Transport Assessment

Title	Proposed Residential Development, Land South of A617, Rainworth
Client	Romo Holdings Ltd
Location	Land South of A617, Rainworth, Nottinghamshire
Project number	18-0494
BIM reference	RAIN-BSP-ZZ-XX-RP-D-0001-P03_Transport_Assessment
Date	March 2021

Authorisation Sheet & Revisions Record

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P01	Nov 2020	Initial Issue	TB	JAD	MWR
P02	Dec 2020	Site layout amended to 95 dwellings	TB	JAD	MWR
P03	March 2021	Site boundary amended	TB	JAD	MWR

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Contents

1 Introduction

1.1 Background

1.1.1 This Transport Assessment (TA) has been prepared by BSP Consulting on behalf of Romo Holdings Ltd, in support of a Planning Application for a proposed residential development at a site located to the south of the A617, Rainworth.

1.1.2 The scope of this TA was agreed with Nottinghamshire County Council (NCC). A scoping note was submitted to NCC, and comments were subsequently provided by NCC. These comments have been incorporated into this TA.

1.1.3 This TA report has been prepared to inform Highways Development Control Officers at NCC with respect to all highways, traffic and transportation matters associated with the redevelopment proposals.

1.2 Scope of Transport Assessment

1.2.1 Following this introduction, the TA will include the following Chapters:

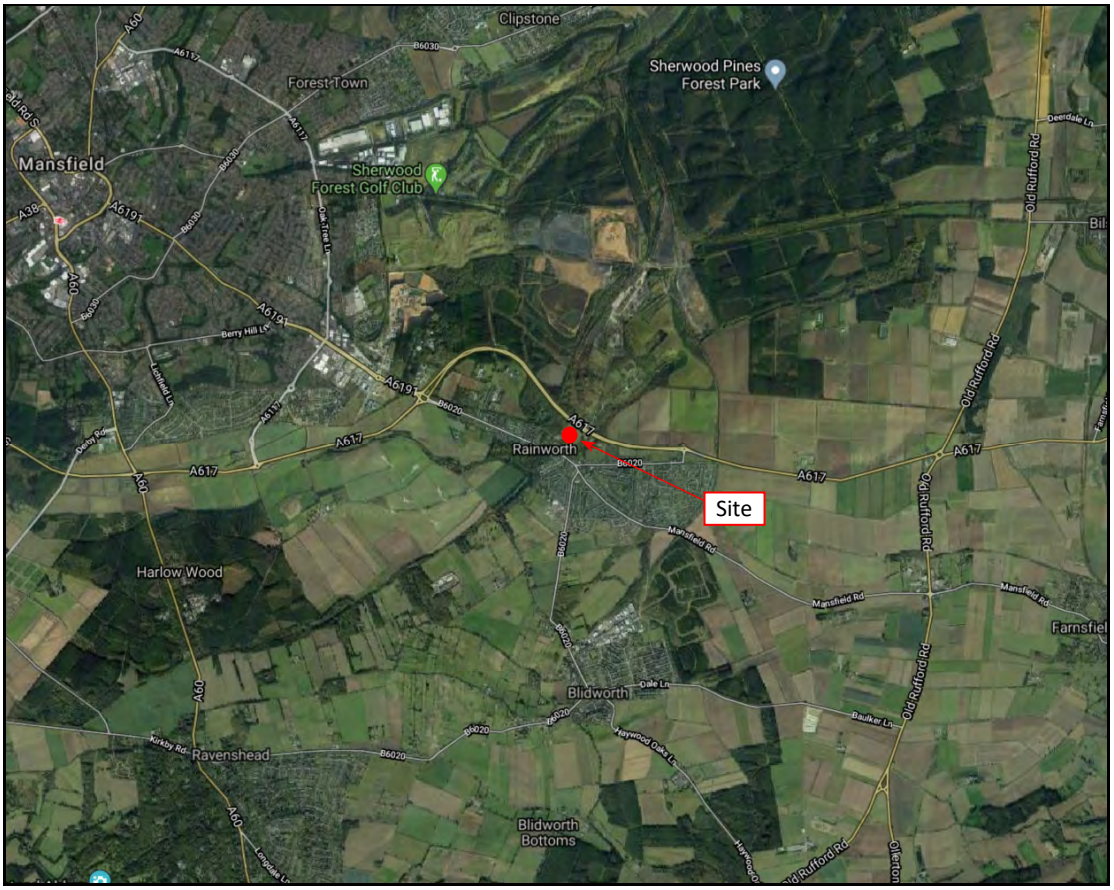
- Chapter 2 describes the baseline situation with reference to the development site's location, the highway network and sustainable travel facilities available in its proximity.
- Chapter 3 details the development proposals including arrangements for site access, car and cycle parking provision, and servicing arrangements.
- Chapter 4 calculates the vehicle trip generation associated with the previous site use and the proposed development.
- Chapter 5 includes capacity assessments quantifying the impact of the proposals on the local highway network.
- Chapter 6 assesses highway safety and provides details of the accident data in the vicinity of the site for a recent 5 year period.
- Chapter 7 summarises and concludes the TA.

2 Existing Conditions

2.1 Site Location

2.1.1 The application site is located on the northern edge of the village of Rainworth, approximately 5km south east of Mansfield town centre. The site location is shown in Figure 1 below.

Figure 1: Site Location



2.1.2 The site is bordered by the A617 Rainworth Bypass to the north, Rufford Colliery Lane and existing sports facilities to the east, existing residential dwellings on Churchfield Drive and B6020 Southwell Road East to the south, and an undeveloped woodland area to the west.

2.1.3 The site consists of open land and has no prior uses. The site location and indicative site boundary are shown in Figure 2 below, and a view of the site from the A617 is then shown in Figure 3.

Figure 2: Indicative Site Boundary

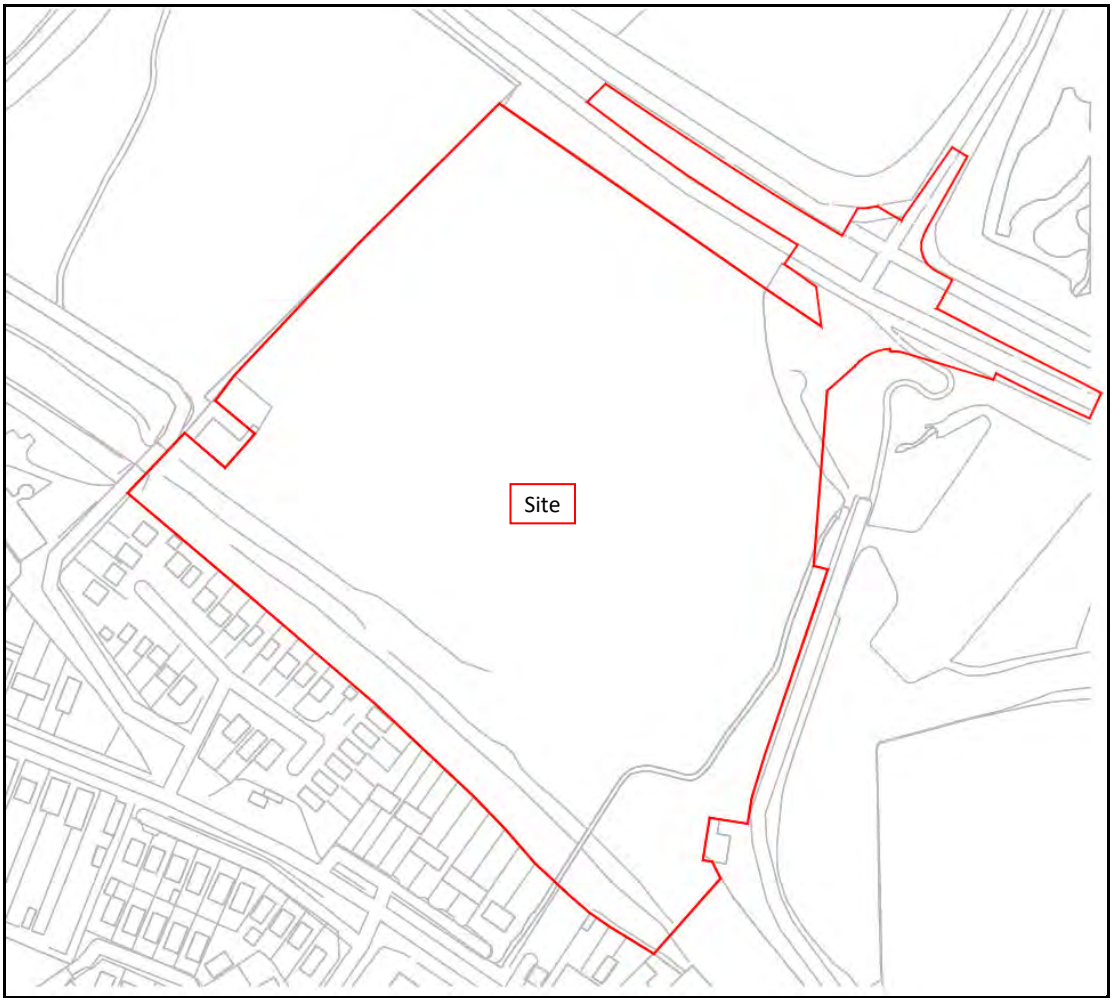


Figure 3: View of Site from A617

2.2 Sustainable Transport Facilities

2.2.1 Paragraph 110 of the National Planning Policy Framework (NPPF), February 2019, states that *"applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use".*

2.2.2 Accessibility to the site by sustainable modes of transport is discussed below.

2.3 Walking

2.3.1 Typically, a distance of 2.0km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for walking trips. Figure 4 below shows the areas within a 2.0km walking distance of the site.

Figure 4: 2.0km Isochrone from the Site

2.3.2 It can be seen on Figure 4 that the area within a 2.0km isochrone of the site is a mix of rural and urban land. It would be expected that walking trips could be made between the site and the existing facilities within the village of Rainworth, which include local shops, two primary schools, medical facilities, sports and social facilities.

2.3.3 Furthermore, the existing pedestrian infrastructure will encourage people to walk to the site. To the north of the site, the A617 Rainworth Bypass benefits from a wide footway / cycleway along the site frontage, as shown in Figure 5 below. To the south of the site, the B6020 benefits from footways and pedestrian crossings, as shown in Figure 6 below.

Figure 5: Footway on A617 Rainworth Bypass

Figure 6: Footways and Pedestrian Crossing on B6020 Kirklington Road

2.3.4 In light of the above, it would be expected that the majority of pedestrian trips to and from the site would be to and from the facilities within Rainworth. As such, pedestrian accessibility from the south of the site would be highly beneficial in terms of sustainable access. It is proposed that pedestrian access could be gained via Rufford Colliery Lane to the east of the site, shown in Figures 7 and 8 below. Rufford Colliery Lane has been used as a pedestrian route for many years, and so pedestrians accessing the site would use this route as pedestrians do at present.

Figure 7: Potential Pedestrian Link via Rufford Colliery Lane

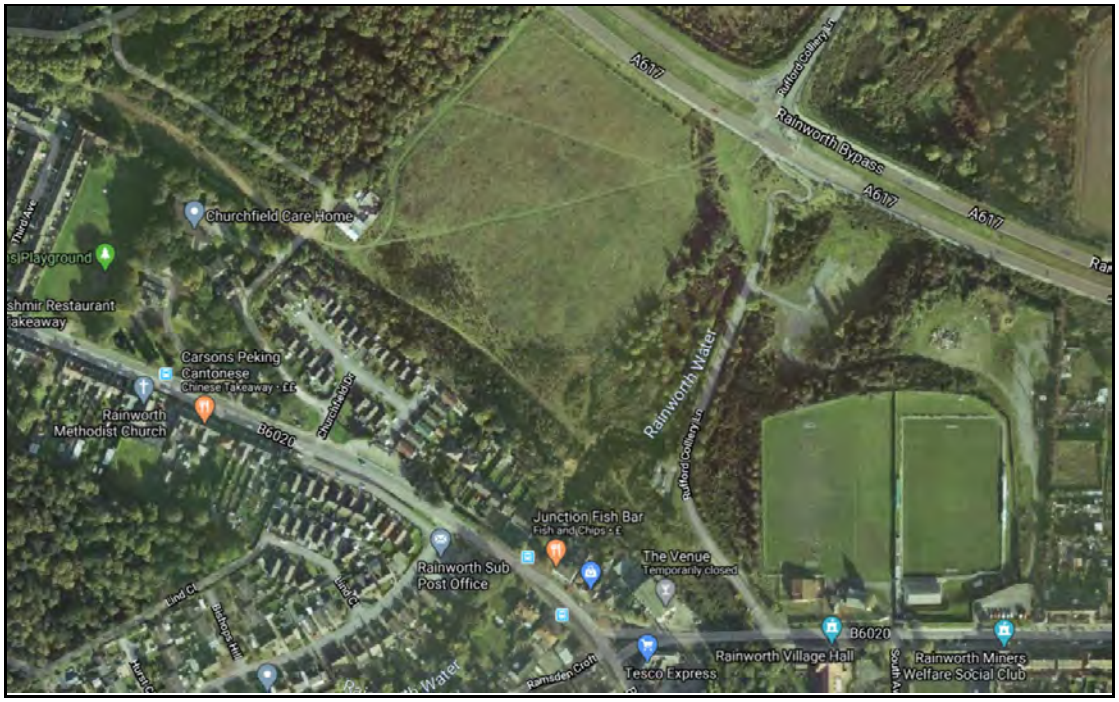


Figure 8: View of Rufford Colliery Lane from Kirklington Road

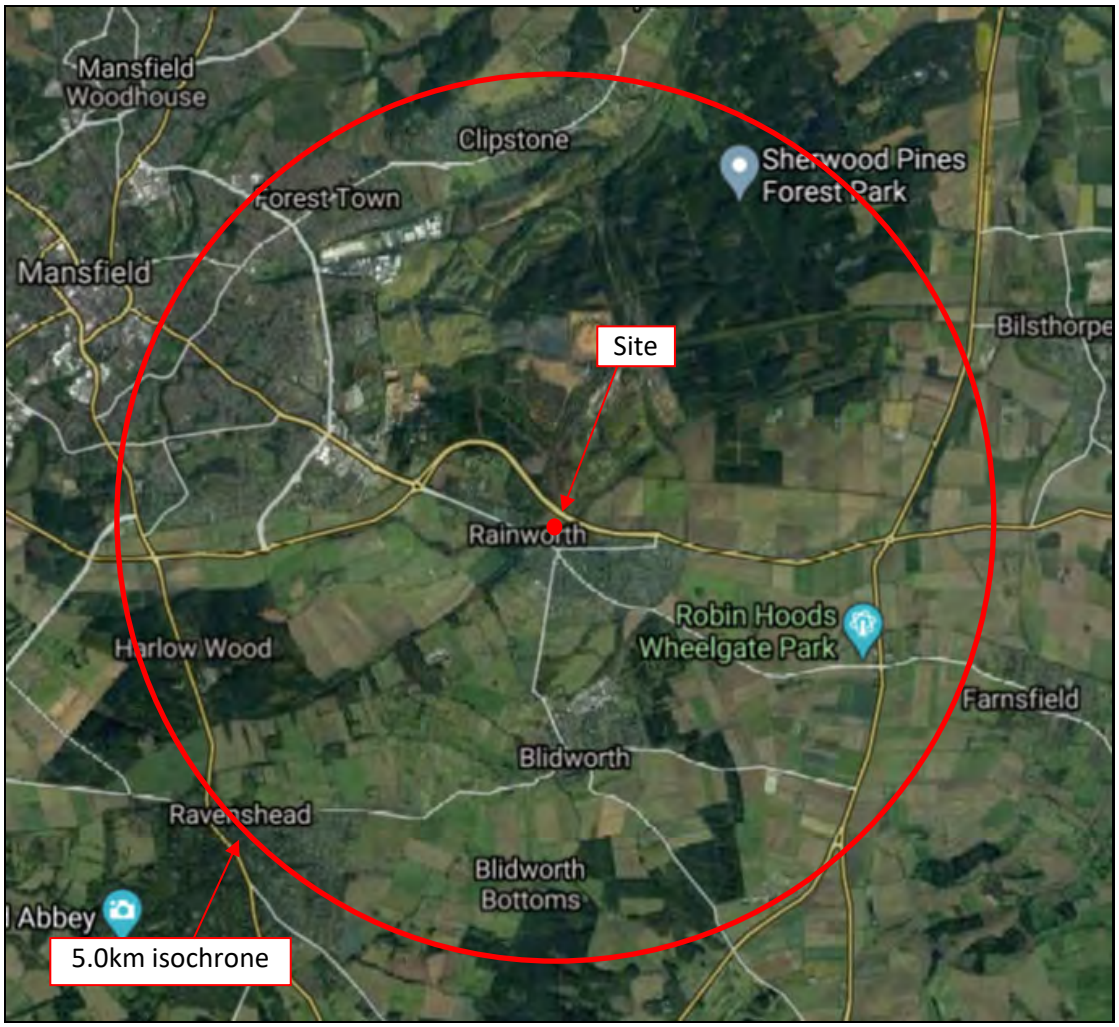
2.3.5 Pedestrian accessibility to the site is discussed further in section 3.2 of this TA. Given the details outlined above, it would be expected that a high number of trips to and from the site would be made using this mode of transport.

2.4 Cycling

2.4.1 It is expected that a significant number of residents and visitors at the site will choose to access the site by cycling, as this is a very cheap and fast option for accessing amenities at short to medium distances.

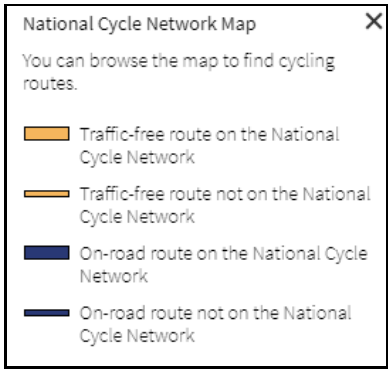
2.4.2 Typically, a distance of 5.0km would be considered as a threshold distance below which a sustainable approach to transport planning would seek to replace car trips for cycling trips. Figure 9 below shows the urban areas within 5.0km of the site, including Rainworth, Blidworth, Clipstone, and notably a large part of Mansfield. The proximity of the site to the facilities within these areas would allow cycle trips to be made from within this recommended cycling distance.

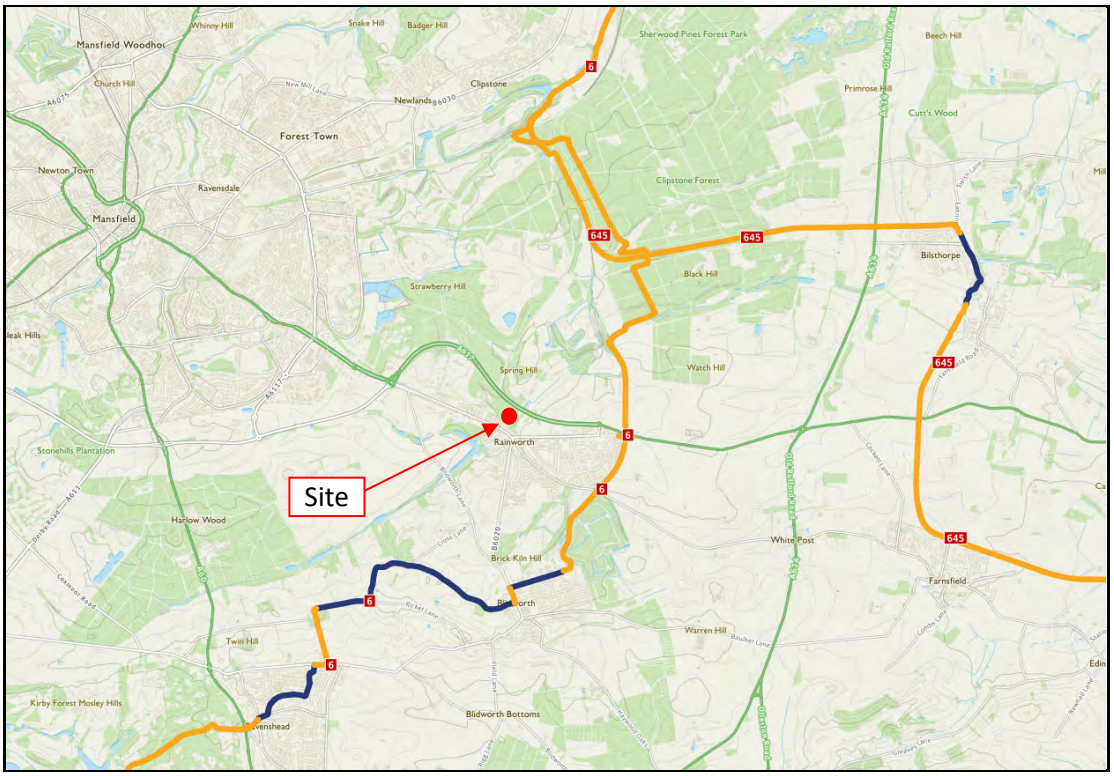
Figure 9: 5.0km Isochrone from the Site



2.4.3 Figure 10 below shows the existing National Cycle Network (NCN) cycle routes in the vicinity of the site. Route 6 is a predominantly traffic-free route to the east of Rainworth.

Figure 10: Map of Cycle Routes in Vicinity of Site





2.4.4 While the routes shown in Figure 10 may be of benefit for some trips to and from the site, there are local cycle routes in the immediate vicinity of the site that would be of greater use for accessing the site. Figures 11 and 12 below show the cycle lane and associated signage on A617 Rainworth Bypass to the north of the site, which would enable cycle access from the north of the site.

Figure 11: Cycle Facilities on A617 Rainworth Bypass

Figure 12: Cycle Signage on A617 Rainworth Bypass (close to proposed site access)

2.4.5 Additionally, there are cycle facilities to the south of the site, on B6020 Southwell Road East, as shown on Figure 13 below, which would enable cycle access from the south of the site.

Figure 13: Cycle Facilities on B6020 Southwell Road East

2.4.6 In light of the above, it would be expected that a high number of trips to and from the site would be made by cycling.

2.5 Bus Services

2.5.1 The site is well located for easy access to existing bus services. The nearest bus stops to the site are located on B6020 Southwell Road East to the south of the site, as shown in Figure 14 below.

Figure 14: Location of Bus Stops

2.5.2 The bus stops shown in Figure 14 are considered to be within a short walking distance of the site, which would encourage residents and visitors to travel via this mode of transport. The bus stops can be accessed from the site using the existing footways and proposed pedestrian link to the site via Rufford Colliery Lane, discussed in section 2.3.4 above.

2.5.3 The bus stops on B6020 Southwell Road East are shown in Figures 15 and 16 below.

Figure 15: Bus Stop on B6020 Southwell Road East (Eastbound)

Figure 16: Bus Stop on B6020 Southwell Road East (Westbound)

2.5.4 The bus stops provide access to service numbers 27, 28, 29A, 141, 343 and S363. The timetables for these services are summarised in Table 1 below.

