. Cycle  0  16.30-17.30  P. Cycle	M. Cycle 0 Based on traff 0 Based on traff M. Cycle 0 Based on traff	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 hPeak Period c	P.S.V. 0 alculation	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs
Incl.         Incl.           ime         6.00 - 16.15           6.15 - 16.30         6.30 - 16.45           6.45 - 17.00         7.00 - 17.15           7.15 - 17.30         7.145           7.45 - 18.00         eak Hour Total           'eak Hour is:         100           100 - 07.45         7.45 - 18.00           8.00 - 08.15         8.15 - 08.30           8.00 - 08.15         8.15 - 08.30           8.30 - 08.45         8.45 - 09.00	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle 0 Based on traft 0 Based on traft 0 M. Cycle	Vehicle Class Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds	Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 NPeak Period C	P.S.V. 0 alculation P.S.V.	Inc. in peak 6	Totals           % OGVs           0         0.00	PCUs N PCUs
me           0.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           eak Hour Is:           lovement 14           me           7.30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           0.00 - 09.15	08.00-09.00  P. Cycle  0  16.30-17.30  P. Cycle	M. Cycle 0 Based on traff 0 Based on traff M. Cycle 0 Based on traff	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c	P.S.V. 0 alculation P.S.V.	Vehicles	Totals           % OGVs         0           0         0.00	PCUs N PCUs
me           0.00 - 16.15           0.15 - 16.30           0.30 - 16.45           0.45 - 17.00           0.00 - 17.15           7.15 - 16.30           3.30 - 16.45           0.45 - 17.00           .00 - 17.15           7.15 - 17.30           .30 - 17.45           .45 - 18.00           Bak Hour Total           eak Hour is:           Hovement 14           me           .30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           .445 - 09.00           .000 - 90.15           .015 - 08.30	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds 0 Hvy.Gds Hvy.Gds Hvy.Gds	0 alculation P.S.V. 0 alculation P.S.V.	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs
eak Hour is: me 8.00 - 16.15 8.15 - 16.30 8.30 - 16.45 8.45 - 17.00 7.00 - 17.15 7.15 - 17.30 7.30 - 17.45 7.45 - 18.00 8.45 - 17.00 9.45 - 18.00 9.45 - 18.00 9.45 - 18.00 9.45 - 18.00 9.00 - 08.15 9.15 - 09.30 9.00 - 09.15 9.15 - 09.30 9.15 - 09.30	08.00-09.00  P. Cycle  16.30-17.30  P. Cycle	M. Cycle 0 Based on traft 0 Based on traft M. Cycle	Vehicle Class Car/LLGds Car/LLGds Control Cont	Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 hPeak Period c	P.S.V.	Inc. in peak 6	Totals           % OGVs           0         0.00	PCUs N PCUs
eak Hour is: me 3.00 - 16.15 3.15 - 16.30 3.30 - 16.45 3.45 - 17.00 7.00 - 17.15 7.15 - 17.30 7.30 - 17.45 7.45 - 18.00 eak Hour Total eak Hour is: lovement 14 me 7.30 - 07.45 7.45 - 08.00 3.00 - 08.15 3.15 - 08.30 3.30 - 08.45 3.45 - 09.00 9.00 - 09.15 9.15 - 09.30 1.5 - 09.30 1.	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle 0 Based on traff 0 Based on traff 0 M. Cycle 0 0 Based on traff 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Vehicle Class Car/LLGds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 hPeak Period c Hvy.Gds	P.S.V. P.S.V. 0 alculation P.S.V. 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Inc. in peak 6	Totals           % OGVs           0         0.00	PCUs N PCUs
Incur Total           ireak Hour is:           ime           3.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           teak Hour is:           Hovement 14           ime           7.30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 09.15           3.15 - 09.30           eak Hour Total           teak Hour is:	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle M. Cycle Based on traff M. Cycle M. Cycle M. Cycle D Based on traff 0 Based on traff	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds Med.Gds 0 0 d for inclusion ir Med.Gds 0 0 d for inclusion ir 0 0 0 0 0 0 0 0 0	Hvy.Gds Hvy.Gds 0 1 Peak Period c Hvy.Gds Hvy.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0	P.S.V. 0 alculation P.S.V.	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs
me           0.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           .00 - 17.15           7.15 - 16.30           3.30 - 16.45           3.45 - 17.00           .00 - 17.15           7.15 - 18.00           3ak Hour Total           eak Hour is:           Hovement 14           me           7.30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           .000 - 09.15           .15 - 08.30           .384 Hour Total           eak Hour is:	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle M. Cycle Based on traff M. Cycle M. Cycle D Based on traff 0 Based on traff	Vehicle Class Car/Lt.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Med.Gds Med.Gds 0 0 d for inclusion ir Med.Gds 0 0 d for inclusion ir 0 0 0 0 0 0 0 0 0	Hvy.Gds Hvy.Gds 0 1 Peak Period c Hvy.Gds Hvy.Gds 0 0 0 0 0 0 0 0 0 0 0 0 0	P.S.V. 0 alculation P.S.V. 0 alculation 0 0 0 0 0 0 0 0 0 0 0 0 0	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs
ime 6.00 - 16.15 6.00 - 16.15 6.15 - 16.30 6.30 - 16.45 6.45 - 17.00 7.00 - 17.15 7.15 - 17.30 7.30 - 17.45 7.45 - 18.00 eak Hour Total reak Hour is: 10000000 15 8.00 - 08.15 8.45 - 09.00 9.00 - 09.15 8.45 - 09.30 9.00 - 09.15 9.15 - 09.30 100 - 09.15 100 -	08.00-09.00 P. Cycle 0 16.30-17.30 P. Cycle 0 0 0 0 0 0 0 0 0 0 0 0 0	M. Cycle	Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c Hvy.Gds 0 h Peak Period c Hvy.Gds 0 h Peak Period c 0 h Peak Period c	P.S.V. P.S.V. 0 alculation 0 alculation 0 0 0 0 0 0 0 0 0 0 0 0 0	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs PCUs
ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           'eak Hour is:           Iovement 14           ime           7.30 - 07.45           7.30 - 07.45           7.30 - 07.45           9.00 - 08.15           8.15 - 08.30           8.30 - 08.45           8.45 - 09.00           9.00 - 99.15           9.15 - 09.30           eak Hour is:           ime           6.00 - 16.15	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle	Vehicle Class Car/LLGds Ca	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c.	P.S.V. 0 alculation P.S.V. 0 alculation 0 alculation	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs PCUs
Internet           ime           3.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           teak Hour is:           Hovement 14           ime           3.00 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 09.15           3.15 - 08.30           3.315 - 08.30           3.30 - 08.45           3.45 - 09.30           eak Hour Total           ieak Hour is:           ime           3.00 - 16.15           3.15 - 16.30	08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle	Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds O ic flows selected O ic flows selected Car/Lt.Gds O ic	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c.	P.S.V. 0 alculation P.S.V. 0 alculation P.S.V. 0 alculation	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs PCUs
Incur Total           Peak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45           6.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           'eak Hour is:           Hovement 14           ime           7.30 - 07.45           7.45 - 88.00           8.00 - 08.15           8.15 - 08.30           8.30 - 08.45           8.45 - 09.00           9.00 - 09.15           9.15 - 09.30           eak Hour Total           'Peak Hour is:           ime           6.00 - 16.15           6.15 - 16.30           6.30 - 16.45	08.00-09.00 P. Cycle 0 16.30-17.30 P. Cycle 0 0 0 0 0 0 0 0 0 0 0 0 0	M. Cycle M. Cycle 0 Based on traff M. Cycle 0 Based on traff M. Cycle 0 Based on traff	Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Car/Lt.Gds Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c Hvy.Gds 0 h Peak Period c Hvy.Gds 0 h Peak Period c 0 h Peak Period c	P.S.V. P.S.V. 0 alculation P.S.V. 0 alculation 0 0 0 0 0 0 0 0 0 0 0 0 0	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs PCUs
ime           3.00 - 16.15           3.15 - 18.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45           7.45 - 18.00           eak Hour Total           'eak Hour is:           Iovement 14           ime           7.30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.00 - 08.15           3.15 - 09.30           eak Hour is:           ime           .3.00 - 16.15           .3.15 - 16.30           .3.20 - 16.45           .3.30 - 16.45	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle O Based on traff M. Cycle	Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 0 1 Peak Period c Hvy.Gds 0 0 1 Peak Period c	P.S.V. 0 alculation P.S.V. 0 alculation 0 alculation 0 alculation	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs PCUs
eak Hour is: me a.00 - 16.15 a.15 - 16.30 a.30 - 16.45 a.45 - 17.00 7.00 - 17.15 7.15 - 17.30 7.30 - 17.45 7.45 - 18.00 eak Hour Total eak Hour is: lovement 14 me 7.30 - 07.45 7.45 - 08.00 a.30 - 08.15 a.15 - 08.30 a.30 - 08.45 a.45 - 09.00 b.15 - 09.30 eak Hour Total eak Hour is: me a.00 - 16.15 a.15 - 16.30 a.30 - 16.45 a.45 - 17.00	08.00-09.00  P. Cycle  0  08.00-09.00  P. Cycle  0  0  0  0  0  0  0  0  0  0  0  0  0	M. Cycle	Vehicle Class Car/Lt.Gds	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c.	P.S.V. 0 alculation P.S.V. 0 alculation P.S.V. 0 alculation	Vehicles	Totals           % OGVs           0         0.00	PCUs N PCUs PCUs