Table 1: Summary of Bus Services

Service No	Route	Days	Times	Frequency
27	Mansfield – Rainworth	Mon – Sat	06:47 – 16:47	60 minutes
	Rainworth – Mansfield	Mon – Sat	07:03 – 17:03	60 minutes
28	Mansfield – Rainworth – Blidworth – Southwell – Newark	Mon – Sat	07:06 – 18:06	120 minutes
	Mansfield – Rainworth – Blidworth	Sundays	09:03 – 19:03	60 minutes
	Newark – Southwell – Blidworth – Rainworth – Mansfield	Mon – Sat	06:19 – 20:19	90 minutes
	Blidworth – Rainworth – Mansfield	Sundays	09:21 – 18:21	60 minutes
29A	Mansfield – Rainworth – Bilsthorpe – Southwell – Newark	Mon – Sat	09:00 – 17:00	120 minutes
	Newark – Southwell – Bilsthorpe – Rainworth – Mansfield	Mon – Sat	10:25 – 18:25	120 minutes
141	Sutton – Skegby – Mansfield – Rainworth – Ravenshead – Nottingham	Mon – Sat	06:19 – 18:19	60 minutes
	Nottingham – Ravenshead – Rainworth – Mansfield – Skegby – Sutton	Mon – Sat	07:33 – 20:33	60 minutes
343	Harlow Wood – Ravenshead – Rainworth	Mon – Fri	08:20	1 service
	Rainworth – Ravenshead – Harlow Wood	Mon – Fri	15:15	1 service
S363	Mansfield – Rainworth – Blidworth – Bilsthorpe – Southwell	Mon – Fri	07:50	1 service
	Southwell – Bilsthorpe – Blidworth – Rainworth – Mansfield	Mon – Fri	14:53, 15:53	2 services

2.5.5 Table 1 shows that the existing bus services provide regular links to a number of surrounding destinations, including Mansfield, Blidworth and Southwell. There are bus services available throughout the day, with services running 7 days a week.

2.5.6 In light of the above, it would be expected that a high number of trips to and from the site would be made using this mode of transport.

3 Development Proposals

3.1 Development Schedule

3.1.1 The development proposals are to redevelop the site for residential use. Although the site layout is yet to be finalised, a development framework plan is shown in Appendix A. Current proposals are for the site to include a maximum of 95 dwellings.

3.2 Site Access

3.2.1 It is proposed that access to the site for all modes of transport will be via a new point of access from A617 Rainworth Bypass to the north of the site. It is proposed that the access will be created by adding a new arm to the A617 Rainworth Bypass / Rufford Colliery Lane junction. The current junction arrangements are shown in Figure 17 below.

Figure 17: Current Arrangements at the A617 Rainworth Bypass / Rufford Colliery Lane Junction

3.2.2 The proposed junction arrangements are shown in Appendix B. The junction has been designed in accordance with Nottinghamshire Highway Design Guide.

3.2.3 In addition to the access from A617 Rainworth Bypass, it is proposed that pedestrian and cycle access will be available from the south of the site, as was outlined in section 2. It is proposed that this will be provided via Rufford Colliery Lane to the east of the site. The footpath routes leading to the site are shown indicatively on the development framework plan in Appendix A.

3.3 Car Parking Provision

3.3.1 Car parking provision for the proposed development will be in accordance with the standards shown in The Nottinghamshire Highway Design Guide. It is recommended that 2 car parking spaces are provided for each dwelling with 3 or less bedrooms. If dwellings have 4 or more bedrooms, then 3 car parking spaces should be provided.

3.4 Cycle Parking Provision

3.4.1 Given the location of the site, it is anticipated that a number of trips to and from the site will be made by cycling, as was discussed in section 2.4.

3.4.2 It is expected that the residents of houses and bungalows would prefer to store their bicycle privately within their own property, rather than in a communal cycle parking area. Each property will have a private garden, and sheds or similar storage units can therefore be used to privately store bicycles. No shared cycle parking is therefore considered necessary.

3.5 Servicing Arrangements

3.5.1 The site access arrangements have been designed to allow a 16.5m articulated vehicle to enter and depart the site. A vehicle tracking drawing showing the vehicle movements are shown in Appendix B. The drawing shows that all required movements can successfully be carried out.

3.5.2 When the site layout is finalised, further vehicle tracking drawings will be prepared to demonstrate that the required vehicles can manoeuvre within the site, and depart in a forward gear. Turning areas will be provided as appropriate.

4 Traffic Generation

4.1 This section of the TA aims to quantify the number of vehicle trips generated by the proposals to develop the site.

4.2 For the proposed use, the TRICS category 'residential – houses privately owned' was used to determine the number of vehicle trips generated by the proposed development.

4.3 Unsuitable survey sites were filtered out of the TRICS database according to survey location and the size of the developments surveyed. For example, sites in Ireland, N. Ireland, Wales, Scotland and Greater London were excluded from the sample, as were town centre and edge of town centre sites. Only developments of similar size to this development were included in the sample group. The remaining parameters were considered to provide the most accurate representation of trip rates for the site location. The TRICS survey data is included in Appendix C.

4.4 For the proposed site use, Table 2 below shows average TRICS weekday vehicular trip rates for the AM and PM peak hours (08:00 – 09:00 & 17:00 – 18:00) and the associated trip generation.

Table 2: Trip Rates and Trip Generation for Proposed Development

	8-9am			5-6pm		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per dwellings	0.168	0.441	0.609	0.398	0.185	0.583
Trip Generation (95 dwellings)	16	42	58	38	18	56

4.5 In order to determine the impact of the development on the surrounding highway network, the estimated trip generation shown in Table 2 has been distributed onto the highway network. This is discussed further in section 5 below.

5 Highway Capacity Assessment

5.1 Study Area

5.1.1 During the scoping stage, it was agreed with NCC that the following junctions should be assessed for capacity;

J1: A617 Rainworth Bypass / Proposed Site Access / Rufford Colliery Lane Signal Junction
J2: A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West Roundabout
J3: A617 Rainworth Bypass / B6020 Kirklington Road Roundabout

5.2 Traffic Counts

5.2.1 Traffic count data was obtained for study area junctions 2 and 3, from a TA carried out by Travis Baker Ltd on behalf of Taylor Wimpey, dated March 2015. The traffic counts were carried out on Thursday 22nd February 2015, for the AM peak period of 07:30 – 09:30 and the PM peak period of 16:30 – 18:30. For both study area junctions, the peak hours were determined in the Travis Baker Ltd. TA, as being 07:45 – 08:45 for the AM period, and 16:30 – 17:30 for the PM peak period.

5.2.2 The surveyed 2015 peak hour traffic flows are shown in Appendix D, in a flow diagram extracted from the Travis Baker Ltd. TA.

5.2.3 The 2015 traffic count data summarised in Appendix D is shown in Flow diagram 1 in Appendix E, which also shows 2015 traffic flows for study area junction 1. These flows have been determined from the flows at study area junction 2, with nominal movements assumed in and out of Rufford Colliery Lane.

5.2.4 Although the 2015 count data is slightly dated, and some assumptions have been made regarding movements in and out of Rufford Colliery Lane, NCC agreed during the scoping stage that it was acceptable to use this as base data, given the difficulties in obtaining new count data during 2020, because of Covid-19 restrictions.

5.3 Traffic Growth

5.3.1 In order to assess the impact of the development for future design years, growth factors need to be applied to the 2020 base flows. The year of opening for the development is assumed to be 2023, and the impact of the development has also been considered for 10 years post planning application submission, ie 2030, as agreed with NCC at the scoping stage.

5.3.2 Base traffic flows for 2023 and 2030 have been established by applying growth factors to the 2015 base flows. The appropriate growth factors, established using the Tempro software, are shown in Table 3 below.

Table 3: Tempro Traffic Growth Factors (Newark and Sherwood 006)

Base Year	Future Year	Peak	Local Growth Factor
2015	2023	AM	1.1445
		PM	1.1415
2015	2030	AM	1.2171
		PM	1.2139

5.3.3 The resulting base traffic flows for 2023 and 2030 are shown on Flow Diagrams 2 and 3 in Appendix E respectively.

5.4 Committed Developments

5.4.1 It was agreed with NCC during the scoping stage that committed developments should be considered in this TA. NCC specified that the following sites should be included;

- Firs Farm, Lindhurst
- Land north of Old Newark Road, Mansfield
- Three Thorn Hollow Farm

5.4.2 For each of the committed sites listed above, committed development flow data was obtained from their respective TAs. For each site, flows were shown at study area junction 2; the A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West Roundabout. To obtain committed development flows at study area junctions 1 and 3, the flows at junction 2 have been distributed onto junctions 1 and 3 in the same proportions as the base traffic flows. The percentage distribution of committed development flows is shown on Flow Diagram 4 in Appendix E.

5.4.3 The committed development flows at study area junction 2, are shown for the Firs Farm development, the Land north of Old Newark Road development, and the Three Thorn Hollow Farm development, in Flow Diagrams 5, 6, and 7 in Appendix E respectively. The committed development flows are then combined, and distributed onto study area junctions 1 and 3, in Flow Diagram 8 in Appendix E.

5.4.4 The committed development flows have then been added to the base flows, for the 2023 and 2030 scenarios, as shown in Flow Diagrams 9 and 10 in Appendix E respectively.

5.5 Percentage Distribution of Development Flows

5.5.1 The traffic generated by the development, calculated in section 4 and summarised in Table 2, has been distributed onto the highway network using MSOA data, which is included for reference in Appendix F. The percentage splits of traffic are shown on Flow Diagram 11 in Appendix E. The resulting distribution of development traffic is then shown in Flow Diagram 12 in Appendix E.

5.5.2 In order to establish the traffic impact at the study area junctions, the development flows have been added to the base + committed flows for the design years of 2023 and 2030, and the resulting flows are shown in Flow Diagrams 13 and 14 in Appendix E respectively.

5.6 Highway Impact

5.6.1 In order to determine that the extent of the study area is sufficient, the percentage increase has been determined for the AM peak hour and PM peak hour for each of the study area junctions.

Table 4: Percentage Increases at Study Area Junctions

	AM Peak Hour	PM Peak Hour
J1: A617 Rainworth Bypass / Proposed Site Access / Rufford Colliery Lane	2.7%	2.6%
J2: A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West	0.7%	0.6%
J3: A617 Rainworth Bypass / B6020 Kirklington Road	1.3%	1.3%

5.6.2 Table 4 shows that the percentage increase in traffic movements would be within 3% at the site access junction, within 1% at the junction immediately west of the site access, and within 2% at the junction immediately east of the site access. This would indicate that the traffic impact at these junctions will be relatively minor. Furthermore, it can be deduced from Flow Diagram 12 in Appendix E, that the two-way development flows will not exceed 30 at any junctions outside of the study area. It is not therefore considered necessary to consider any further junctions.

5.6.3 To assess the impact of the development traffic, a LINSIG assessment has been prepared for junction 1 in the study area, and Junctions 9 assessments have been prepared for junctions 2 and 3 in the study area. The full capacity assessments are included for reference in Appendix G, and the results are summarised in Tables 5-7 below.

Table 5: Summary of LINSIG Results –
J1: A617 Rainworth Bypass / Proposed Site Access / Rufford Colliery Lane

	AM Peak Hour		PM Peak Hour	
	PRC	Queue Length	PRC	Queue Length
2023 Base + Com Flows	103.4%	7	109.3%	7
2023 Base + Com + Dev Flows	55.4%	11	72.7%	9
2030 Base + Com Flows	91.9%	8	97.8%	8
2030 Base + Com + Dev Flows	46.6%	12	63.1%	10

Table 6: Summary of Junctions 9 Results –
J2: A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West

	AM Peak Hour		PM Peak Hour	
	Max RFC	Queue Length	Max RFC	Queue Length
2023 Base + Com Flows	0.923	11	1.051	57
2023 Base + Com + Dev Flows	0.939	13	1.060	63
2030 Base + Com Flows	0.995	26	1.119	105
2030 Base + Com + Dev Flows	1.011	32	1.129	112

Table 7: Summary of Junctions 9 Results –
J3: A617 Rainworth Bypass / B6020 Kirklington Road

	AM Peak Hour		PM Peak Hour	
	Max RFC	Queue Length	Max RFC	Queue Length
2023 Base + Com Flows	0.654	2	0.669	2
2023 Base + Com + Dev Flows	0.660	2	0.680	2
2030 Base + Com Flows	0.696	3	0.713	3
2030 Base + Com + Dev Flows	0.701	3	0.725	3

5.6.4 The PRC at a signal junction refers to practical reserve capacity. A figure greater than 0% indicates that there is spare capacity at a junction. The results in Table 5 show that the A617 Rainworth Bypass / Proposed Site Access / Rufford Colliery Lane junction will operate with significant spare capacity, for all scenarios. Junction improvements are not therefore considered necessary on highway capacity grounds.

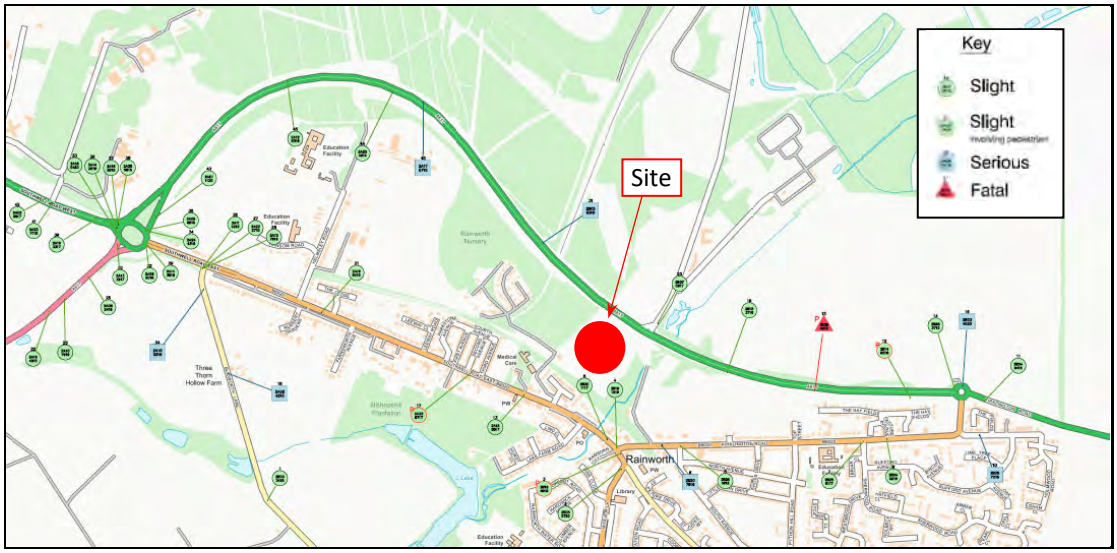
5.6.5 The maximum RFC value at a priority junction represents the ratio of flow to capacity. A junction is considered to be operating over capacity if the RFC value exceeds 0.85. The results in Table 6 show that the A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West is operating over capacity for the base + committed scenarios, in the AM and PM peak hour. The impact of the development flows is very minor in terms of RFC and queue length, and junction improvements to mitigate such a minor impact would not be warranted.

5.6.6 The results in Table 7 show that the A617 Rainworth Bypass / B6020 Kirklington Road junction is operating within capacity for all scenarios assessed.

6 Highway Safety Assessment

6.1 An investigation has been carried out into highway safety in the vicinity of the proposed development. Figure 18 below shows the accidents that have occurred during the 5 year period from 2015 - 2019.

Figure 18: Accidents in the 5 year period (2015 – 2019)



6.2 Figure 18 shows that there have been a total of 45 accidents in the study area shown. It is noted that only one of these accidents occurred in the immediate vicinity of the proposed site access from A617 Rainworth Bypass. Details of the accidents shown in Figure 18 are included in Appendix H.

6.3 It can be seen in Figure 18 and Appendix H that of the accidents recorded, 37 were classed as slight, 7 were classed as serious and 1 was classed as fatal.

6.4 Figure 18 shows that the majority of accidents in the study area occurred in the close proximity of the A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West Roundabout. This would be expected given the high level of traffic passing through this junction.

6.5 Overall, the number of accidents that have occurred is not considered to be a high number during a 5 year period, given the scale of the study area and the amount of traffic movements at the study area junctions. The severity of the accidents does not cause concern, as the majority were classed as being slight accidents.

6.6 Furthermore, it was determined in sections 4 and 5 of this TA, that the trip generation of the proposed development will be relatively minor, and the impact of the development on the study area junctions will be negligible.

6.7 The findings above indicate that there is no cause for concern regarding highway safety in the vicinity of the site, and no highway safety improvements are considered necessary.

7 Conclusions

7.1 This Transport Assessment (TA) was prepared by BSP Consulting on behalf of Romo Holdings Ltd, in support of a Planning Application for a proposed residential development at a site located to the south of the A617, Rainworth. Current proposals are for the site to include a maximum of 95 dwellings.

7.2 It is proposed that access to the site for all modes of transport will be via a new point of access from A617 Rainworth Bypass to the north of the site. It is proposed that the access will be created by adding a new arm to the A617 Rainworth Bypass / Rufford Colliery Lane junction. The junction has been designed in accordance with Nottinghamshire Highway Design Guide. In addition to the access from A617 Rainworth Bypass, it is proposed that pedestrian and cycle access will be available from the south of the site. It is proposed that this will be provided via Rufford Colliery Lane to the east of the site. Rufford Colliery Lane has been used as a pedestrian route for many years, and so pedestrians accessing the site would use this route as pedestrians do at present.

7.3 Car parking provision for the proposed development will be in accordance with the standards shown in The Nottinghamshire Highway Design Guide. It is recommended that 2 car parking spaces are provided for each dwelling with 3 or less bedrooms. If dwellings have 4 or more bedrooms, then 3 car parking spaces should be provided

7.4 The site is considered to be in a sustainable location, within a reasonable walking distance of the existing facilities within the village of Rainworth, which include local shops, two primary schools, medical facilities, sports and social facilities. The existing pedestrian infrastructure will encourage people to walk to the site. To the north of the site, the A617 Rainworth Bypass benefits from a wide footway / cycleway along the site frontage, and to the south of the site, the B6020 benefits from footways and pedestrian crossings.

7.5 It is expected that a significant number of residents at the site will choose cycling as their preferred mode of transport, as this is a very cheap and fast option for accessing amenities at short to medium distances. The urban areas within 5.0km of the site, including Rainworth, Blidworth, Clipstone, and notably a large part of Mansfield, are all within a reasonable cycling distance of the site. There is an existing National Cycle Network route to the east of Rainworth, and local cycle routes on A617 Rainworth Bypass to the north of the site, and B6020 Southwell Road East to the south of the site, which would enable direct cycle access to the site.

7.6 The site is well located for easy access to existing bus services. The nearest bus stops to the site are located on B6020 Southwell Road East to the south of the site, located within a short walking distance of the site, which would encourage residents and visitors to travel via this mode of transport. The bus stops can be accessed from the site using the existing footways and proposed pedestrian link to the site via Rufford Colliery Lane. The bus stops provide access to service numbers 27, 28, 29A, 141, 343 and S363. The existing bus services provide regular links to a number of surrounding destinations, including Mansfield, Blidworth and Southwell. There are bus services available throughout the day, with services running 7 days a week.

7.7 An accident analysis has been carried out for the area surrounding the site. During a 5 year study period, there were a relatively low number of accidents, and the accidents recorded were mostly classed as being slight accidents. The findings do not indicate that there is a cause for concern regarding highway safety in the vicinity of the site.

7.8 An assessment of the likely number of trips generated by the proposed development has been undertaken. Trip generation estimates were determined using a selection of similar sites from the TRICS database. To assess the impact of the trip generation, the traffic was distributed onto the highway network, and capacity assessments were carried out.

7.9 The proposed development flows were distributed onto the highway network. The percentage increase in traffic movements was found to be within 3% at the site access junction, within 1% at the junction immediately west of the site access, and within 2% at the junction immediately east of the site access. This would indicate that the traffic impact at these junctions will be relatively minor. Furthermore, it was determined that the two-way development flows would not exceed 30 at any junctions outside of the study area. It wass not therefore considered necessary to consider any further junctions.

7.10 Capacity assessments were carried out for the study area junctions, for the design years of 2023 and 2030. The A617 Rainworth Bypass / Proposed Site Access / Rufford Colliery Lane Signal Junction was assessed for capacity using the LINSIG software, and found to operate within capacity for all scenarios assessed.

7.11 The A617 Rainworth Bypass / B6020 Southwell Road East / A6191 Southwell Road West Roundabout was assessed for capacity using the Junctions 9 software, and found to operate over capacity for all scenarios assessed. The impact of the development flows was very minor, and junction improvements to mitigate such a minor impact would not be warranted.

7.12 The A617 Rainworth Bypass / B6020 Kirklington Road Roundabout was assessed for capacity using the Junctions 9 software, and found to operate with spare capacity for all scenarios assessed. The impact of the development flows was very minor.

In light of the above, the proposed development is considered to be acceptable in highway terms.

Appendix A

Proposed Site Layout

NOTES

N

0 50 100 150 200m

- Proposed Residential Development 3Ha (Not more than 95 dwellings at c32dph)
- Proposed Building Frontages Private Rear Gardens
- Proposed main access off Rainworth Bypass
- Indicative Main & Secondary Streets
- Indicative Lanes & Private Driveways
- Potential Footpath Routes
- Potential gabion retaining wall - indicative subject to detail design
- 93.0m — Proposed level -indicative subject to detail design
- Existing Pond & Watercourse
- SUDS attenuation basin - indicative location
- SUDS Dry Swale - indicative location
- Existing Retained Vegetation - Woodland, hedgerow, scrub, marsh & grassland
- Proposed Trees - indicative location
- Green Infrastructure (c3.4Ha)

Includes: natural & semi natural green space, green corridors, amenity green space and SuDs attenuation basin.

- A — Illustrative Cross Sections - refer to FPCR Dwg Ref 9474-L03
- Existing Contours

Aspbury Planning
Land South of A617
Rainworth, Nottinghamshire

DEVELOPMENT FRAMEWORK

1:2,000 @ A3
10 March 2021 / JJ
9474-L-02 rev C

masterplanning
environmental assessment
landscape design
urban design
ecology
architecture
arboriculture

FPCR Environment and Design Ltd
Lockington Hall
Lockington
Derby DE74 2RH

t: 01509 672772
f: 01509 674565
e: mail@fpcr.co.uk
w: www.fpcr.co.uk

CAD file C:\Users\JJ\Desktop\9474 Rainworth 2021\9474-L-02-03 Development Framework Plan.dwg

Appendix B

Site Access Design and Vehicle Swept Paths

EXTENT OF CARRIAGEWAY RESURFACING TO BE AGREED WITH THE LHA. SUBJECT TO THE AMOUNT OF CARRIAGEWAY ROAD MARKINGS REMOVED & DAMAGE CAUSED

Proposed signal junction designed in accordance with CD 123 Geometric design of at-grade priority and signal-controlled junctions. Based on a 30mph design speed.

Min 3.5m wide through lanes and turning lanes, capacity to be checked as part of the transportation assessment

Proposed Site Access Arrangements from A617 Rainworth Bypass
Option A
1:500

Proposed Site Access Swept Path Analysis
16.5m HGV Design Vehicle
1:500

Proposed Site Access Swept Path Analysis
16.5m HGV Design Vehicle
1:500

Proposed Site Access Swept Path Analysis
16.5m HGV Design Vehicle
1:500

Proposed Site Access Swept Path Analysis
16.5m HGV Design Vehicle
1:500

KEY PLAN

Construction Risks	Maintenance/cleaning Risks	Demolition/adaptation Risks

In addition to the hazard/risks normally associated with the type of works detailed on this drawing take note of the above.
It is assumed that all works on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION BOX

NOTES

1. DO NOT SCALE.

2. Should there be any conflict between the details indicated on this drawing and those indicated on other drawings the Engineer should be informed PRIOR to construction on site.