Internet           ime           3.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.45 - 18.00           sak Hour Total           eak Hour Total           eak Hour Is:           lovement 14           ime           '.30 - 07.45           '.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 09.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 16.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           0.00 - 16.45           3.45 - 17.00           0.00 - 16.45           3.45 - 17.00           0.00 - 16.45           3.45 - 17.00	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle M. Cycle 0 0 Based on traff M. Cycle 0 0 Based on traff M. Cycle 0 0 Based on traff M. Cycle 0 0 0 0 0 0 0 0 0	Vehicle Class Car/LLGds Vehicle Class Car/LLGds Vehicle Class Car/LLGds Car/LLGds Car/LLGds Vehicle Class Car/LLGds Car/LLGds Vehicle Class Car/LLGds Car/LL	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c Hvy.Gds 0 h Peak Period c Hvy.Gds 0 0 h Peak Period c 0 1 Hvy.Gds 0 1 1 1 1 1 1 1 1 1 1 1 1 1	P.S.V. 0 alculation P.S.V. 0 alculation 0 alculation	Vehicles	Totals           % OGVs           0         0.00      0         0.00	PCUs N PCUs PCUs
Incur Total           'eak Hour is:           ime           3.00 - 16.15           3.15 - 18.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.45 - 18.00           eak Hour Total           eak Hour is:           lovement 14           'me           7.30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 09.15           3.15 - 08.30           3.30 - 16.45           3.45 - 17.00           '3.00 - 16.15           3.15 - 17.30	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle	Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds O Car/Lt.Gds O Car/Lt.Gds O Car/Lt.Gds Car/Lt.	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 1 Peak Period c Hvy.Gds 0 1 Peak Period c	P.S.V.	Vehicles	Totals           % OGVs           0         0.00      0         0.00	PCUs N PCUs PCUs
me           0.00 - 16.15           0.15 - 16.30           3.30 - 16.45           0.45 - 17.00           0.00 - 17.15           7.15 - 16.30           3.30 - 16.45           0.45 - 17.00           0.00 - 17.15           7.15 - 17.30           1.30 - 17.45           (.45 - 18.00           mak Hour Total           eak Hour is:           iovement 14           me           (.30 - 07.45           (.45 - 08.00           1.00 - 08.15           1.15 - 08.30           1.30 - 08.45           1.45 - 09.00           1.00 - 09.15           1.15 - 08.30           1.30 - 08.45           1.45 - 09.00           1.00 - 09.15           1.15 - 16.30           1.30 - 16.45           (.45 - 17.00)           0.00 - 17.15           1.15 - 17.30           1.30 - 17.45	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle M. Cycle	Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds Vehicle Class Car/Lt.Gds O Car/Lt.Gds Vehicle Class Car/Lt.Gds O Car/Lt.G	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	h Peak Period c.	P.S.V. 0 alculation P.S.V. 0 alculation 0 alculation 0 0 0	Vehicles           Vehicles           Inc. in peak 6           Vehicles           Inc. in peak 6	Totals           % OGVs           0         0.00           0 <t< td=""><td>PCUs N PCUs PCUs</td></t<>	PCUs N PCUs PCUs
Internet           ime           3.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.45 - 18.00           eak Hour Total           eak Hour Total           eak Hour Is:           lovement 14           ime           7.30 - 07.45           7.45 - 08.00           3.00 - 08.15           3.15 - 08.30           3.30 - 08.45           3.45 - 09.00           9.00 - 99.15           9.15 - 09.30           eak Hour is:           me           3.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 09.00           9.00 - 16.15           3.15 - 16.30           3.30 - 16.45           3.45 - 17.00           7.00 - 17.15           7.15 - 17.30           7.30 - 17.45	08.00-09.00           P. Cycle           0           16.30-17.30           P. Cycle           0	M. Cycle O Based on traff M. Cycle	Vehicle Class Car/LLGds Vehicle Class Car/LLGds Vehicle Class Car/LLGds Car/LLGds Car/LLGds Vehicle Class Car/LLGds Vehicle Class Car/LLGds Vehicle Class Car/LLGds	Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds  Med.Gds	Hvy.Gds Hvy.Gds 0 1 Peak Period c Hvy.Gds 0 1 Peak Period c 1 Peak Period c	P.S.V. 0 alculation P.S.V. 0 alculation 0 alculation	Vehicles           Vehicles           Inc. in peak 6           Vehicles           Inc. in peak 6	Totals           % OGVs           0         0.00           0 <t< td=""><td>PCUs N PCUs PCUs</td></t<>	PCUs N PCUs PCUs

Peak Hour is: 16.30-17.30 Based on traffic flows selected for inclusion in Peak Period calculation

APPENDIX TA4 - CRASHMAP DETAILS

# crashmap.co.uk

Validated Data

Crash Date:	Friday, May 03, 2019	Time of Crash:	1:56:00 PM	Crash Reference:	201931C069319
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Nottingham			Number of Vehicles:	2
Local Authority:	Nottingham City			<b>OS Grid Reference:</b>	455831 335298
Weather Description:	Fine without high winds		*	0	The Hollows
Road Surface Description:	Wet or Damp		ame class of the state		Monksway Monksway
Speed Limit:	30		Flesh Barrier	A Canada S	and the second s
Light Conditions:	Daylight: regardless of presence of	of streetlights		and the second second	The Down
Carriageway Hazards:	None		Pance Wa	A monterer 3	and the second second
Junction Detail:	T or staggered junction		Seron Seron		NN NN
Junction Pedestrian Crossing:	No physical crossing facility withir	n 50 metres	oninghill Drive	the must been	too out the
Road Type:	Single carriageway			undered the second the second	Harman Coo
Junction Control:	Give way or uncontrolled		Gen Crescent	and and a start of the start of	

For more information about the data please visit: *www.crashmap.co.uk/home/Faq* To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium\_Services* 

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#### **Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	12	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium\_Services* 



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