3. Until technical approval has been obtained from the relevant Authority, it should be understood that all drawings issued are Preliminary and NOT for construction. Should the contractor commence site work prior to such approval being given, it is entirely at his own risk.

4. All dimensions are in millimetres unless otherwise stated.

5. The BSP Hazard Identification and Risk Assessment Information for this project must be reviewed and understood by the contractor PRIOR to the commencement of any works on site.

6. This drawing contains the following model files:

7. This drawing to be viewed in conjunction with:

REV						
P04	Site boundary removed					
	TB	March 21	JAD	March 21	MWR	March 21
P03	Constraints Overlaid					
	JAD	Sept 20	MWR	Sept 20	MWR	Sept 20
P02	Overlaid onto topo survey					
	JAD	Sept 20	MWR	Sept 20	MWR	Sept 20
P01	Initial Draft Issue					
	JAD	Apr 20	MWR	Apr 20	MWR	Apr 20
REV	COMMENT					
	DRAWN BY	DATE	CHECKED BY	DATE	APPROVED BY	DATE

SCALE @ A1	ISSUING OFFICE	PROJECT NUMBER
1:500	NOTTINGHAM	18-0494

CLIENT APPROVAL

- A - APPROVED
- B - APPROVED WITH COMMENTS
- C - DO NOT USE

STATUS	PURPOSE OF ISSUE
S1	PRELIMINARY

• CIVIL • STRUCTURAL • TRANSPORTATION • GEOTECHNICAL • ENVIRONMENTAL

bsp CONSULTING
12 Oxford Street
Nottingham, NG1 5BG
Tel: (0115) 7043300 • Fax: (0115) 8402228
e-mail: info@bsp-consulting.co.uk
Also offices in Derby, Leicester and Sheffield

PROJECT
RESIDENTIAL DEVELOPMENT_ LAND_OFF_A617_RAINWORTH _NOTTINGHAMSHIRE

TITLE
PROPOSED_SITE_ ACCESS_ARRANGEMENTS OPTION A (SIGNALS)

CLIENT
ROMO_HOLDINGS_LTD

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REV
LSRBR	BSP	ZZ	XX	DR	S	0001	P04

Appendix C

TRICS Data for Proposed Use

Calculation Reference: AUDIT-724101-200904-0907

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	1 days
	KC	KENT	1 days
	SC	SURREY	1 days
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	NF	NORFOLK	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 days
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 days
	DO	DOWN	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
Actual Range: 70 to 151 (units:)
Range Selected by User: 70 to 180 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 18/09/19

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	4 days
Thursday	3 days
Friday	1 days

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

Selected survey types:

Manual count	9 days
Directional ATC Count	2 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	11

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

Selected Location Sub Categories:

Residential Zone	8
No Sub Category	3

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

Secondary Filtering selection:

Use Class:

C3	11 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	4 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	7 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	11 days

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

LIST OF SITES relevant to selection parameters

1 AN-03-A-09 DETACHED & SEMI-DETACHED ANTRIM
SLOEFIELD DRIVE
CARRICKFERGUS

Edge of Town
No Sub Category
Total No of Dwellings: 151
Survey date: WEDNESDAY 12/10/16 Survey Type: MANUAL

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

3 DO-03-A-03 DETACHED/SEMI DETACHED DOWN
OLD MILL HEIGHTS
BELFAST
DUNDONALD
Edge of Town
Residential Zone
Total No of Dwellings: 79
Survey date: WEDNESDAY 23/10/13 Survey Type: MANUAL

4 ES-03-A-05 MIXED HOUSES & FLATS EAST SUSSEX
RATTLE ROAD
NEAR EASTBOURNE
STONE CROSS
Edge of Town
Residential Zone
Total No of Dwellings: 99
Survey date: WEDNESDAY 05/06/19 Survey Type: MANUAL

5 KC-03-A-04 SEMI-DETACHED & TERRACED KENT
KILN BARN ROAD
AYLESFORD
DITTON
Edge of Town
Residential Zone
Total No of Dwellings: 110
Survey date: FRIDAY 22/09/17 Survey Type: MANUAL

6 NF-03-A-04 MIXED HOUSES NORFOLK
NORTH WALSHAM ROAD
NORTH WALSHAM

Edge of Town
Residential Zone
Total No of Dwellings: 70
Survey date: WEDNESDAY 18/09/19 Survey Type: MANUAL

7 NF-03-A-14 MIXED HOUSES NORFOLK
BEAUFORT WAY
GREAT YARMOUTH
BRADWELL
Edge of Town
Residential Zone
Total No of Dwellings: 150
Survey date: THURSDAY 05/10/17 Survey Type: DIRECTIONAL ATC COUNT

8 NF-03-A-16 MIXED HOUSES & FLATS NORFOLK
NORWICH COMMON
WYMONDHAM

Edge of Town
Residential Zone
Total No of Dwellings: 138
Survey date: TUESDAY 20/10/15 Survey Type: DIRECTIONAL ATC COUNT

LIST OF SITES relevant to selection parameters (Cont.)

9 NY-03-A-10 HOUSES AND FLATS NORTH YORKSHIRE
BOROUGHBRIDGE ROAD
RIPON

Edge of Town
No Sub Category
Total No of Dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

10 SC-03-A-04 DETACHED & TERRACED SURREY
HIGH ROAD
BYFLEET

Edge of Town
Residential Zone
Total No of Dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

11 WS-03-A-04 MIXED HOUSES WEST SUSSEX
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 151
Survey date: THURSDAY *11/12/14* *Survey Type: MANUAL*

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

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
DN-03-A-04	Location
DN-03-A-05	Location
DV-03-A-02	Location
DV-03-A-03	Location
ES-03-A-04	Location
EX-03-A-02	Location
FA-03-A-02	Location
HF-03-A-03	Location
LT-03-A-01	Location
NF-03-A-02	Location
SF-03-A-07	Location
TY-03-A-02	Location
WS-03-A-08	Location
WS-03-A-10	Location

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	11	106	0.081	11	106	0.308	11	106	0.389
08:00 - 09:00	11	106	0.168	11	106	0.441	11	106	0.609
09:00 - 10:00	11	106	0.182	11	106	0.205	11	106	0.387
10:00 - 11:00	11	106	0.147	11	106	0.175	11	106	0.322
11:00 - 12:00	11	106	0.141	11	106	0.172	11	106	0.313
12:00 - 13:00	11	106	0.174	11	106	0.155	11	106	0.329
13:00 - 14:00	11	106	0.191	11	106	0.187	11	106	0.378
14:00 - 15:00	11	106	0.176	11	106	0.211	11	106	0.387
15:00 - 16:00	11	106	0.279	11	106	0.203	11	106	0.482
16:00 - 17:00	11	106	0.313	11	106	0.197	11	106	0.510
17:00 - 18:00	11	106	0.398	11	106	0.185	11	106	0.583
18:00 - 19:00	11	106	0.307	11	106	0.185	11	106	0.492
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.557			2.624			5.181

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	70 - 151 (units:)
Survey date date range:	01/01/12 - 18/09/19
Number of weekdays (Monday-Friday):	11
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	14

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

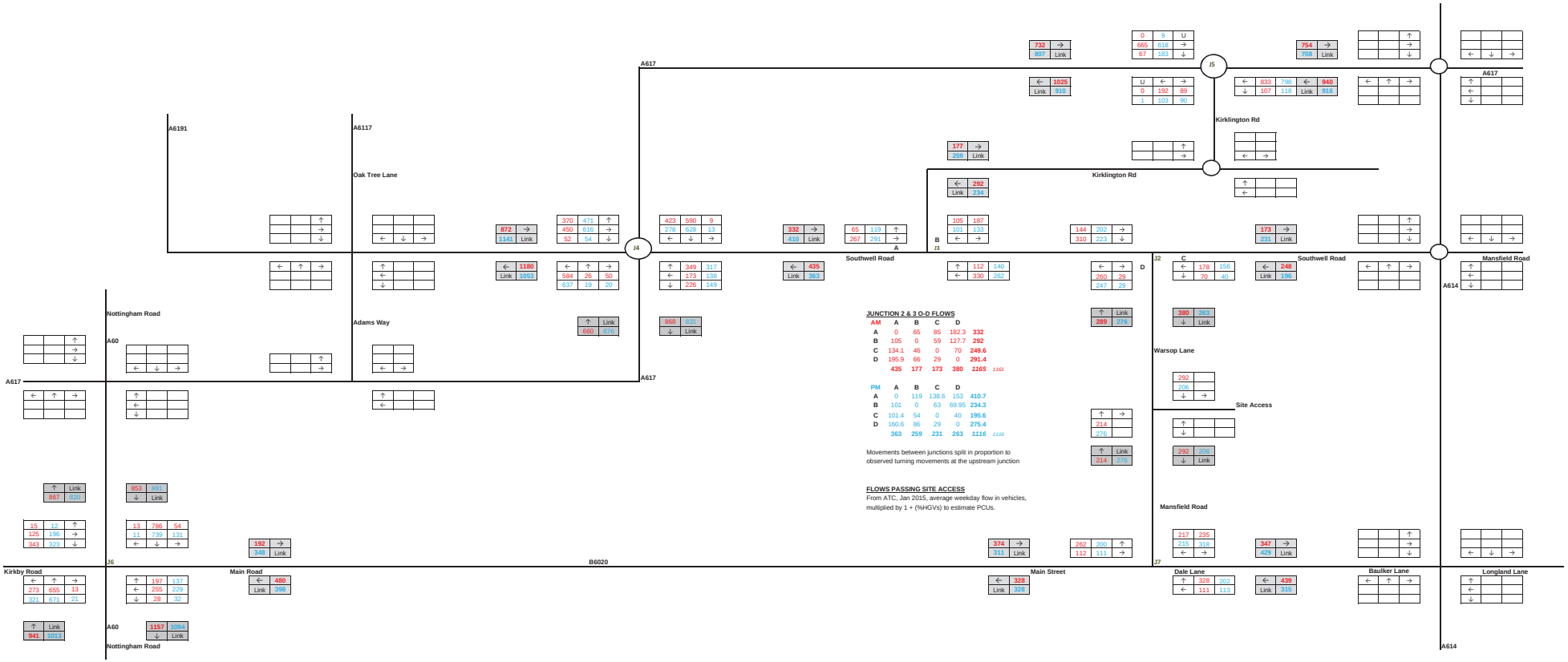
Appendix D

Traffic Flow Summary

T14027 Rainworth

TRAFFIC FLOW DIAGRAMS

SURVEYED FLOWS, 2015 PCUs



JUNCTION 2 & 3 O-D FLOWS

AM	A	B	C	D	
A	0	65	85	182.3	**332**
B	105	0	59	127.7	**292**
C	134.1	46	0	70	**249.6**
D	195.9	66	29	0	**291.4**
	435	**177**	**173**	**380**	***1165*** 1161

PM	A	B	C	D	
A	0	119	138.6	153	**410.7**
B	101	0	63	69.95	**234.3**
C	101.4	54	0	40	**195.6**
D	160.6	86	29	0	**275.4**
	363	**259**	**231**	**263**	***1116*** 1116

Movements between junctions split in proportion to observed turning movements at the upstream junction

FLOWS PASSING SITE ACCESS

From ATC, Jan 2015, average weekday flow in vehicles, multiplied by 1 + (%HGVs) to estimate PCUs.

Appendix E

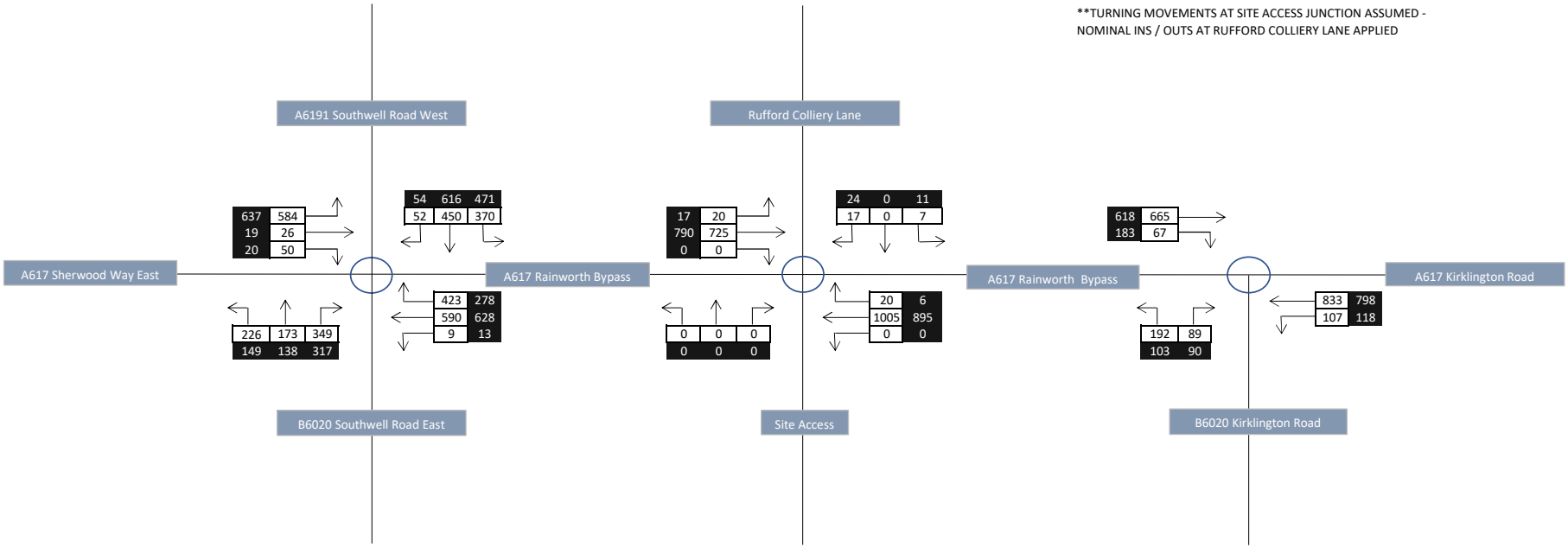
Traffic Flow Diagrams

Data obtained from 2015 Taylor Wimpey TA - Residential Development, Warsop Lane, Rainworth

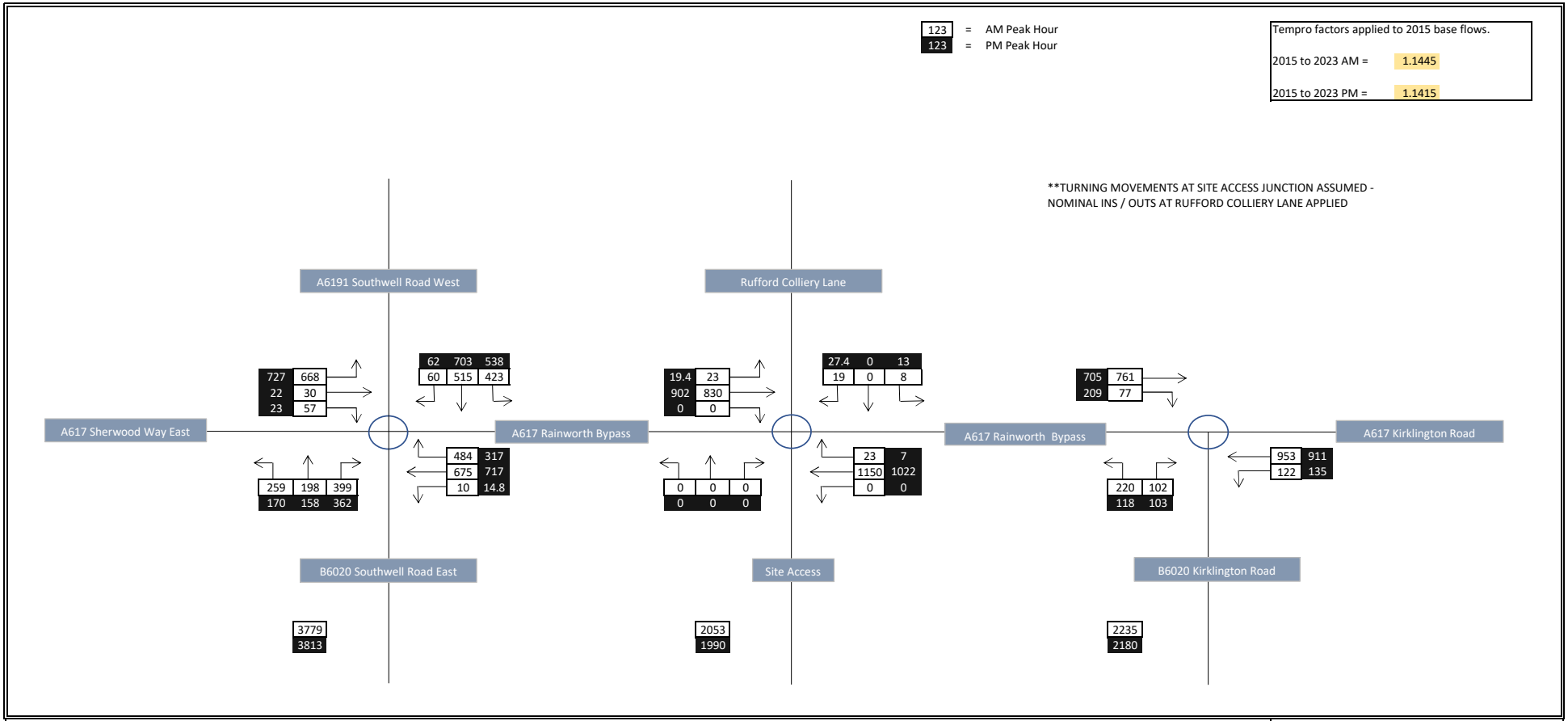
123 = AM Peak Hour
123 = PM Peak Hour

* All flows in PCUs

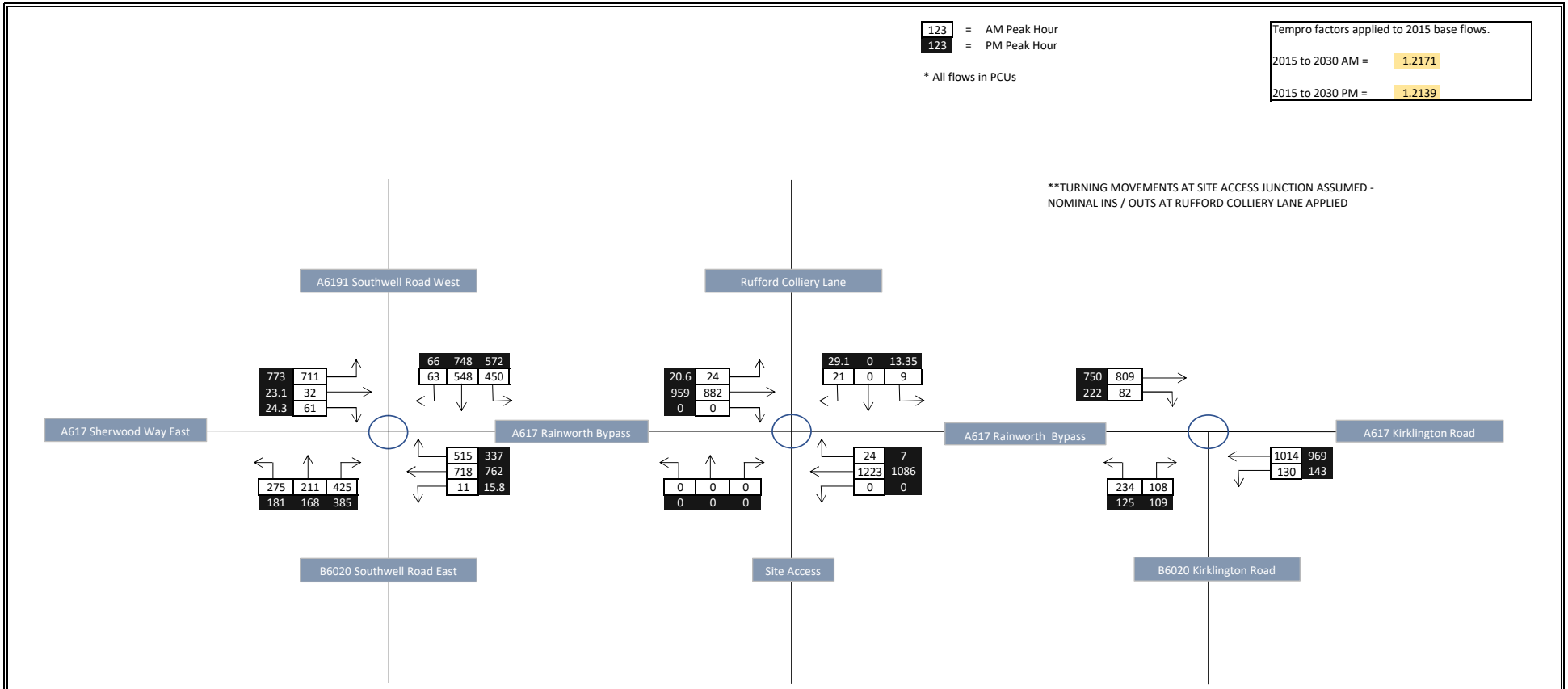
**TURNING MOVEMENTS AT SITE ACCESS JUNCTION ASSUMED - NOMINAL INS / OUTS AT RUFFORD COLLIERY LANE APPLIED



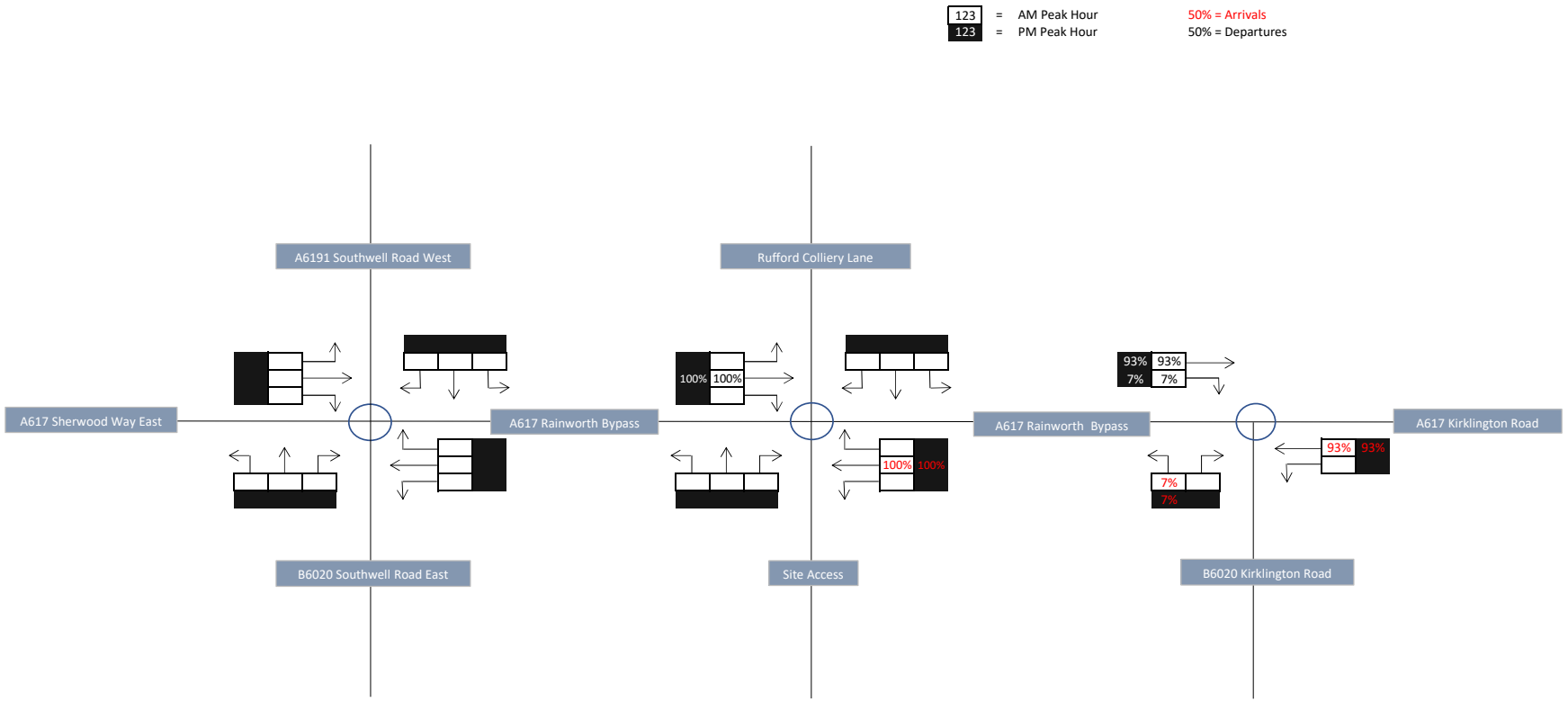
Flow Diagram 1: 2015 Base Traffic Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



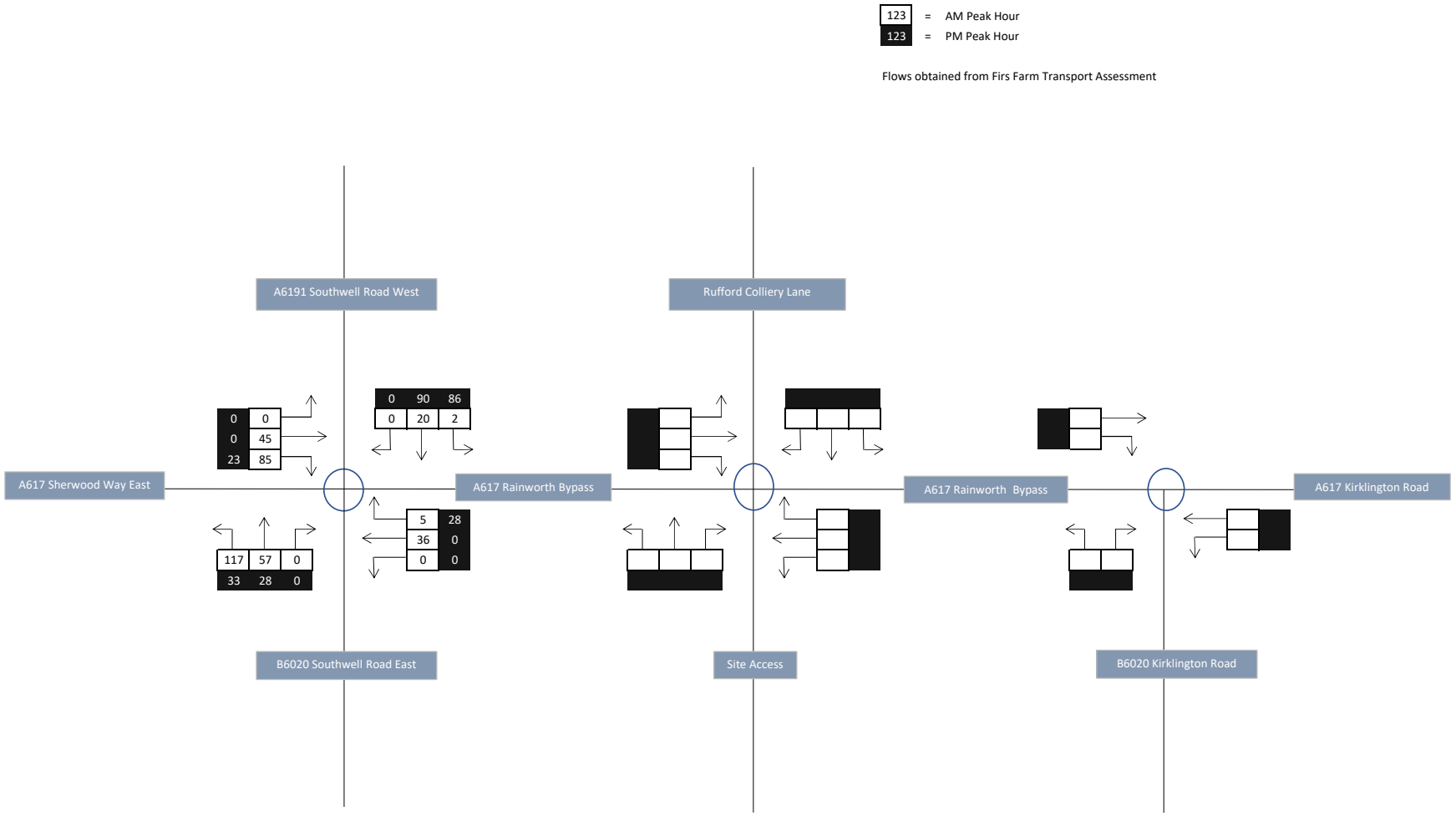
Flow Diagram 2: 2023 Base Traffic Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



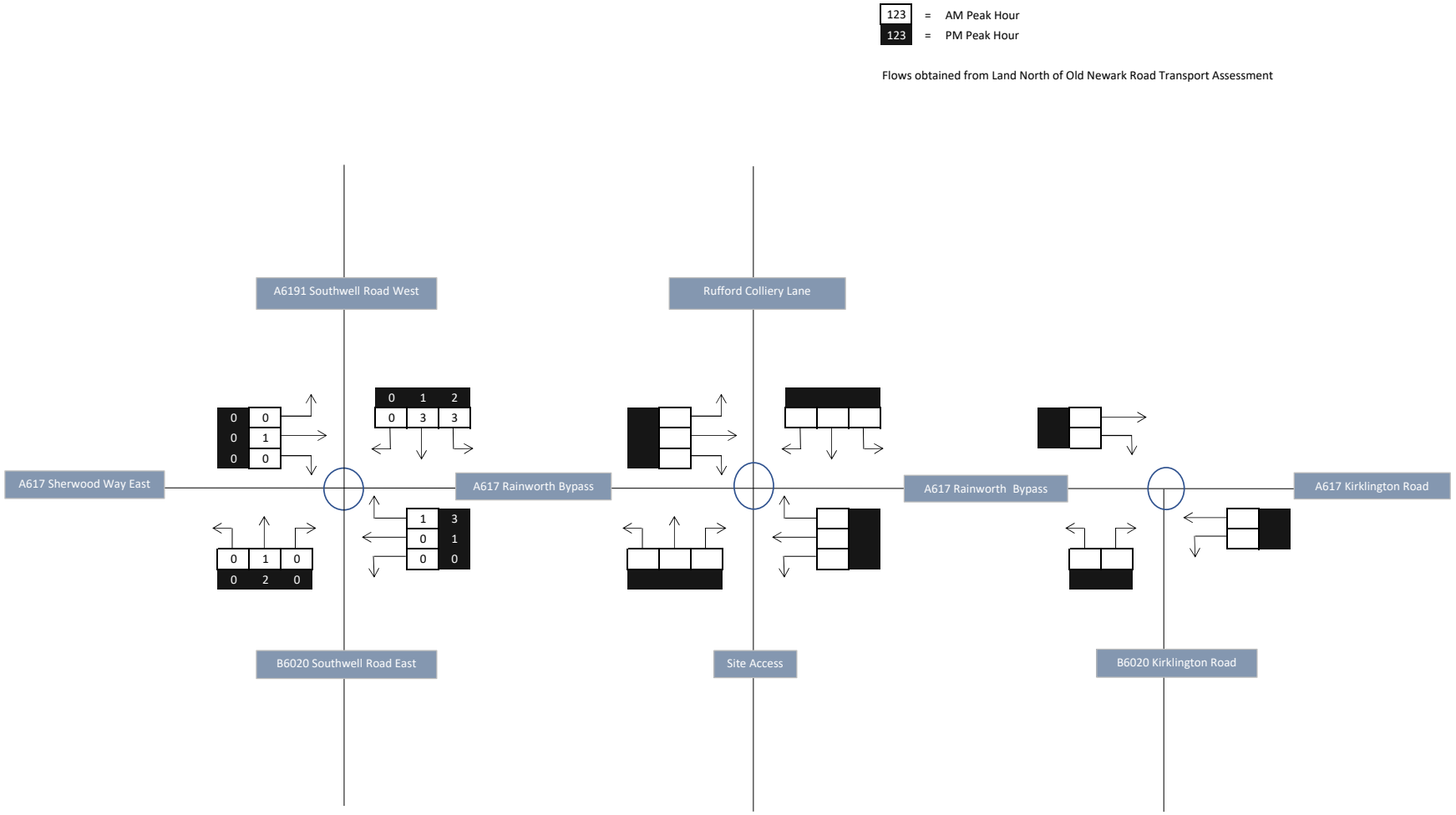
Flow Diagram 3: 2030 Base Traffic Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



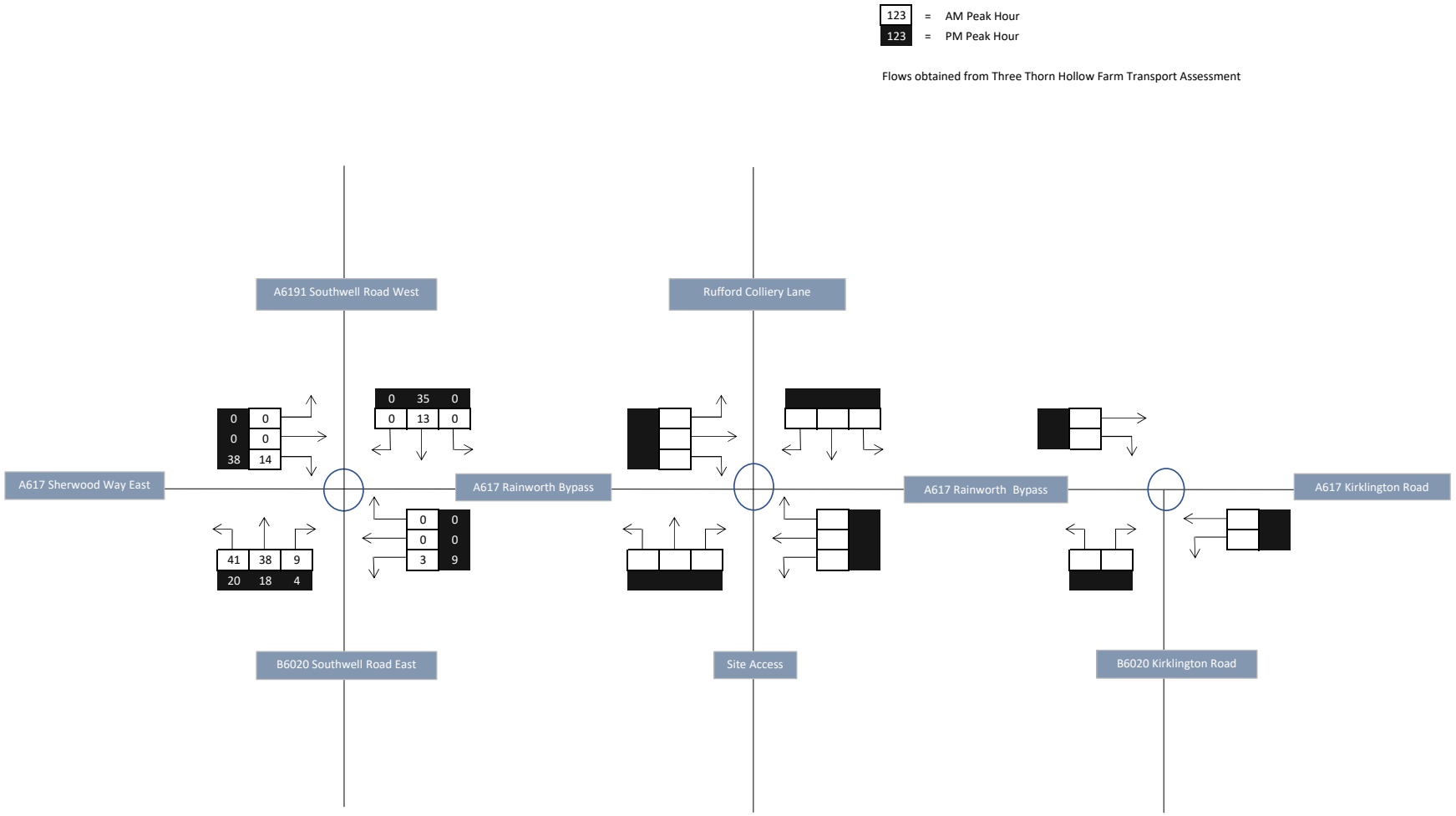
Flow Diagram 4: Percentage Distribution of Committed Development Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



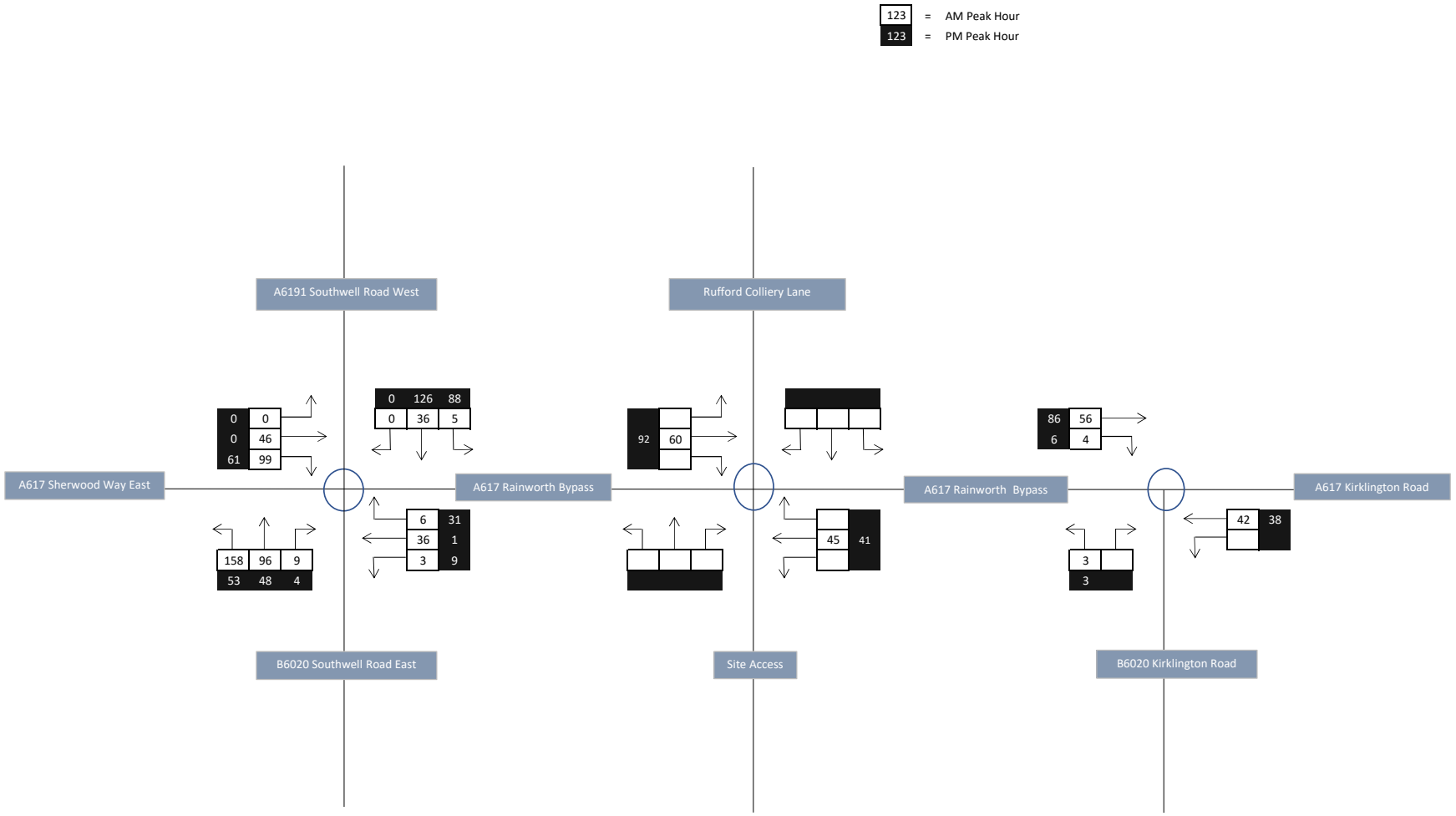
Flow Diagram 5: Committed Development Flows - Firs Farm, Lindhurst	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



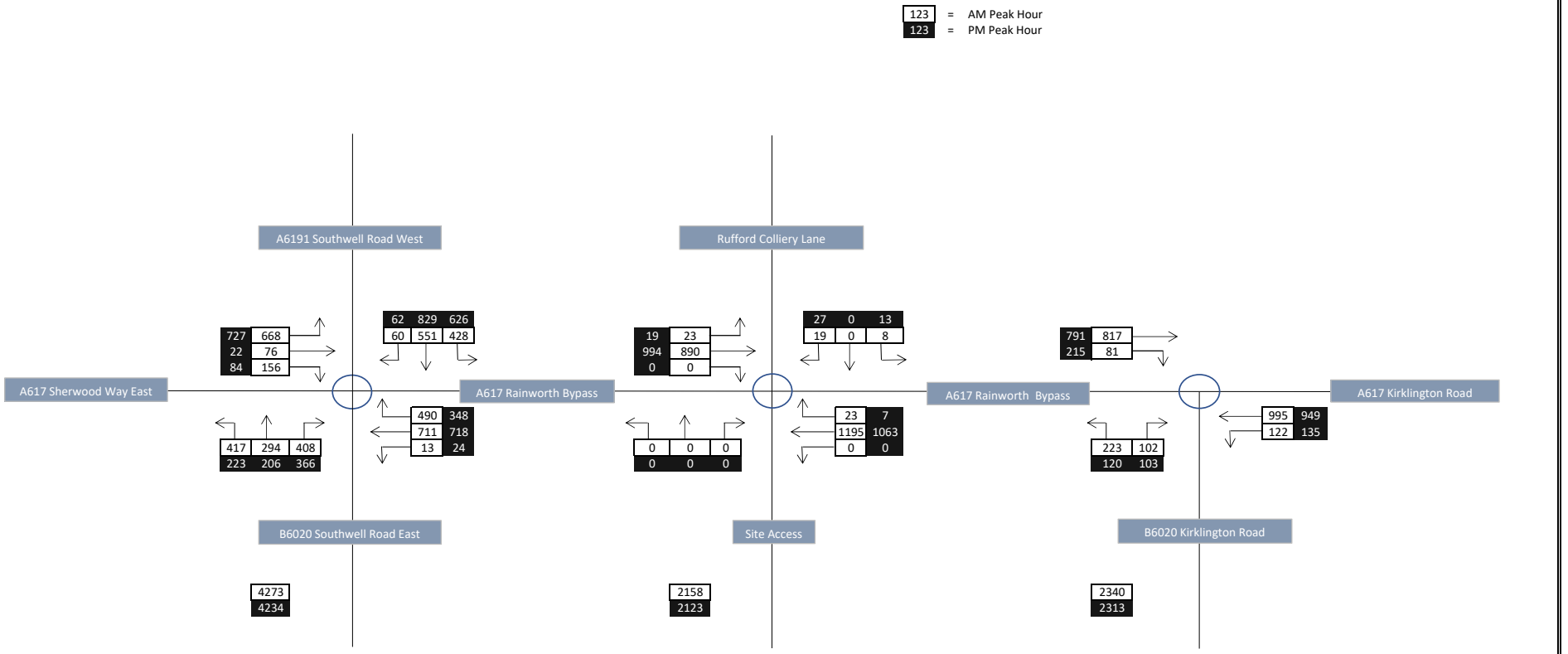
Flow Diagram 6: Committed Development Flows - Land North of Old Newark Road, Mansfield	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



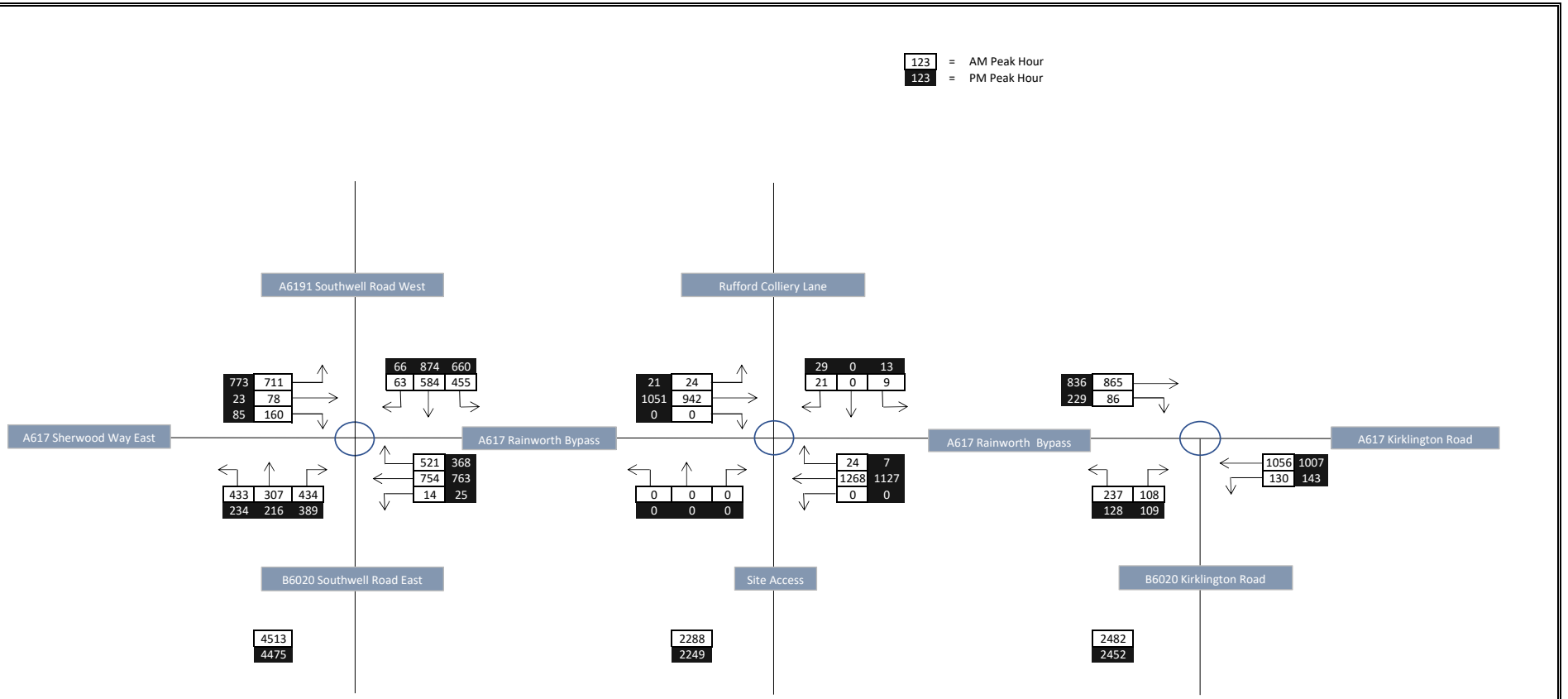
Flow Diagram 7: Committed Development Flows - Three Thorn Hollow Farm	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



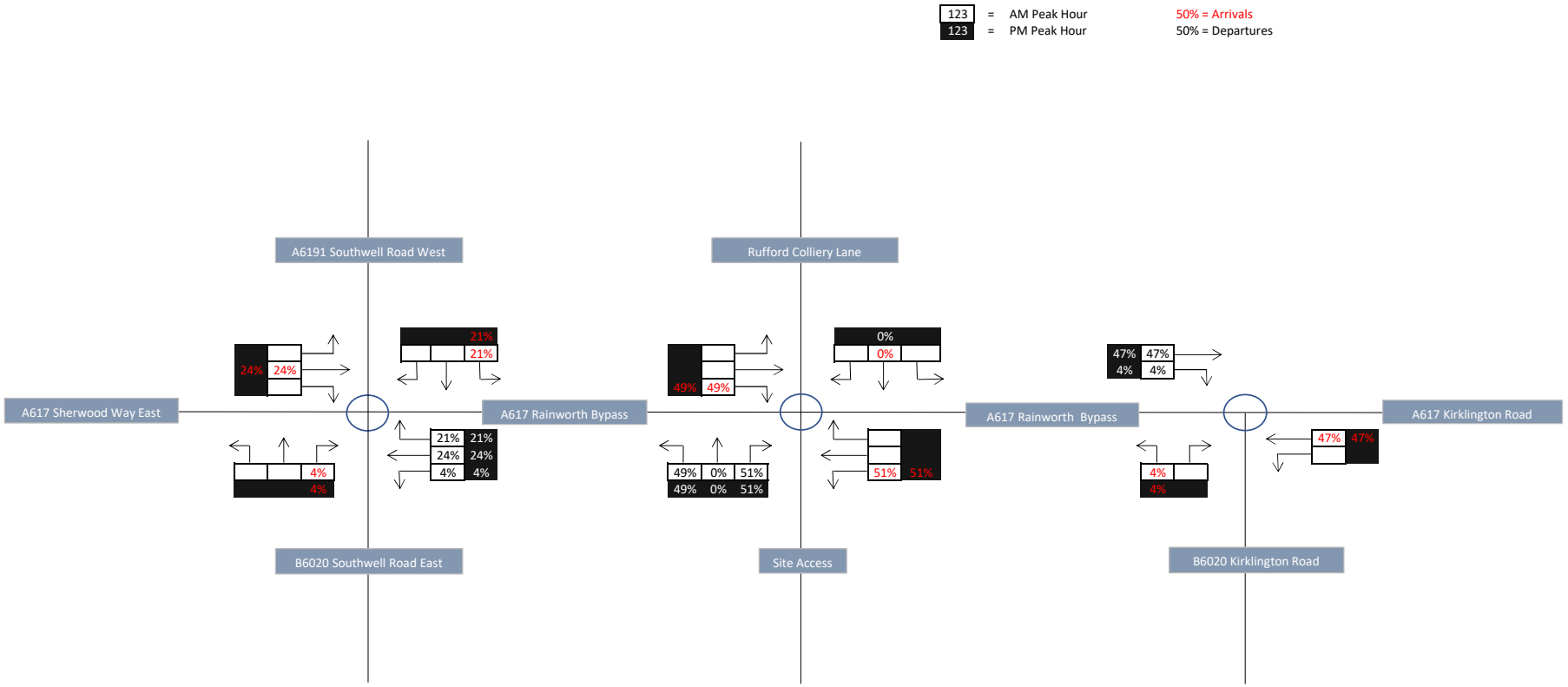
Flow Diagram 8: Combined Committed Development Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



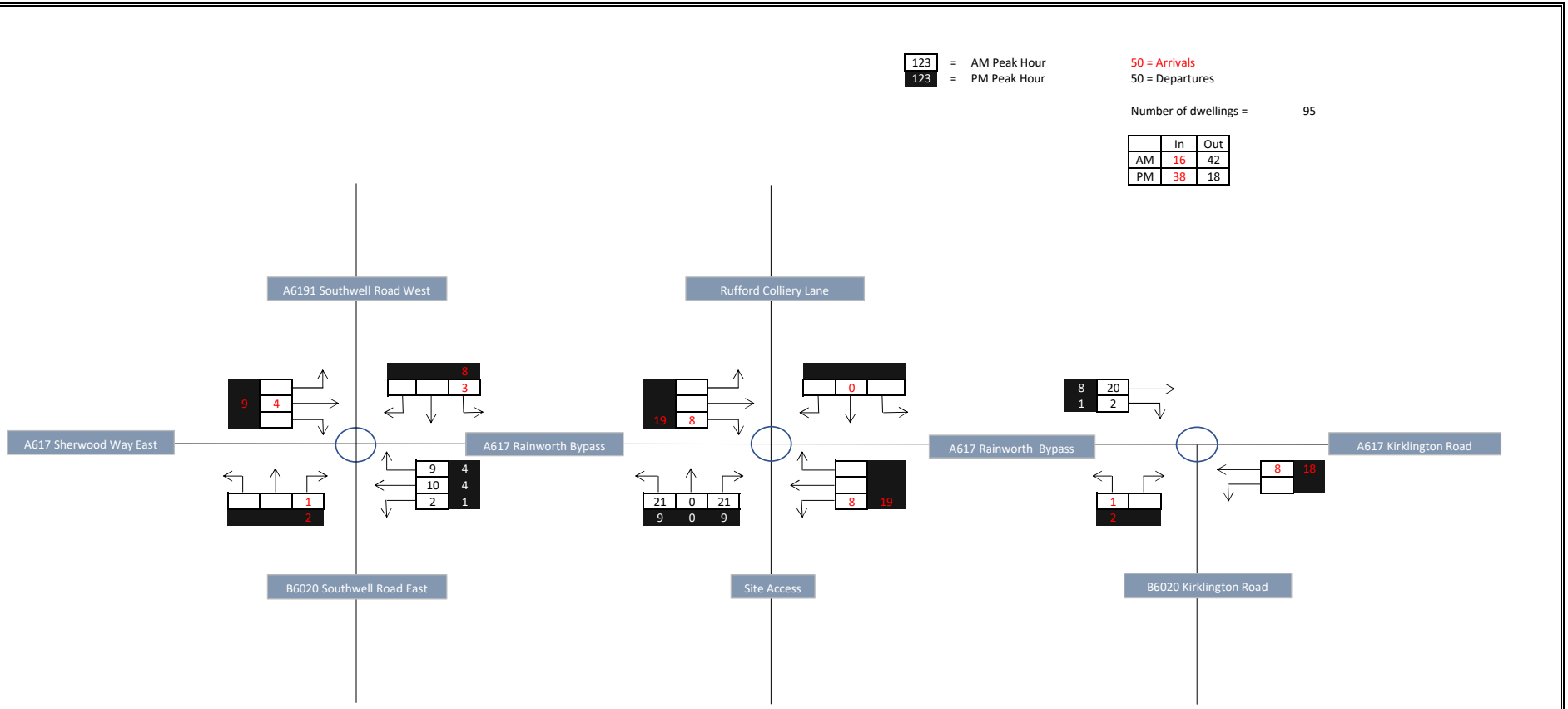
Flow Diagram 9: 2023 Base + Committed Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



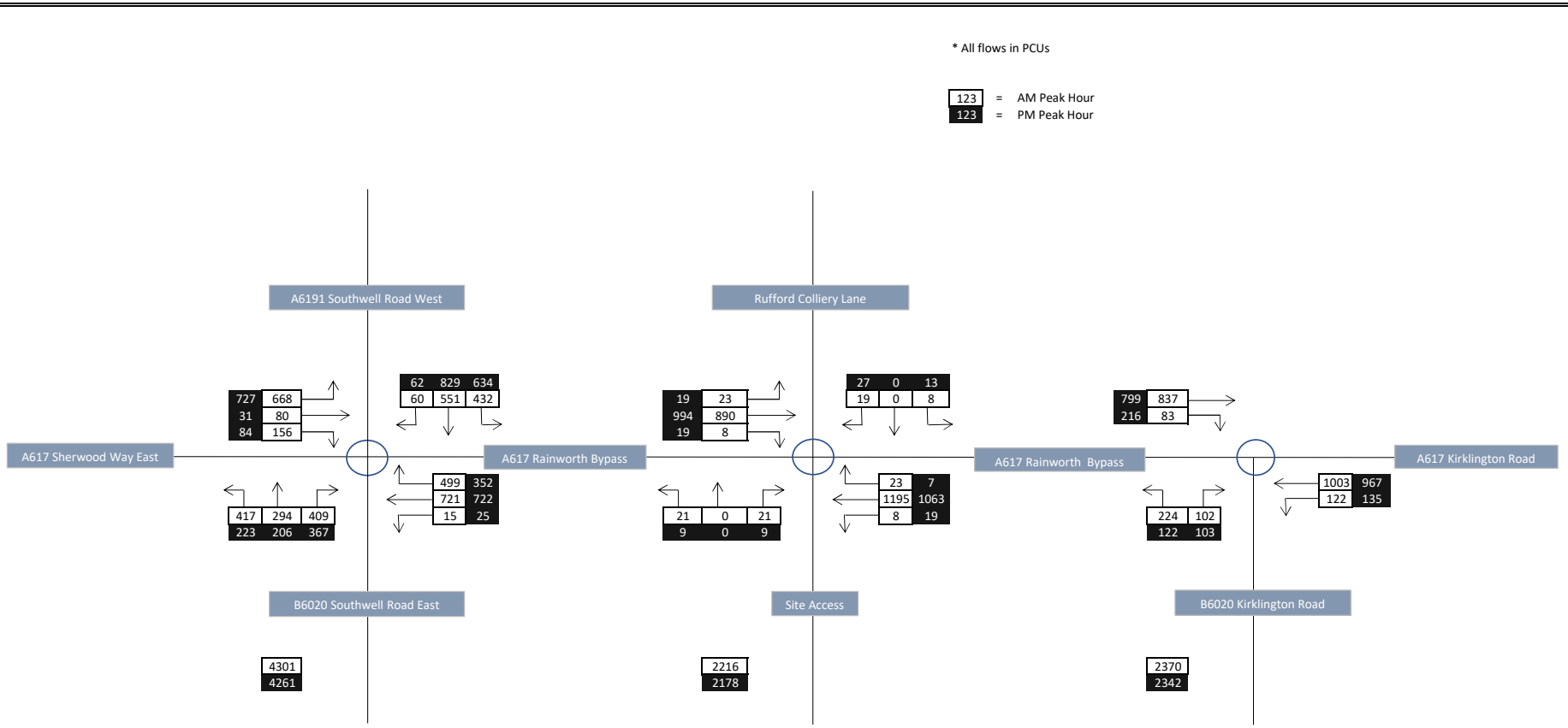
Flow Diagram 10: 2030 Base + Committed Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



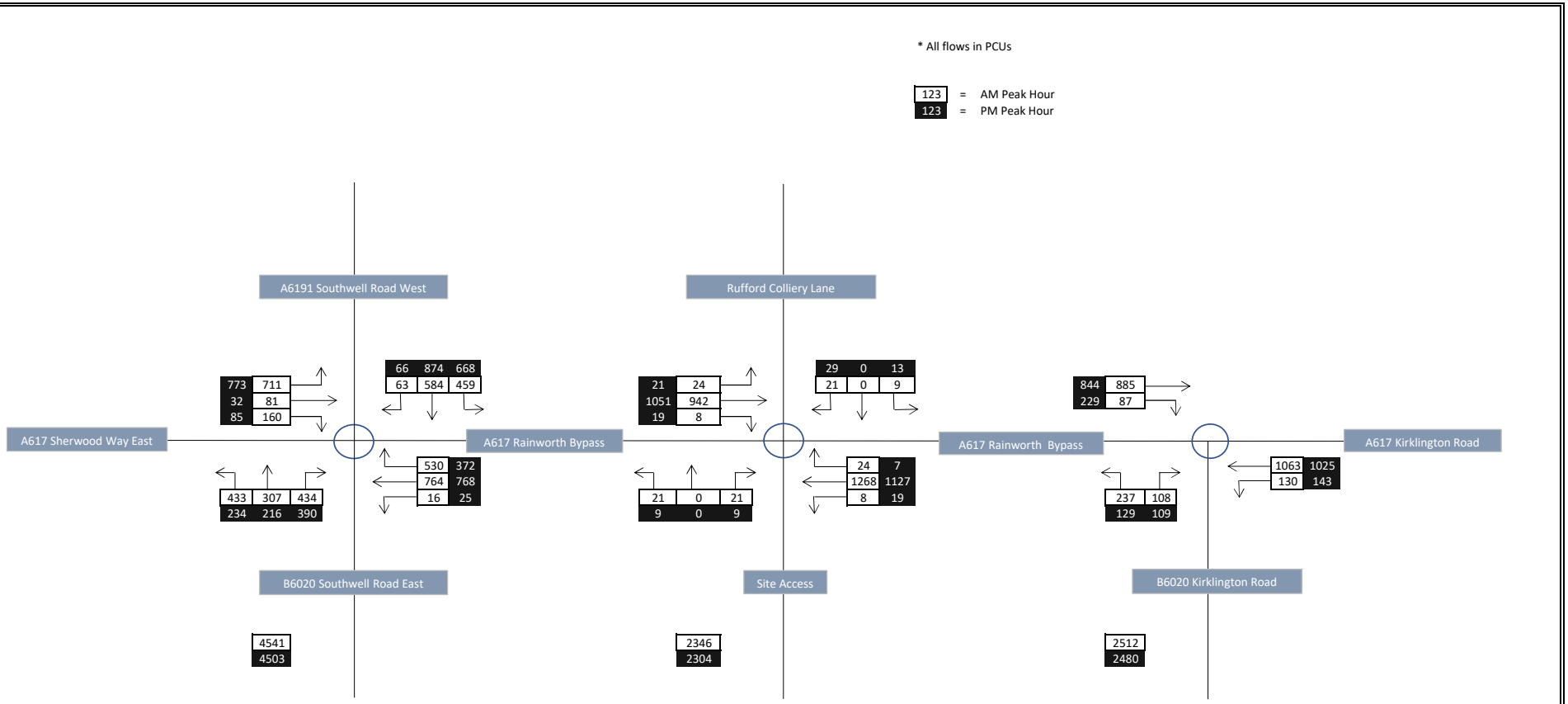
Flow Diagram 11: Percentage Distribution of Development Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



Flow Diagram 12: Development Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



Flow Diagram 13: 2023 Base + Committed + Development Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	



Flow Diagram 14: 2030 Base + Committed + Development Flows	
Project: Proposed Residential Development, Land South of A617, Rainworth	Job Number: 18-0494
Client: Romo Holdings Ltd	

Appendix F

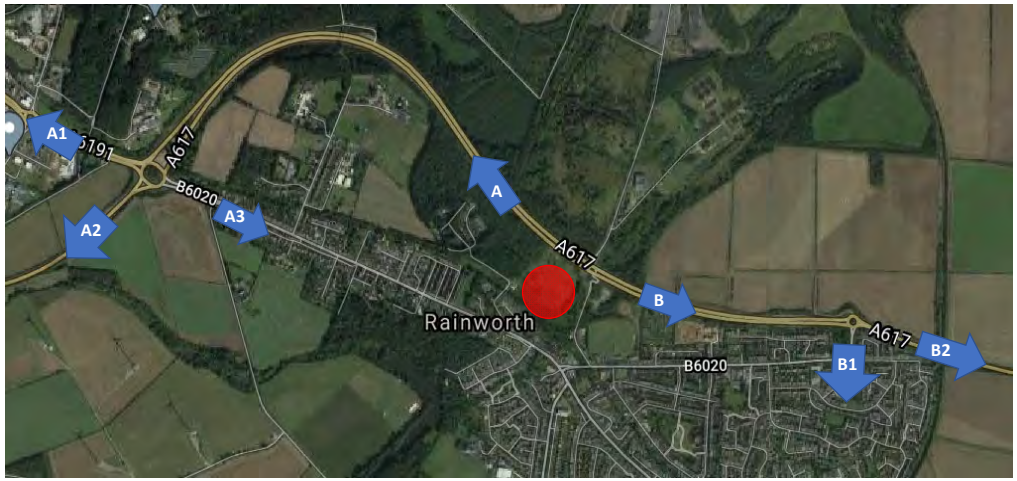
MSOA Trip Distribution

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02005898 : Newark and Sherwood 006 (2011 super output area - middle layer)

place of work : 2011 super output area - middle layer	Driving a car or van	Route
E02005880 : Mansfield 001	3	A1
E02005881 : Mansfield 002	15	A1
E02005882 : Mansfield 003	8	A1
E02005883 : Mansfield 004	53	A1
E02005884 : Mansfield 005	13	A1
E02005885 : Mansfield 006	15	A1
E02005886 : Mansfield 007	30	A1
E02005887 : Mansfield 008	192	A1
E02005888 : Mansfield 009	42	A1
E02005889 : Mansfield 010	30	A1
E02005890 : Mansfield 011	18	A1
E02005891 : Mansfield 012	150	A1
E02005892 : Mansfield 013	117	A1
E02001579 : Rotherham 002	2	A2
E02001586 : Rotherham 009	1	A2
E02001594 : Rotherham 017	3	A2
E02001597 : Rotherham 020	1	A2
E02001602 : Rotherham 025	1	A2
E02001603 : Rotherham 026	3	A2
E02001605 : Rotherham 028	1	A2
E02001606 : Rotherham 029	1	A2
E02001615 : Sheffield 005	1	A2
E02001628 : Sheffield 018	2	A2
E02001637 : Sheffield 027	1	A2
E02001642 : Sheffield 032	3	A2
E02001659 : Sheffield 049	1	A2
E02001660 : Sheffield 050	1	A2
E02001673 : Sheffield 063	1	A2
E02001675 : Sheffield 065	3	A2
E02006843 : Sheffield 073	3	A2
E02002450 : Wakefield 013	1	A2
E02002456 : Wakefield 019	1	A2
E02002480 : Wakefield 043	1	A2
E02002799 : Derby 004	2	A2
E02002801 : Derby 006	1	A2
E02002802 : Derby 007	1	A2
E02002803 : Derby 008	1	A2
E02002807 : Derby 012	2	A2
E02002808 : Derby 013	4	A2
E02002809 : Derby 014	3	A2
E02002812 : Derby 017	1	A2
E02002813 : Derby 018	1	A2
E02002819 : Derby 024	9	A2
E02002820 : Derby 025	1	A2
E02002821 : Derby 026	1	A2
E02002824 : Derby 029	2	A2
E02004029 : Amber Valley 001	3	A2
E02004031 : Amber Valley 003	10	A2
E02004032 : Amber Valley 004	7	A2
E02004033 : Amber Valley 005	5	A2
E02004034 : Amber Valley 006	2	A2
E02004035 : Amber Valley 007	3	A2
E02004038 : Amber Valley 010	4	A2

Trip Distribution Model



E02004040 : Amber Valley 012	3	A2
E02004041 : Amber Valley 013	4	A2
E02004043 : Amber Valley 015	3	A2
E02004044 : Amber Valley 016	3	A2
E02006827 : Amber Valley 017	2	A2
E02004055 : Chesterfield 001	4	A2
E02004056 : Chesterfield 002	2	A2
E02004058 : Chesterfield 004	1	A2
E02004060 : Chesterfield 006	2	A2
E02004061 : Chesterfield 007	2	A2
E02004063 : Chesterfield 009	2	A2
E02004064 : Chesterfield 010	8	A2
E02004066 : Chesterfield 012	2	A2
E02004070 : Derbyshire Dales 003	1	A2
E02004072 : Derbyshire Dales 005	1	A2
E02004073 : Derbyshire Dales 006	2	A2
E02004080 : Erewash 003	3	A2
E02004081 : Erewash 004	1	A2
E02004085 : Erewash 008	1	A2
E02004089 : Erewash 012	4	A2
E02004091 : Erewash 014	2	A2
E02006828 : Erewash 016	1	A2
E02004111 : North East Derbyshire 007	1	A2
E02004113 : North East Derbyshire 009	3	A2
E02004116 : North East Derbyshire 012	5	A2
E02004117 : North East Derbyshire 013	1	A2
E02004118 : South Derbyshire 001	2	A2
E02004119 : South Derbyshire 002	2	A2
E02004121 : South Derbyshire 004	2	A2
E02005335 : Blaby 003	1	A2
E02005336 : Blaby 004	2	A2
E02005337 : Blaby 005	1	A2
E02005341 : Blaby 009	1	A2
E02005342 : Blaby 010	1	A2
E02005388 : Hinckley and Bosworth 012	1	A2
E02005397 : North West Leicestershire 001	8	A2
E02005398 : North West Leicestershire 002	2	A2
E02005401 : North West Leicestershire 005	1	A2
E02005407 : North West Leicestershire 011	1	A2
E02005414 : Oadby and Wigston 005	1	A2
E02005621 : Daventry 003	1	A2
E02005625 : Daventry 007	1	A2
E02005819 : Ashfield 001	9	A2
E02005820 : Ashfield 002	1	A2
E02005821 : Ashfield 003	37	A2
E02005822 : Ashfield 004	118	A2
E02005823 : Ashfield 005	28	A2
E02005824 : Ashfield 006	26	A2
E02005825 : Ashfield 007	57	A2
E02005826 : Ashfield 008	32	A2
E02005827 : Ashfield 009	36	A2
E02005828 : Ashfield 010	80	A2
E02005829 : Ashfield 011	1	A2
E02005830 : Ashfield 012	2	A2
E02005831 : Ashfield 013	10	A2
E02005832 : Ashfield 014	18	A2
E02005834 : Ashfield 016	11	A2
E02005850 : Broxtowe 001	3	A2
E02005851 : Broxtowe 002	6	A2
E02005852 : Broxtowe 003	3	A2
E02005853 : Broxtowe 004	8	A2
E02005856 : Broxtowe 007	1	A2

E02005859 : Broxtowe 010	1	A2
E02005860 : Broxtowe 011	2	A2
E02005861 : Broxtowe 012	1	A2
E02005862 : Broxtowe 013	1	A2
E02005863 : Broxtowe 014	6	A2
E02005864 : Broxtowe 015	3	A2
E02006906 : Broxtowe 016	7	A2
E02006041 : Shropshire 030	1	A2
E02006129 : Cannock Chase 012	1	A2
E02006130 : Cannock Chase 013	1	A2
E02006141 : East Staffordshire 011	1	A2
E02006213 : Staffordshire Moorlands 010	1	A2
E02006217 : Tamworth 001	1	A2
E02006221 : Tamworth 005	1	A2
E02006470 : North Warwickshire 003	2	A2
E02006473 : North Warwickshire 006	1	A2
E02006474 : North Warwickshire 007	7	A2
E02006492 : Rugby 001	2	A2
E02001847 : Birmingham 021	1	A2
E02001852 : Birmingham 026	1	A2
E02001867 : Birmingham 041	2	A2
E02001886 : Birmingham 060	1	A2
E02001907 : Birmingham 081	1	A2
E02001922 : Birmingham 096	1	A2
E02006897 : Birmingham 136	1	A2
E02001988 : Coventry 031	1	A2
E02001995 : Coventry 038	1	A2
E02002021 : Dudley 022	1	A2
E02002062 : Sandwell 020	2	A2
E02002089 : Solihull 009	2	A2
E02002134 : Walsall 025	2	A2
E02002165 : Wolverhampton 017	1	A2
E02002177 : Wolverhampton 029	1	A2
E02004868 : Dacorum 013	2	A2
E02004978 : Watford 011	1	A2
E02000389 : Hammersmith and Fulham 018	1	A2
E02000403 : Haringey 007	1	A2
E02000970 : Westminster 011	1	A2
E02000971 : Westminster 012	1	A2
E02000979 : Westminster 020	1	A2
E02000118 : Brent 026	1	A2
E02000301 : Enfield 025	1	A2
E02000495 : Hillingdon 002	1	A2
E02000509 : Hillingdon 016	1	A2
E02000794 : Richmond upon Thames 011	1	A2
E02000842 : Sutton 003	2	A2
E02000851 : Sutton 012	3	A2
E02003539 : Portsmouth 016	1	A2
E02003444 : Wokingham 006	1	A2
E02003695 : South Bucks 008	2	A2
E02003710 : Wycombe 015	2	A2
E02004685 : Basingstoke and Deane 011	1	A2
E02005082 : Maidstone 015	1	A2
E02005924 : Cherwell 004	1	A2
E02006007 : West Oxfordshire 015	1	A2
E02006395 : Runnymede 003	1	A2
E02006416 : Surrey Heath 001	1	A2
E02006429 : Tandridge 002	1	A2
E02002996 : Bath and North East Somerset 012	1	A2
E02003043 : Bristol 032	1	A2
E02006635 : Wiltshire 019	1	A2
E02004140 : East Devon 012	1	A2

E02004633 : Forest of Dean 008	2	A2
E02006106 : Taunton Deane 008	1	A2
W02000177 : Swansea 010	1	A2
W02000192 : Swansea 025	1	A2
W02000197 : Swansea 030	1	A2
E02003829 : Cheshire East 038	1	A2
E02001046 : Manchester 002	1	A2
E02006917 : Manchester 060	1	A2
E02001217 : Stockport 031	1	A2
E02001263 : Trafford 005	1	A2
E02005308 : West Lancashire 005	1	A2
E02001410 : St. Helens 005	1	A2
E02001428 : St. Helens 023	1	A2
E02001527 : Barnsley 019	1	A2
E02005898 : Newark and Sherwood 006	237	A3 / B1
E02005865 : Gedling 001	93	B2
E02005866 : Gedling 002	31	B2
E02005868 : Gedling 004	3	B2
E02005869 : Gedling 005	27	B2
E02005870 : Gedling 006	18	B2
E02005871 : Gedling 007	7	B2
E02005872 : Gedling 008	2	B2
E02005873 : Gedling 009	19	B2
E02005874 : Gedling 010	4	B2
E02005875 : Gedling 011	3	B2
E02005876 : Gedling 012	1	B2
E02005877 : Gedling 013	2	B2
E02005878 : Gedling 014	1	B2
E02005879 : Gedling 015	28	B2
E02006835 : Gedling 016	10	B2
E02003737 : East Cambridgeshire 006	1	B2
E02003791 : South Cambridgeshire 017	1	B2
E02004844 : Broxbourne 002	1	B2
E02004852 : Broxbourne 010	1	B2
E02004948 : Stevenage 005	1	B2
E02005536 : Broadland 017	1	B2
E02005564 : King's Lynn and West Norfolk 014	1	B2
E02006907 : Norwich 014	1	B2
E02001730 : Newcastle upon Tyne 023	1	B2
E02001787 : South Tyneside 020	2	B2
E02002615 : Blackburn with Darwen 001	1	B2
E02002582 : Halton 009	1	B2
E02004025 : South Lakeland 011	1	B2
E02001152 : Rochdale 021	1	B2
E02001307 : Wigan 021	1	B2
E02005294 : South Ribble 008	1	B2
E02002755 : North Lincolnshire 007	1	B2
E02002790 : York 019	1	B2
E02005758 : Hambleton 009	3	B2
E02005812 : Selby 004	2	B2
E02005818 : Selby 010	1	B2
E02001539 : Doncaster 001	2	B2
E02001542 : Doncaster 004	3	B2
E02001557 : Doncaster 019	2	B2
E02001559 : Doncaster 021	1	B2
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E02002212 : Bradford 030	2	B2
E02002220 : Bradford 038	1	B2
E02002392 : Leeds 063	1	B2

E02002404 : Leeds 075	1	B2
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E02002419 : Leeds 090	2	B2
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E02002829 : Leicester 003	1	B2
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E02002833 : Leicester 007	1	B2
E02002834 : Leicester 008	3	B2
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E02002869 : Nottingham 002	13	B2
E02002871 : Nottingham 004	5	B2
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E02002876 : Nottingham 009	2	B2
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E02002863 : Rutland 001	3	B2
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E02004046 : Bolsover 002	2	B2
E02004048 : Bolsover 004	2	B2
E02004049 : Bolsover 005	2	B2
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E02004051 : Bolsover 007	28	B2
E02004052 : Bolsover 008	7	B2
E02004053 : Bolsover 009	1	B2
E02004054 : Bolsover 010	35	B2
E02005893 : Newark and Sherwood 001	65	B2
E02005894 : Newark and Sherwood 002	51	B2
E02005895 : Newark and Sherwood 003	36	B2
E02005896 : Newark and Sherwood 004	14	B2
E02005897 : Newark and Sherwood 005	212	B2
E02005899 : Newark and Sherwood 007	86	B2
E02005900 : Newark and Sherwood 008	57	B2
E02005901 : Newark and Sherwood 009	15	B2

E02005902 : Newark and Sherwood 010	7	B2
E02005903 : Newark and Sherwood 011	12	B2
E02005904 : Newark and Sherwood 012	24	B2
E02005905 : Newark and Sherwood 013	41	B2
E02005906 : Rushcliffe 001	4	B2
E02005907 : Rushcliffe 002	7	B2
E02005908 : Rushcliffe 003	5	B2
E02005909 : Rushcliffe 004	1	B2
E02005910 : Rushcliffe 005	17	B2
E02005911 : Rushcliffe 006	3	B2
E02005912 : Rushcliffe 007	6	B2
E02005913 : Rushcliffe 008	1	B2
E02005914 : Rushcliffe 009	3	B2
E02005915 : Rushcliffe 010	5	B2
E02005916 : Rushcliffe 011	9	B2
E02005917 : Rushcliffe 012	6	B2
E02005918 : Rushcliffe 013	1	B2
E02005919 : Rushcliffe 014	3	B2
E02005345 : Charnwood 001	1	B2
E02005346 : Charnwood 002	4	B2
E02005350 : Charnwood 006	1	B2
E02005351 : Charnwood 007	1	B2
E02005354 : Charnwood 010	1	B2
E02005357 : Charnwood 013	2	B2
E02005391 : Melton 001	2	B2
E02005393 : Melton 003	1	B2
E02005395 : Melton 005	1	B2
E02005433 : East Lindsey 010	2	B2
E02005439 : East Lindsey 016	1	B2
E02005443 : Lincoln 002	1	B2
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E02005449 : Lincoln 008	1	B2
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E02005452 : Lincoln 011	1	B2
E02005455 : North Kesteven 003	4	B2
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E02005614 : Corby 003	1	B2
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E02005848 : Bassetlaw 014	9	B2
E02005849 : Bassetlaw 015	18	B2
E02006903 : Bassetlaw 016	3	B2

Summary

Code	Route	Totals	Distribution (%)
A	A617 Rainworth Bypass (west)	1588	49.19%
A1	A6191 Southwell Road West	686	21.26%
A2	A617 Sherwood Way East	783	24.26%
A3	B6020 Southwell Road East	119	3.67%
B	A617 Rainworth Bypass (east)	1640	50.81%
B1	B6020 Kirklington Road	119	3.67%
B2	A617 Kirklington Road	1521	47.13%
Total		3227	100.00%

Appendix G

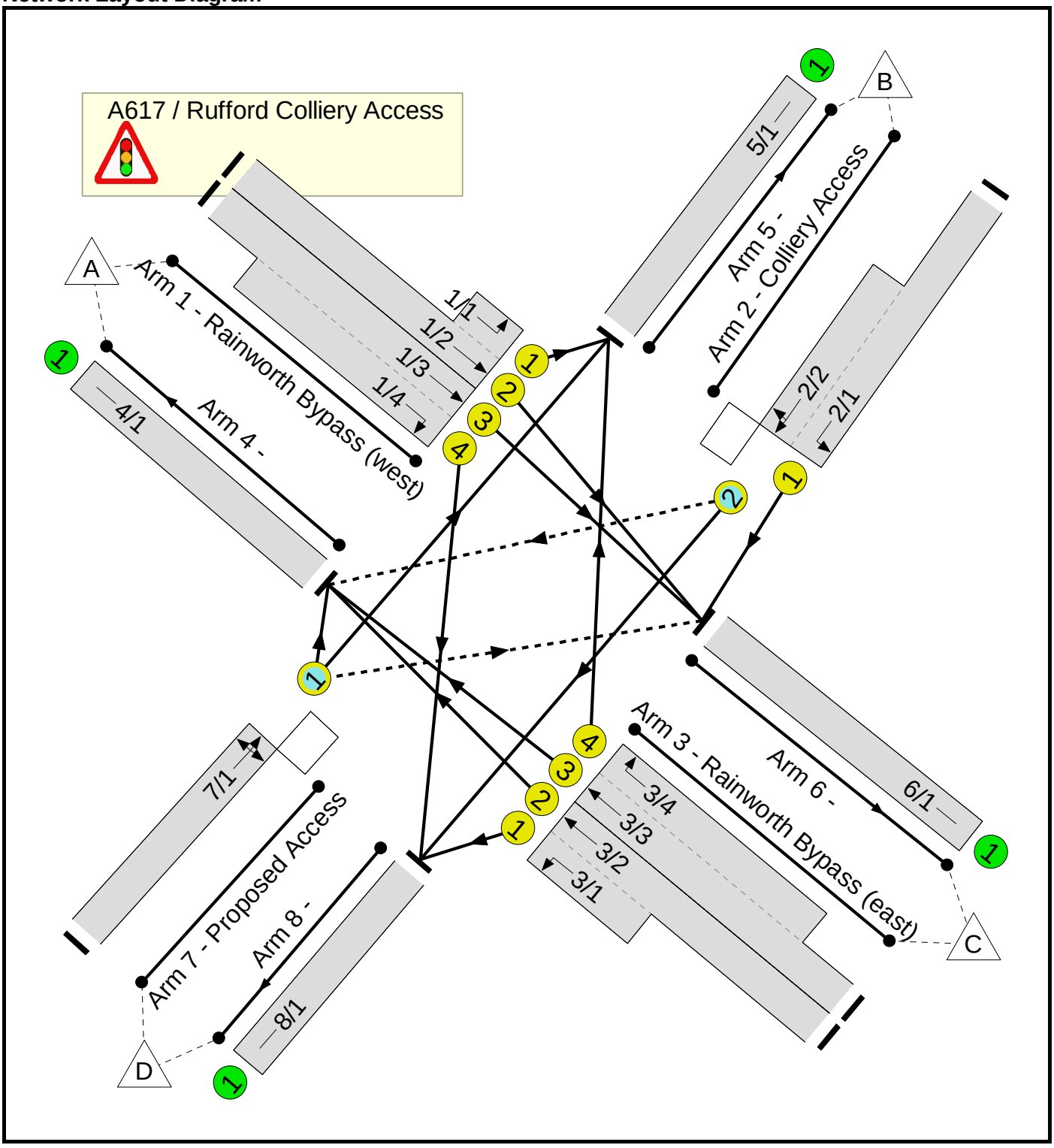
Capacity Assessments

LinSig V1 style report

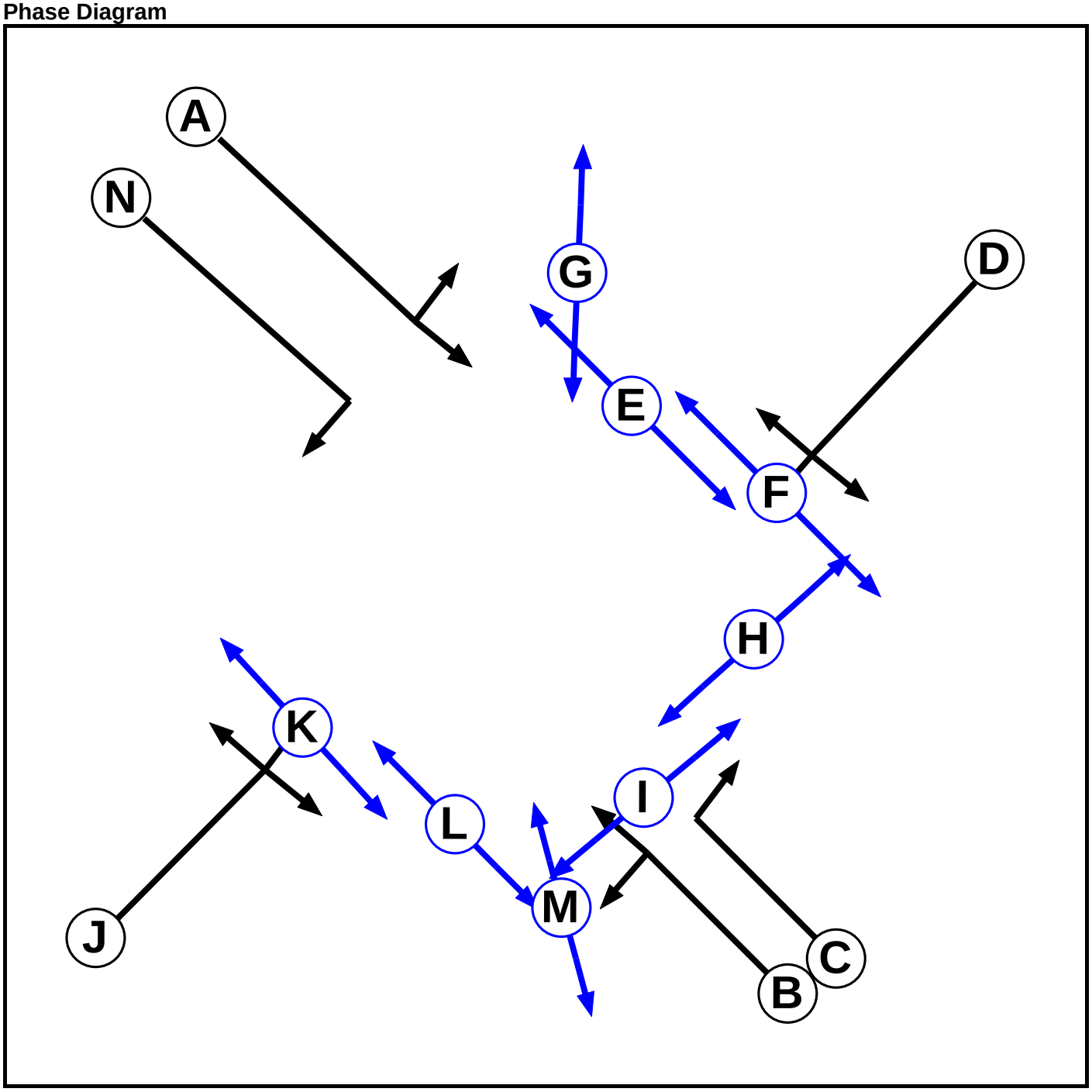
User and Project Details

Project:	**Land South of A617, Rainworth**
Title:	**A617 / Rufford Colliery Access**
Location:	Rainworth
Client:	Romo Holdings Ltd
Additional detail:	
File name:	A617 - Rufford Colliery Access - Proposed.lsg3x
Author:	MAM
Company:	BSP
Address:	Notts

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		6	6
F	Pedestrian		6	6
G	Pedestrian		6	6
H	Pedestrian		4	4
I	Pedestrian		8	8
J	Traffic		7	7
K	Pedestrian		4	4
L	Pedestrian		4	4
M	Pedestrian		4	4
N	Traffic		7	7

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	7	9	-	-	7	11	-	5	-	-	-	-
B	-		-	7	-	-	-	-	7	7	-	-	5	5
C	12	-		7	12	-	-	-	7	5	-	-	-	-
D	5	9	5		-	5	-	8	-	-	-	10	-	5
E	-	-	5	-		-	-	-	-	5	-	-	-	-
F	-	-	-	9	-		-	-	-	-	-	-	-	-
G	6	-	-	-	-	-		-	-	-	-	-	-	-
H	8	-	-	7	-	-	-		-	7	-	-	-	-
I	-	13	13	-	-	-	-	-		-	-	-	-	-
J	9	5	6	-	10	-	-	11	-		5	-	-	6
K	-	-	-	-	-	-	-	-	-	5		-	-	-
L	-	-	-	5	-	-	-	-	-	-	-		-	5
M	-	5	-	-	-	-	-	-	-	-	-	-		-
N	-	8	-	5	-	-	-	-	-	5	-	9	-	

Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage						
		1	2	3	4	5	6	7
From Stage	1		11	9	7	7	11	9
	2	12		12	9	12	9	9
	3	13	13		10	6	13	5
	4	13	13	10		10	13	9
	5	13	13	9	9		13	9
	6	12	5	12	7	12		9
	7	13	13	10	10	10	13	

Phases in Stage

Stage No.	Phases in Stage
1	A B E F K L
2	C F G H K M N
3	D E G I K M
4	F G I J L M
5	A E F I K M N
6	B C F G H K L
7	D G I J M

Give-Way Lane Input Data

Junction: A617 / Rufford Colliery Access

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/2 (Colliery Access)	4/1 (Right)	1439	0	7/1	1.09	To 4/1 (Left) To 5/1 (Ahead)	2.00	2.00	0.50	2	2.00
7/1 (Proposed Access)	6/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00
				2/2	1.09	To 8/1 (Ahead)					

Lane Input Data

Junction: A617 / Rufford Colliery Access

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Rainworth Bypass (west))	U	A	2	3	2.4	Geom	-	5.00	0.00	Y	Arm 5 Left	15.00
1/2 (Rainworth Bypass (west))	U	A	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 6 Ahead	Inf
1/3 (Rainworth Bypass (west))	U	A	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 6 Ahead	Inf
1/4 (Rainworth Bypass (west))	U	N	2	3	18.3	Geom	-	3.50	0.00	Y	Arm 8 Right	17.50
2/1 (Colliery Access)	U	D	2	3	60.0	Geom	-	2.80	0.00	Y	Arm 6 Left	15.00
2/2 (Colliery Access)	O	D	2	3	7.8	Geom	-	3.10	0.00	Y	Arm 4 Right Arm 8 Ahead	20.00 Inf
3/1 (Rainworth Bypass (east))	U	B	2	3	5.2	Geom	-	5.00	0.00	Y	Arm 8 Left	25.00
3/2 (Rainworth Bypass (east))	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 4 Ahead	Inf
3/3 (Rainworth Bypass (east))	U	B	2	3	60.0	Geom	-	3.75	0.00	Y	Arm 4 Ahead	Inf
3/4 (Rainworth Bypass (east))	U	C	2	3	19.1	Geom	-	3.25	0.00	Y	Arm 5 Right	20.00
4/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Proposed Access)	O	J	2	3	60.0	Geom	-	4.20	0.00	Y	Arm 4 Left Arm 5 Ahead Arm 6 Right	15.00 Inf 20.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Lane Saturation Flows

Scenario 1: '2023 Base + Com + Dev - AM' (FG1: '2023 Base + Com + Dev- AM', Plan 3: 'Network Control Plan 3')

Junction: A617 / Rufford Colliery Access

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rainworth Bypass (west))	5.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1923	1923
1/2 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/3 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/4 (Rainworth Bypass (west))	3.50	0.00	Y	Arm 8 Right	17.50	100.0 %	1810	1810
2/1 (Colliery Access)	2.80	0.00	Y	Arm 6 Left	15.00	100.0 %	1723	1723
2/2 (Colliery Access)	3.10	0.00	Y	Arm 4 Right	20.00	100.0 %	1791	1791
				Arm 8 Ahead	Inf	0.0 %		
3/1 (Rainworth Bypass (east))	5.00	0.00	Y	Arm 8 Left	25.00	100.0 %	1995	1995
3/2 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/3 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/4 (Rainworth Bypass (east))	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Proposed Access)	4.20	0.00	Y	Arm 4 Left	15.00	50.0 %	1871	1871
				Arm 5 Ahead	Inf	0.0 %		
				Arm 6 Right	20.00	50.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Base + Com + Dev - PM' (FG2: '2023 Base + Com + Dev - PM', Plan 3: 'Network Control Plan 3')

Junction: A617 / Rufford Colliery Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Rainworth Bypass (west))	5.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1923	1923
1/2 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/3 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/4 (Rainworth Bypass (west))	3.50	0.00	Y	Arm 8 Right	17.50	100.0 %	1810	1810
2/1 (Colliery Access)	2.80	0.00	Y	Arm 6 Left	15.00	100.0 %	1723	1723
2/2 (Colliery Access)	3.10	0.00	Y	Arm 4 Right Arm 8 Ahead	20.00 Inf	100.0 % 0.0 %	1791	1791
3/1 (Rainworth Bypass (east))	5.00	0.00	Y	Arm 8 Left	25.00	100.0 %	1995	1995
3/2 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/3 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/4 (Rainworth Bypass (east))	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Proposed Access)	4.20	0.00	Y	Arm 4 Left Arm 5 Ahead Arm 6 Right	15.00 Inf 20.00	50.0 % 0.0 % 50.0 %	1871	1871
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2030 Base + Com + Dev - AM' (FG3: '2030 Base + Com + Dev - AM', Plan 3: 'Network Control Plan 3')

Junction: A617 / Rufford Colliery Access								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Rainworth Bypass (west))	5.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1923	1923
1/2 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/3 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/4 (Rainworth Bypass (west))	3.50	0.00	Y	Arm 8 Right	17.50	100.0 %	1810	1810
2/1 (Colliery Access)	2.80	0.00	Y	Arm 6 Left	15.00	100.0 %	1723	1723
2/2 (Colliery Access)	3.10	0.00	Y	Arm 4 Right Arm 8 Ahead	20.00 Inf	100.0 % 0.0 %	1791	1791
3/1 (Rainworth Bypass (east))	5.00	0.00	Y	Arm 8 Left	25.00	100.0 %	1995	1995
3/2 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/3 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/4 (Rainworth Bypass (east))	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Proposed Access)	4.20	0.00	Y	Arm 4 Left Arm 5 Ahead Arm 6 Right	15.00 Inf 20.00	50.0 % 0.0 % 50.0 %	1871	1871
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2030 Base + Com + Dev - PM' (FG4: '2030 Base + Com + Dev - PM', Plan 3: 'Network Control Plan 3')

Junction: A617 / Rufford Colliery Access

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Rainworth Bypass (west))	5.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1923	1923
1/2 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/3 (Rainworth Bypass (west))	3.80	0.00	Y	Arm 6 Ahead	Inf	100.0 %	1995	1995
1/4 (Rainworth Bypass (west))	3.50	0.00	Y	Arm 8 Right	17.50	100.0 %	1810	1810
2/1 (Colliery Access)	2.80	0.00	Y	Arm 6 Left	15.00	100.0 %	1723	1723
2/2 (Colliery Access)	3.10	0.00	Y	Arm 4 Right Arm 8 Ahead	20.00 Inf	100.0 % 0.0 %	1791	1791
3/1 (Rainworth Bypass (east))	5.00	0.00	Y	Arm 8 Left	25.00	100.0 %	1995	1995
3/2 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/3 (Rainworth Bypass (east))	3.75	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1990	1990
3/4 (Rainworth Bypass (east))	3.25	0.00	Y	Arm 5 Right	20.00	100.0 %	1805	1805
4/1	Infinite Saturation Flow						Inf	Inf
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1 (Proposed Access)	4.20	0.00	Y	Arm 4 Left Arm 5 Ahead Arm 6 Right	15.00 Inf 20.00	50.0 % 0.0 % 50.0 %	1871	1871
8/1	Infinite Saturation Flow						Inf	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base + Com + Dev- AM'	08:00	09:00	01:00	
2: '2023 Base + Com + Dev - PM'	17:00	18:00	01:00	
3: '2030 Base + Com + Dev - AM'	08:00	09:00	01:00	
4: '2030 Base + Com + Dev - PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2023 Base + Com + Dev- AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	23	890	8	921
	B	19	0	8	0	27
	C	1195	23	0	8	1226
	D	21	0	21	0	42
	Tot.	1235	46	919	16	2216

FG2: '2023 Base + Com + Dev - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	19	994	19	1032
	B	27	0	13	0	40
	C	1063	7	0	19	1089
	D	9	0	9	0	18
	Tot.	1099	26	1016	38	2179

FG3: '2030 Base + Com + Dev - AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	24	942	8	974
	B	21	0	9	0	30
	C	1268	24	0	8	1300
	D	21	0	21	0	42
	Tot.	1310	48	972	16	2346

FG4: '2030 Base + Com + Dev - PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	21	1051	19	1091
	B	29	0	13	0	42
	C	1127	7	0	19	1153
	D	9	0	9	0	18
	Tot.	1165	28	1073	38	2304

Stage Timings

Scenario 1: '2023 Base + Com + Dev - AM' (FG1: '2023 Base + Com + Dev- AM', Plan 3: 'Network Control Plan 3')

Stage	1	2	7
Duration	46	4	7
Change Point	0	59	74

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**57.9%**
1/2+1/1	Rainworth Bypass (west) Left Ahead	U	N/A	N/A	A		1	50	-	458	1995:1923	1076+57	40.4 : 40.4%
1/3+1/4	Rainworth Bypass (west) Ahead Right	U	N/A	N/A	A N		1	50:10	-	463	1995:1810	1131+20	40.2 : 40.2%
2/1+2/2	Colliery Access Right Left Ahead	U+O	N/A	N/A	D		1	7	-	27	1723:1791	67+159	11.9 : 11.9%
3/2+3/1	Rainworth Bypass (east) Ahead Left	U	N/A	N/A	B		1	46	-	602	1990:1995	1033+14	57.5 : 57.5%
3/3+3/4	Rainworth Bypass (east) Ahead Right	U	N/A	N/A	B C		1	46:8	-	624	1990:1805	1038+40	57.9 : 57.9%
4/1		U	N/A	N/A	-		-	-	-	1235	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	46	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
7/1	Proposed Access Left Ahead Right	O	N/A	N/A	J		1	9	-	42	1871	208	20.2%
8/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A617 / Rufford Colliery Access	**-**	**-**	**40**	**0**	**0**	**8.7**	**2.2**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
A617 / Rufford Colliery Access	**-**	**-**	**40**	**0**	**0**	**8.7**	**2.2**	**0.0**	**10.9**	**-**	**-**	**-**	**-**
1/2+1/1	458	458	-	-	-	1.4	0.3	-	1.7	13.5	6.2	0.3	6.6
1/3+1/4	463	463	-	-	-	1.5	0.3	-	1.8	14.0	6.3	0.3	6.7
2/1+2/2	27	27	19	0	0	0.3	0.1	0.0	0.4	46.9	0.4	0.1	0.5
3/2+3/1	602	602	-	-	-	2.4	0.7	-	3.1	18.7	10.1	0.7	10.8
3/3+3/4	624	624	-	-	-	2.7	0.7	-	3.4	19.5	10.2	0.7	10.9
4/1	1235	1235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	46	46	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	919	919	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	42	42	21	0	0	0.4	0.1	0.0	0.6	48.2	0.9	0.1	1.1
8/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 55.4 Total Delay for Signalled Lanes (pcuHr): 10.94 Cycle Time (s): 90
PRC Over All Lanes (%): 55.4 Total Delay Over All Lanes(pcuHr): 10.94

Stage Timings

Scenario 2: '2023 Base + Com + Dev - PM' (FG2: '2023 Base + Com + Dev - PM', Plan 3: 'Network Control Plan 3')

Stage	1	2	7
Duration	46	4	7
Change Point	0	59	74

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.1%**
A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**52.1%**
1/2+1/1	Rainworth Bypass (west) Left Ahead	U	N/A	N/A	A		1	50	-	505	1995:1923	1089+43	44.6 : 44.6%
1/3+1/4	Rainworth Bypass (west) Ahead Right	U	N/A	N/A	A N		1	50:10	-	527	1995:1810	1130+42	44.9 : 44.9%
2/1+2/2	Colliery Access Right Left Ahead	U+O	N/A	N/A	D		1	7	-	40	1723:1791	77+159	17.0 : 17.0%
3/2+3/1	Rainworth Bypass (east) Ahead Left	U	N/A	N/A	B		1	46	-	548	1990:1995	1015+36	52.1 : 52.1%
3/3+3/4	Rainworth Bypass (east) Ahead Right	U	N/A	N/A	B C		1	46:8	-	541	1990:1805	1039+14	51.4 : 51.4%
4/1		U	N/A	N/A	-		-	-	-	1099	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	26	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1016	Inf	Inf	0.0%
7/1	Proposed Access Left Ahead Right	O	N/A	N/A	J		1	9	-	18	1871	208	8.7%
8/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A617 / Rufford Colliery Access	**-**	**-**	**36**	**0**	**0**	**8.2**	**2.0**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
A617 / Rufford Colliery Access	**-**	**-**	**36**	**0**	**0**	**8.2**	**2.0**	**0.0**	**10.3**	**-**	**-**	**-**	**-**
1/2+1/1	505	505	-	-	-	1.6	0.4	-	2.0	14.1	7.2	0.4	7.6
1/3+1/4	527	527	-	-	-	1.8	0.4	-	2.2	15.0	7.3	0.4	7.7
2/1+2/2	40	40	27	0	0	0.4	0.1	0.0	0.5	47.2	0.6	0.1	0.7
3/2+3/1	548	548	-	-	-	2.1	0.5	-	2.7	17.5	8.6	0.5	9.2
3/3+3/4	541	541	-	-	-	2.2	0.5	-	2.7	17.8	8.6	0.5	9.1
4/1	1099	1099	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	26	26	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1016	1016	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	18	18	9	0	0	0.2	0.0	0.0	0.2	46.7	0.4	0.0	0.4
8/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 72.7 Total Delay for Signalled Lanes (pcuHr): 10.28 Cycle Time (s): 90
PRC Over All Lanes (%): 72.7 Total Delay Over All Lanes(pcuHr): 10.28

Stage Timings

Scenario 3: '2030 Base + Com + Dev - AM' (FG3: '2030 Base + Com + Dev - AM', Plan 3: 'Network Control Plan 3')

Stage	1	2	7
Duration	46	4	7
Change Point	0	59	74

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.4%**
A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**61.4%**
1/2+1/1	Rainworth Bypass (west) Left Ahead	U	N/A	N/A	A		1	50	-	485	1995:1923	1076+56	42.8 : 42.8%
1/3+1/4	Rainworth Bypass (west) Ahead Right	U	N/A	N/A	A N		1	50:10	-	489	1995:1810	1131+19	42.5 : 42.5%
2/1+2/2	Colliery Access Right Left Ahead	U+O	N/A	N/A	D		1	7	-	30	1723:1791	68+159	13.2 : 13.2%
3/2+3/1	Rainworth Bypass (east) Ahead Left	U	N/A	N/A	B		1	46	-	639	1990:1995	1033+13	61.1 : 61.1%
3/3+3/4	Rainworth Bypass (east) Ahead Right	U	N/A	N/A	B C		1	46:8	-	661	1990:1805	1038+39	61.4 : 61.4%
4/1		U	N/A	N/A	-		-	-	-	1310	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	48	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
7/1	Proposed Access Left Ahead Right	O	N/A	N/A	J		1	9	-	42	1871	208	20.2%
8/1		U	N/A	N/A	-		-	-	-	16	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A617 / Rufford Colliery Access	**-**	**-**	**42**	**0**	**0**	**9.4**	**2.5**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
A617 / Rufford Colliery Access	**-**	**-**	**42**	**0**	**0**	**9.4**	**2.5**	**0.0**	**11.9**	**-**	**-**	**-**	**-**
1/2+1/1	485	485	-	-	-	1.5	0.4	-	1.9	13.8	6.7	0.4	7.1
1/3+1/4	489	489	-	-	-	1.6	0.4	-	1.9	14.3	6.8	0.4	7.2
2/1+2/2	30	30	21	0	0	0.3	0.1	0.0	0.4	47.0	0.5	0.1	0.6
3/2+3/1	639	639	-	-	-	2.7	0.8	-	3.4	19.4	10.9	0.8	11.7
3/3+3/4	661	661	-	-	-	2.9	0.8	-	3.7	20.2	11.1	0.8	11.9
4/1	1310	1310	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	48	48	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	42	42	21	0	0	0.4	0.1	0.0	0.6	48.2	0.9	0.1	1.1
8/1	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 46.6 Total Delay for Signalled Lanes (pcuHr): 11.92 Cycle Time (s): 90
PRC Over All Lanes (%): 46.6 Total Delay Over All Lanes(pcuHr): 11.92

Stage Timings

Scenario 4: '2030 Base + Com + Dev - PM' (FG4: '2030 Base + Com + Dev - PM', Plan 3: 'Network Control Plan 3')

Stage	1	2	7
Duration	46	4	7
Change Point	0	59	74

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.2%**
A617 / Rufford Colliery Access	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**55.2%**
1/2+1/1	Rainworth Bypass (west) Left Ahead	U	N/A	N/A	A		1	50	-	535	1995:1923	1087+44	47.3 : 47.3%
1/3+1/4	Rainworth Bypass (west) Ahead Right	U	N/A	N/A	A N		1	50:10	-	556	1995:1810	1131+40	47.5 : 47.5%
2/1+2/2	Colliery Access Right Left Ahead	U+O	N/A	N/A	D		1	7	-	42	1723:1791	71+159	18.2 : 18.2%
3/2+3/1	Rainworth Bypass (east) Ahead Left	U	N/A	N/A	B		1	46	-	580	1990:1995	1017+34	55.2 : 55.2%
3/3+3/4	Rainworth Bypass (east) Ahead Right	U	N/A	N/A	B C		1	46:8	-	573	1990:1805	1039+13	54.5 : 54.5%
4/1		U	N/A	N/A	-		-	-	-	1165	Inf	Inf	0.0%
5/1		U	N/A	N/A	-		-	-	-	28	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	1073	Inf	Inf	0.0%
7/1	Proposed Access Left Ahead Right	O	N/A	N/A	J		1	9	-	18	1871	208	8.7%
8/1		U	N/A	N/A	-		-	-	-	38	Inf	Inf	0.0%

LinSig V1 style report

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: A617 / Rufford Colliery Access	**-**	**-**	**38**	**0**	**0**	**8.9**	**2.3**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
A617 / Rufford Colliery Access	**-**	**-**	**38**	**0**	**0**	**8.9**	**2.3**	**0.0**	**11.1**	**-**	**-**	**-**	**-**
1/2+1/1	535	535	-	-	-	1.7	0.4	-	2.2	14.5	7.8	0.4	8.2
1/3+1/4	556	556	-	-	-	1.9	0.5	-	2.4	15.3	7.9	0.5	8.4
2/1+2/2	42	42	29	0	0	0.4	0.1	0.0	0.6	47.6	0.7	0.1	0.8
3/2+3/1	580	580	-	-	-	2.3	0.6	-	2.9	18.1	9.3	0.6	9.9
3/3+3/4	573	573	-	-	-	2.3	0.6	-	2.9	18.4	9.4	0.6	10.0
4/1	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	28	28	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1073	1073	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	18	18	9	0	0	0.2	0.0	0.0	0.2	46.7	0.4	0.0	0.4
8/1	38	38	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 63.1 Total Delay for Signalled Lanes (pcuHr): 11.14 Cycle Time (s): 90
PRC Over All Lanes (%): 63.1 Total Delay Over All Lanes(pcuHr): 11.14

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

Filename: J2 Rainworth - Southwell Road - Bypass.j9
Path: Z:\Projects\Projects 18\18-0494 Land South of A617, Rainworth (ROMO)\Correspondence\Reports\Transport\Rainworth Transport Assessment December 2020\App F Capacity Assessments\Junction 2
Report generation date: 12/10/2020 4:45:31 PM

Summary of junction performance

	AM base + com				PM base + com				AM base + com + dev				PM base + com + dev			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023															
Arm A	10.8	31.17	0.92	D	7.4	23.59	0.88	C	12.8	36.28	0.94	E	7.7	24.42	0.89	C
Arm B	7.8	24.04	0.89	C	1.6	6.74	0.60	A	8.2	25.46	0.90	D	1.6	6.80	0.60	A
Arm C	3.2	11.94	0.75	B	1.8	7.09	0.62	A	3.3	12.29	0.76	B	1.8	7.26	0.63	A
Arm D	3.5	11.34	0.77	B	56.9	112.52	1.05	F	3.6	11.58	0.77	B	63.0	122.76	1.06	F
	2030															
Arm A	25.7	65.73	1.00	F	12.2	36.79	0.94	E	31.9	77.85	1.01	F	12.8	38.38	0.94	E
Arm B	14.5	42.78	0.95	E	2.0	7.85	0.65	A	15.1	44.29	0.96	E	2.0	7.93	0.65	A
Arm C	4.5	15.98	0.81	C	2.2	8.32	0.67	A	4.6	16.33	0.81	C	2.3	8.54	0.68	A
Arm D	4.9	14.96	0.82	B	105.1	192.79	1.12	F	5.0	15.29	0.83	C	112.2	207.49	1.13	F

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	(untitled)
Location	
Site number	
Date	4/30/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BSP-CONSULTING\tbowey
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2023	AM base + com	ONE HOUR	07:30	09:00	15
D2	2023	PM base + com	ONE HOUR	16:30	18:00	15
D3	2030	AM base + com	ONE HOUR	07:30	09:00	15
D4	2030	PM base + com	ONE HOUR	16:30	18:00	15
D5	2023	AM base + com + dev	ONE HOUR	07:30	09:00	15
D6	2023	PM base + com + dev	ONE HOUR	16:30	18:00	15
D7	2030	AM base + com + dev	ONE HOUR	07:30	09:00	15
D8	2030	PM base + com + dev	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	20.43	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	Southwell Road West	
B	A617 Rainworth Bypass	
C	Southwell Road East	
D	A617 Sherwood Way East	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	3.70	7.40	19.0	40.0	80.0	27.0	
B	7.30	7.50	15.0	20.0	80.0	52.0	
C	3.80	7.80	26.0	38.0	80.0	31.0	
D	5.00	7.20	23.4	20.0	66.0	53.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.506	1875
B	0.513	2097
C	0.521	2002
D	0.532	1866

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	2023	AM base + com	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1214	100.000
B		✓	1119	100.000
C		✓	900	100.000
D		✓	1039	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	13	711	490
	B	408	0	417	294
	C	76	156	0	668
	D	428	551	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.92	31.17	10.8	D
B	0.89	24.04	7.8	C
C	0.75	11.94	3.2	B
D	0.77	11.34	3.5	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	914	574	1584	0.577	908	1.5	5.805	A
B	842	943	1612	0.522	838	1.2	5.082	A
C	678	892	1538	0.441	674	0.9	4.568	A
D	782	479	1611	0.486	778	1.0	4.734	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1091	688	1527	0.715	1087	2.7	8.892	A
B	1006	1129	1517	0.663	1002	2.1	7.636	A
C	809	1067	1446	0.559	807	1.4	6.176	A
D	934	573	1561	0.599	932	1.6	6.272	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1337	839	1451	0.921	1309	9.5	24.374	C
B	1232	1361	1398	0.881	1213	6.9	19.675	C
C	991	1289	1330	0.745	984	3.1	11.222	B
D	1144	696	1495	0.765	1137	3.4	10.827	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1337	844	1448	0.923	1331	10.8	31.168	D
B	1232	1383	1387	0.889	1229	7.8	24.040	C
C	991	1308	1321	0.750	990	3.2	11.943	B
D	1144	703	1492	0.767	1144	3.5	11.342	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1091	695	1523	0.716	1123	2.9	10.629	B
B	1006	1166	1498	0.671	1028	2.3	8.788	A
C	809	1098	1430	0.566	816	1.5	6.521	A
D	934	585	1554	0.601	941	1.7	6.533	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	914	579	1582	0.578	919	1.5	6.023	A
B	842	955	1606	0.524	847	1.2	5.243	A
C	678	902	1532	0.442	680	0.9	4.658	A
D	782	484	1608	0.486	785	1.1	4.823	A

2023, PM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	49.04	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM base + com	ONE HOUR	16:30	18:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1090	100.000
B		✓	795	100.000
C		✓	833	100.000
D		✓	1517	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	24	718	348
	B	366	0	223	206
	C	22	84	0	727
	D	626	829	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.88	23.59	7.4	C
B	0.60	6.74	1.6	A
C	0.62	7.09	1.8	A
D	1.05	112.52	56.9	F

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	821	728	1507	0.545	815	1.3	5.688	A
B	599	844	1663	0.360	596	0.6	3.703	A
C	627	689	1643	0.382	624	0.7	3.877	A
D	1142	354	1677	0.681	1133	2.3	7.159	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	980	870	1435	0.683	976	2.3	8.549	A
B	715	1010	1578	0.453	714	0.9	4.574	A
C	749	825	1572	0.476	748	1.0	4.794	A
D	1364	424	1640	0.831	1353	5.0	13.294	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1200	1005	1367	0.878	1183	6.7	19.815	C
B	875	1220	1470	0.595	873	1.6	6.595	A
C	917	1005	1478	0.620	914	1.8	6.983	A
D	1670	518	1590	1.050	1553	34.2	56.374	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1200	1020	1359	0.883	1197	7.4	23.592	C
B	875	1235	1462	0.599	875	1.6	6.742	A
C	917	1012	1475	0.622	917	1.8	7.094	A
D	1670	520	1589	1.051	1579	56.9	112.518	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	980	995	1372	0.714	998	2.9	11.074	B
B	715	1040	1563	0.457	717	0.9	4.701	A
C	749	835	1567	0.478	752	1.0	4.876	A
D	1364	426	1639	0.832	1564	6.7	67.837	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	821	744	1499	0.548	827	1.4	5.944	A
B	599	856	1657	0.361	600	0.6	3.750	A
C	627	695	1640	0.382	628	0.7	3.919	A
D	1142	356	1676	0.681	1159	2.4	7.907	A

2030, AM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	36.90	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM base + com	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1289	100.000
B		✓	1174	100.000
C		✓	949	100.000
D		✓	1102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	14	754	521
	B	434	0	433	307
	C	78	160	0	711
	D	455	584	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	1.00	65.73	25.7	F
B	0.95	42.78	14.5	E
C	0.81	15.98	4.5	C
D	0.82	14.96	4.9	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	970	604	1569	0.618	963	1.7	6.462	A
B	884	1000	1583	0.558	878	1.4	5.577	A
C	714	944	1511	0.473	711	1.0	4.927	A
D	830	503	1598	0.519	825	1.2	5.092	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1159	723	1509	0.768	1152	3.5	10.875	B
B	1055	1196	1483	0.712	1050	2.6	9.056	A
C	853	1129	1414	0.603	850	1.6	6.990	A
D	991	602	1546	0.641	988	1.9	7.059	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1419	881	1430	0.993	1360	18.3	39.638	E
B	1293	1414	1371	0.943	1258	11.3	28.978	D
C	1045	1344	1302	0.802	1035	4.1	14.304	B
D	1213	725	1480	0.820	1203	4.6	13.752	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1419	888	1426	0.995	1390	25.7	65.727	F
B	1293	1444	1355	0.954	1280	14.5	42.775	E
C	1045	1369	1289	0.811	1044	4.5	15.978	C
D	1213	735	1475	0.823	1212	4.9	14.956	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1159	734	1504	0.771	1246	3.9	20.050	C
B	1055	1290	1434	0.736	1101	3.2	13.350	B
C	853	1198	1378	0.619	864	1.8	7.851	A
D	991	624	1534	0.646	1002	2.1	7.592	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	970	610	1566	0.620	979	1.8	6.835	A
B	884	1016	1575	0.561	891	1.4	5.848	A
C	714	958	1503	0.475	718	1.0	5.062	A
D	830	509	1595	0.520	833	1.2	5.223	A

2030, PM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	81.52	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM base + com	ONE HOUR	16:30	18:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1156	100.000
B		✓	839	100.000
C		✓	881	100.000
D		✓	1600	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	25	763	368
	B	389	0	234	216
	C	23	85	0	773
	D	660	874	66	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.94	36.79	12.2	E
B	0.65	7.85	2.0	A
C	0.67	8.32	2.2	A
D	1.12	192.79	105.1	F

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	870	765	1488	0.585	864	1.5	6.288	A
B	632	895	1637	0.386	629	0.7	3.917	A
C	663	729	1623	0.409	660	0.8	4.103	A
D	1205	373	1667	0.722	1193	2.8	8.174	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1039	911	1414	0.735	1034	2.9	10.252	B
B	754	1070	1547	0.487	753	1.0	4.974	A
C	792	872	1548	0.512	790	1.1	5.217	A
D	1438	446	1628	0.883	1421	7.1	17.736	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1273	1009	1365	0.933	1243	10.3	27.621	D
B	924	1281	1439	0.642	920	1.9	7.578	A
C	970	1059	1450	0.669	966	2.2	8.105	A
D	1762	545	1576	1.118	1559	57.7	85.195	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1273	1017	1361	0.936	1265	12.2	36.791	E
B	924	1303	1428	0.647	924	2.0	7.847	A
C	970	1069	1445	0.671	970	2.2	8.319	A
D	1762	547	1575	1.119	1572	105.1	192.787	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1039	1023	1358	0.765	1073	3.8	15.313	C
B	754	1116	1524	0.495	758	1.1	5.193	A
C	792	888	1540	0.514	796	1.2	5.356	A
D	1438	449	1627	0.884	1610	62.1	188.291	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	870	911	1414	0.615	878	1.8	7.494	A
B	632	919	1625	0.389	633	0.7	3.998	A
C	663	736	1619	0.410	665	0.8	4.158	A
D	1205	375	1666	0.723	1441	3.1	39.253	E

2023, AM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	22.43	C

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023	AM base + com + dev	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1235	100.000
B		✓	1120	100.000
C		✓	904	100.000
D		✓	1043	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	15	721	499
	B	409	0	417	294
	C	80	156	0	668
	D	432	551	60	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.94	36.28	12.8	E
B	0.90	25.46	8.2	D
C	0.76	12.29	3.3	B
D	0.77	11.58	3.6	B

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	930	574	1584	0.587	924	1.5	5.938	A
B	843	957	1605	0.525	838	1.2	5.133	A
C	681	899	1534	0.444	677	0.9	4.605	A
D	785	483	1609	0.488	781	1.0	4.761	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1110	688	1527	0.727	1105	2.8	9.267	A
B	1007	1145	1509	0.667	1003	2.2	7.775	A
C	813	1076	1442	0.564	811	1.4	6.253	A
D	938	578	1558	0.602	935	1.6	6.332	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1360	839	1451	0.937	1327	10.9	27.007	D
B	1233	1377	1390	0.887	1213	7.2	20.450	C
C	995	1298	1326	0.751	988	3.2	11.490	B
D	1148	701	1493	0.769	1141	3.5	11.027	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1360	844	1448	0.939	1352	12.8	36.278	E
B	1233	1402	1377	0.896	1229	8.2	25.463	D
C	995	1318	1316	0.756	995	3.3	12.286	B
D	1148	709	1489	0.771	1148	3.6	11.577	B

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1110	695	1523	0.729	1149	3.1	11.612	B
B	1007	1190	1486	0.678	1030	2.4	9.111	A
C	813	1111	1423	0.571	820	1.5	6.637	A
D	938	590	1552	0.604	945	1.7	6.610	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	930	579	1582	0.588	936	1.6	6.183	A
B	843	970	1599	0.527	848	1.2	5.303	A
C	681	910	1528	0.445	683	0.9	4.698	A
D	785	488	1606	0.489	788	1.1	4.853	A

2023, PM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	52.93	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023	PM base + com + dev	ONE HOUR	16:30	18:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1099	100.000
B		✓	796	100.000
C		✓	842	100.000
D		✓	1525	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	25	722	352
	B	367	0	223	206
	C	31	84	0	727
	D	634	829	62	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.89	24.42	7.7	C
B	0.60	6.80	1.6	A
C	0.63	7.26	1.8	A
D	1.06	122.76	63.0	F

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	827	728	1507	0.549	822	1.3	5.742	A
B	599	850	1660	0.361	597	0.6	3.716	A
C	634	693	1641	0.386	631	0.7	3.910	A
D	1148	361	1673	0.686	1139	2.3	7.284	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	988	870	1435	0.688	984	2.4	8.693	A
B	716	1017	1575	0.454	714	0.9	4.598	A
C	757	829	1570	0.482	756	1.0	4.853	A
D	1371	433	1636	0.838	1359	5.2	13.790	B

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1210	999	1370	0.883	1192	7.0	20.381	C
B	876	1228	1466	0.598	874	1.6	6.648	A
C	927	1011	1476	0.628	924	1.8	7.134	A
D	1679	529	1584	1.060	1552	37.1	60.022	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1210	1013	1363	0.888	1207	7.7	24.424	C
B	876	1244	1458	0.601	876	1.6	6.803	A
C	927	1017	1472	0.630	927	1.8	7.260	A
D	1679	531	1583	1.060	1576	63.0	122.763	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	988	1006	1366	0.723	1007	3.0	11.551	B
B	716	1049	1558	0.459	718	0.9	4.732	A
C	757	840	1565	0.484	760	1.0	4.942	A
D	1371	435	1634	0.839	1591	7.8	81.927	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	827	747	1497	0.553	834	1.4	6.025	A
B	599	862	1654	0.362	601	0.6	3.762	A
C	634	699	1638	0.387	635	0.7	3.956	A
D	1148	364	1672	0.687	1170	2.5	8.195	A

2030, AM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	41.05	E

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	AM base + com + dev	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1310	100.000
B		✓	1174	100.000
C		✓	952	100.000
D		✓	1106	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	16	764	530
	B	434	0	433	307
	C	81	160	0	711
	D	459	584	63	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	1.01	77.85	31.9	F
B	0.96	44.29	15.1	E
C	0.81	16.33	4.6	C
D	0.83	15.29	5.0	C

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	986	604	1569	0.628	979	1.8	6.627	A
B	884	1014	1576	0.561	878	1.4	5.633	A
C	717	950	1507	0.476	713	1.0	4.960	A
D	833	505	1597	0.521	828	1.2	5.120	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1178	723	1509	0.780	1170	3.7	11.429	B
B	1055	1212	1474	0.716	1050	2.7	9.227	A
C	856	1136	1410	0.607	853	1.7	7.072	A
D	994	604	1544	0.644	991	1.9	7.120	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1442	880	1430	1.009	1371	21.5	44.218	E
B	1293	1423	1366	0.946	1257	11.6	29.716	D
C	1048	1348	1300	0.806	1038	4.2	14.576	B
D	1218	727	1479	0.823	1207	4.7	14.009	B

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1442	888	1426	1.011	1401	31.9	77.851	F
B	1293	1453	1351	0.957	1279	15.1	44.286	E
C	1048	1374	1287	0.815	1047	4.6	16.334	C
D	1218	738	1473	0.827	1217	5.0	15.290	C

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1178	734	1504	0.783	1288	4.3	26.367	D
B	1055	1330	1414	0.746	1102	3.4	14.429	B
C	856	1217	1368	0.625	867	1.9	8.054	A
D	994	627	1532	0.649	1006	2.1	7.683	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	986	610	1566	0.630	996	1.9	7.051	A
B	884	1031	1567	0.564	892	1.4	5.927	A
C	717	966	1499	0.478	720	1.0	5.107	A
D	833	512	1593	0.523	836	1.2	5.254	A

2030, PM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C, D	87.19	F

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	PM base + com + dev	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix varies over time	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 (PCU/hr)	Scaling Factor (%)
A		✓	1165	100.000
B		✓	840	100.000
C		✓	890	100.000
D		✓	1608	100.000

Origin-Destination Data

Demand (PCU/hr)

		To			
		A	B	C	D
From	A	0	25	768	372
	B	390	0	234	216
	C	32	85	0	773
	D	668	874	66	0

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

16:45 - 17:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	10	10	10	10
	B	10	10	10	10
	C	10	10	10	10
	D	10	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.94	38.38	12.8	E
B	0.65	7.93	2.0	A
C	0.68	8.54	2.3	A
D	1.13	207.49	112.2	F

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	877	765	1488	0.589	871	1.6	6.351	A
B	632	901	1634	0.387	630	0.7	3.933	A
C	670	732	1621	0.413	667	0.8	4.139	A
D	1211	380	1663	0.728	1199	2.8	8.338	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1047	910	1415	0.740	1041	3.0	10.449	B
B	755	1078	1543	0.489	754	1.0	5.006	A
C	800	876	1546	0.518	799	1.2	5.289	A
D	1446	455	1624	0.890	1427	7.5	18.549	C

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1283	1002	1368	0.938	1252	10.8	28.463	D
B	925	1289	1435	0.644	921	1.9	7.653	A
C	980	1064	1448	0.677	976	2.2	8.311	A
D	1770	556	1570	1.128	1555	61.3	89.900	F

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1283	1010	1364	0.940	1275	12.8	38.380	E
B	925	1311	1423	0.650	925	2.0	7.933	A
C	980	1074	1443	0.679	980	2.3	8.544	A
D	1770	558	1569	1.129	1567	112.2	205.482	F

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1047	1016	1361	0.769	1083	3.9	15.810	C
B	755	1126	1519	0.497	759	1.1	5.235	A
C	800	893	1537	0.521	804	1.2	5.439	A
D	1446	458	1622	0.891	1606	72.1	207.489	F

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	877	933	1403	0.625	885	1.9	7.758	A
B	632	927	1621	0.390	634	0.7	4.019	A
C	670	740	1617	0.414	672	0.8	4.199	A
D	1211	383	1662	0.728	1486	3.2	55.527	F

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J3 Rainworth - Kirklington Road - Bypass.j9
Path: Z:\Projects\Projects 18\18-0494 Land South of A617, Rainworth (ROMO)\Correspondence\Reports\Transport\Rainworth Transport Assessment December 2020\App F Capacity Assessments\Junction 3
Report generation date: 12/10/2020 4:49:35 PM

Summary of junction performance

	AM base + com				PM base + com				AM base + com + dev				PM base + com + dev			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	2023															
Arm A	2.1	6.10	0.65	A	2.2	6.70	0.67	A	2.1	6.19	0.66	A	2.3	6.94	0.68	A
Arm B	0.6	6.16	0.36	A	0.3	5.05	0.24	A	0.6	6.22	0.36	A	0.4	5.14	0.24	A
Arm C	1.6	5.87	0.59	A	2.2	7.14	0.67	A	1.7	6.09	0.61	A	2.2	7.27	0.67	A
	2030															
Arm A	2.5	6.94	0.70	A	2.7	7.78	0.71	A	2.5	7.05	0.70	A	2.8	8.09	0.72	A
Arm B	0.7	6.80	0.39	A	0.4	5.41	0.26	A	0.7	6.85	0.40	A	0.4	5.50	0.27	A
Arm C	1.9	6.47	0.63	A	2.6	8.14	0.71	A	2.0	6.72	0.65	A	2.7	8.29	0.71	A

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	(untitled)
Location	
Site number	
Date	4/30/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	BSP-CONSULTING\tbowey
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		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	2023	AM base + com	ONE HOUR	07:30	09:00	15
D2	2023	PM base + com	ONE HOUR	16:30	18:00	15
D3	2030	AM base + com	ONE HOUR	07:30	09:00	15
D4	2030	PM base + com	ONE HOUR	16:30	18:00	15
D5	2023	AM base + com + dev	ONE HOUR	07:30	09:00	15
D6	2023	PM base + com + dev	ONE HOUR	16:30	18:00	15
D7	2030	AM base + com + dev	ONE HOUR	07:30	09:00	15
D8	2030	PM base + com + dev	ONE HOUR	16:30	18:00	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023, AM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.02	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description
A	A617 Kirklington Road	
B	B6020 Kirklington Road	
C	A617 Rainworth Bypass	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	5.10	7.70	9.0	22.0	52.0	34.0	
B	3.60	7.90	12.0	27.0	52.0	45.0	
C	4.30	9.40	7.0	35.0	52.0	42.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.641	1936
B	0.575	1631
C	0.599	1730

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	2023	AM base + com	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1117	100.000
B		✓	325	100.000
C		✓	898	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	122	995
	B	102	0	223
	C	817	81	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.65	6.10	2.1	A
B	0.36	6.16	0.6	A
C	0.59	5.87	1.6	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	841	61	1897	0.443	837	0.9	3.724	A
B	245	746	1202	0.204	244	0.3	4.129	A
C	676	76	1684	0.401	673	0.7	3.905	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1004	73	1890	0.531	1003	1.2	4.457	A
B	292	893	1117	0.262	292	0.4	4.796	A
C	807	92	1675	0.482	806	1.0	4.550	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1230	89	1879	0.654	1227	2.0	6.037	A
B	358	1093	1002	0.357	357	0.6	6.130	A
C	989	112	1663	0.595	986	1.6	5.832	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1230	89	1879	0.654	1230	2.1	6.096	A
B	358	1095	1001	0.358	358	0.6	6.160	A
C	989	112	1663	0.595	989	1.6	5.872	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1004	73	1889	0.531	1007	1.3	4.507	A
B	292	897	1115	0.262	293	0.4	4.826	A
C	807	92	1675	0.482	810	1.0	4.588	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	841	61	1897	0.443	842	0.9	3.762	A
B	245	750	1199	0.204	245	0.3	4.154	A
C	676	77	1684	0.401	677	0.7	3.937	A

2023, PM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.73	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023	PM base + com	ONE HOUR	16:30	18:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1084	100.000
B		✓	223	100.000
C		✓	1006	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	135	949
	B	103	0	120
	C	791	215	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.67	6.70	2.2	A
B	0.24	5.05	0.3	A
C	0.67	7.14	2.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	816	161	1833	0.445	813	0.9	3.868	A
B	168	711	1222	0.137	167	0.2	3.754	A
C	757	77	1684	0.450	754	0.9	4.241	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	974	193	1813	0.538	973	1.3	4.707	A
B	200	852	1141	0.176	200	0.2	4.209	A
C	904	92	1675	0.540	903	1.3	5.119	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1194	236	1785	0.669	1190	2.2	6.612	A
B	246	1042	1032	0.238	245	0.3	5.033	A
C	1108	113	1662	0.666	1104	2.1	7.048	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1194	237	1785	0.669	1193	2.2	6.696	A
B	246	1045	1030	0.238	246	0.3	5.049	A
C	1108	113	1662	0.666	1108	2.2	7.136	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	974	194	1812	0.538	978	1.3	4.771	A
B	200	856	1138	0.176	201	0.2	4.228	A
C	904	93	1675	0.540	908	1.3	5.189	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	816	162	1832	0.445	818	0.9	3.909	A
B	168	716	1219	0.138	168	0.2	3.768	A
C	757	78	1684	0.450	759	0.9	4.291	A

2030, AM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.74	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2030	AM base + com	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1186	100.000
B		✓	345	100.000
C		✓	951	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	130	1056
	B	108	0	237
	C	865	86	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.70	6.94	2.5	A
B	0.39	6.80	0.7	A
C	0.63	6.47	1.9	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	893	64	1895	0.471	889	1.0	3.922	A
B	260	792	1175	0.221	258	0.3	4.313	A
C	716	81	1682	0.426	713	0.8	4.074	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1066	77	1887	0.565	1064	1.4	4.804	A
B	310	948	1086	0.286	310	0.4	5.100	A
C	855	97	1672	0.511	854	1.1	4.830	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1306	94	1876	0.696	1302	2.5	6.847	A
B	380	1159	964	0.394	379	0.7	6.753	A
C	1047	119	1659	0.631	1044	1.8	6.410	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1306	95	1876	0.696	1306	2.5	6.944	A
B	380	1163	962	0.395	380	0.7	6.801	A
C	1047	119	1659	0.631	1047	1.9	6.468	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1066	78	1887	0.565	1070	1.4	4.877	A
B	310	953	1083	0.287	311	0.4	5.140	A
C	855	97	1672	0.511	858	1.2	4.882	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	893	65	1895	0.471	895	1.0	3.968	A
B	260	797	1173	0.222	260	0.3	4.342	A
C	716	81	1681	0.426	717	0.8	4.114	A

2030, PM base + com

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.71	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2030	PM base + com	ONE HOUR	16:30	18:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1150	100.000
B		✓	237	100.000
C		✓	1065	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	143	1007
	B	109	0	128
	C	836	229	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.71	7.78	2.7	A
B	0.26	5.41	0.4	A
C	0.71	8.14	2.6	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	866	172	1826	0.474	862	1.0	4.090	A
B	178	755	1197	0.149	178	0.2	3.884	A
C	802	82	1681	0.477	798	1.0	4.463	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1034	205	1805	0.573	1032	1.5	5.113	A
B	213	904	1111	0.192	213	0.3	4.408	A
C	957	98	1672	0.573	956	1.5	5.516	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1266	251	1775	0.713	1261	2.7	7.633	A
B	261	1105	995	0.262	260	0.4	5.385	A
C	1173	120	1658	0.707	1168	2.6	8.002	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1266	252	1775	0.713	1266	2.7	7.778	A
B	261	1109	993	0.263	261	0.4	5.408	A
C	1173	120	1658	0.707	1172	2.6	8.142	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1034	207	1804	0.573	1039	1.5	5.207	A
B	213	909	1108	0.192	214	0.3	4.433	A
C	957	98	1671	0.573	962	1.5	5.615	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	866	173	1825	0.474	868	1.0	4.144	A
B	178	760	1194	0.149	179	0.2	3.902	A
C	802	82	1681	0.477	804	1.0	4.525	A

2023, AM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.16	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2023	AM base + com + dev	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1125	100.000
B		✓	326	100.000
C		✓	920	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	122	1003
	B	102	0	224
	C	837	83	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.66	6.19	2.1	A
B	0.36	6.22	0.6	A
C	0.61	6.09	1.7	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	847	62	1896	0.447	843	0.9	3.749	A
B	245	752	1198	0.205	244	0.3	4.145	A
C	693	76	1684	0.411	690	0.8	3.969	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1011	75	1888	0.536	1010	1.3	4.500	A
B	293	900	1113	0.263	293	0.4	4.826	A
C	827	92	1675	0.494	826	1.1	4.655	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1239	91	1878	0.660	1235	2.1	6.131	A
B	359	1101	997	0.360	358	0.6	6.186	A
C	1013	112	1663	0.609	1010	1.7	6.045	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1239	91	1878	0.660	1239	2.1	6.193	A
B	359	1104	996	0.361	359	0.6	6.219	A
C	1013	112	1663	0.609	1013	1.7	6.091	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1011	75	1888	0.536	1015	1.3	4.549	A
B	293	905	1110	0.264	294	0.4	4.855	A
C	827	92	1675	0.494	830	1.1	4.698	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	847	63	1896	0.447	849	0.9	3.784	A
B	245	756	1196	0.205	246	0.3	4.171	A
C	693	77	1684	0.411	694	0.8	4.005	A

2023, PM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.91	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2023	PM base + com + dev	ONE HOUR	16:30	18:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1102	100.000
B		✓	225	100.000
C		✓	1015	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	135	967
	B	103	0	122
	C	799	216	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.68	6.94	2.3	A
B	0.24	5.14	0.4	A
C	0.67	7.27	2.2	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	830	162	1833	0.453	826	0.9	3.920	A
B	169	725	1214	0.140	169	0.2	3.787	A
C	764	77	1684	0.454	761	0.9	4.272	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	991	194	1812	0.547	989	1.3	4.802	A
B	202	868	1132	0.179	202	0.2	4.259	A
C	912	92	1675	0.545	911	1.3	5.173	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1213	237	1784	0.680	1209	2.3	6.842	A
B	248	1061	1020	0.243	247	0.4	5.121	A
C	1118	113	1662	0.672	1114	2.2	7.173	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1213	238	1784	0.680	1213	2.3	6.937	A
B	248	1065	1018	0.243	248	0.4	5.138	A
C	1118	113	1662	0.672	1117	2.2	7.265	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	991	195	1811	0.547	995	1.3	4.870	A
B	202	873	1129	0.179	203	0.2	4.277	A
C	912	93	1675	0.545	916	1.3	5.244	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	830	163	1832	0.453	831	0.9	3.966	A
B	169	730	1211	0.140	170	0.2	3.802	A
C	764	78	1684	0.454	766	0.9	4.323	A

2030, AM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	6.89	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D7	2030	AM base + com + dev	ONE HOUR	07:30	09:00	15

Default vehicle mix	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 (PCU/hr)	Scaling Factor (%)
A		✓	1193	100.000
B		✓	345	100.000
C		✓	972	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	130	1063
	B	108	0	237
	C	885	87	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.70	7.05	2.5	A
B	0.40	6.85	0.7	A
C	0.65	6.72	2.0	A

Main Results for each time segment

07:30 - 07:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	898	65	1894	0.474	894	1.0	3.944	A
B	260	797	1172	0.222	258	0.3	4.328	A
C	732	81	1682	0.435	728	0.8	4.140	A

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1072	78	1886	0.569	1071	1.4	4.845	A
B	310	954	1082	0.287	310	0.4	5.124	A
C	874	97	1672	0.523	872	1.2	4.942	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1314	96	1875	0.701	1309	2.5	6.946	A
B	380	1167	960	0.396	379	0.7	6.804	A
C	1070	119	1659	0.645	1067	2.0	6.654	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1314	96	1875	0.701	1313	2.5	7.048	A
B	380	1170	958	0.397	380	0.7	6.854	A
C	1070	119	1659	0.645	1070	2.0	6.722	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1072	78	1886	0.569	1077	1.5	4.919	A
B	310	959	1079	0.287	311	0.4	5.165	A
C	874	97	1672	0.523	877	1.2	5.001	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	898	66	1894	0.474	900	1.0	3.992	A
B	260	802	1169	0.222	260	0.3	4.359	A
C	732	81	1681	0.435	733	0.9	4.182	A

2030, PM base + com + dev

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		A, B, C	7.93	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D8	2030	PM base + com + dev	ONE HOUR	16:30	18:00	15

Default vehicle mix	Vehicle mix varies over time	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 (PCU/hr)	Scaling Factor (%)
A		✓	1168	100.000
B		✓	238	100.000
C		✓	1073	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	143	1025
	B	109	0	129
	C	844	229	0

Vehicle Mix

Heavy Vehicle Percentages

16:30 - 16:45

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

16:45 - 17:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	10	10	10
	B	10	10	10
	C	10	10	10

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
A	0.72	8.09	2.8	A
B	0.27	5.50	0.4	A
C	0.71	8.29	2.7	A

Main Results for each time segment

16:30 - 16:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	879	172	1826	0.481	875	1.0	4.147	A
B	179	768	1189	0.151	178	0.2	3.916	A
C	808	82	1681	0.480	804	1.0	4.492	A

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1050	205	1805	0.582	1048	1.5	5.220	A
B	214	920	1102	0.194	214	0.3	4.458	A
C	965	98	1672	0.577	963	1.5	5.572	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1286	251	1775	0.724	1281	2.8	7.925	A
B	262	1124	984	0.266	262	0.4	5.476	A
C	1181	120	1658	0.712	1177	2.6	8.141	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1286	252	1775	0.725	1286	2.8	8.091	A
B	262	1128	982	0.267	262	0.4	5.502	A
C	1181	120	1658	0.712	1181	2.7	8.293	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	1050	207	1804	0.582	1055	1.6	5.328	A
B	214	926	1098	0.195	214	0.3	4.485	A
C	965	98	1671	0.577	969	1.5	5.676	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
A	879	173	1825	0.482	881	1.0	4.205	A
B	179	774	1186	0.151	179	0.2	3.937	A
C	808	82	1681	0.481	810	1.0	4.557	A

Appendix H

Accident Data

bsp CONSULTING

Nottingham
12 Oxford Street
Nottingham
NG1 5BG
0115 704 3300

Derby
5 Pride Point Drive
Pride Park
Derby
DE24 8BX
01332 374 880

Leicester
Floor 4
24 De Montfort St
Leicester
LE1 7GB
0116 204 7766

Sheffield
Smithy Wood House
Smithy Wood Cres
Sheffield
S8 0NU
0114 272 1589

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REGISTERED MANAGEMENT SYSTEMS BS EN ISO 9001:2015 ASCB

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Apprenticeships Good for our Business

CSCS

Constructionline

CYBER ESSENTIALS PLUS

equality accredited customer service bronze level

Accident Details Report

Rainworth area 1/1/15 to 30/4/20

Total number of reports = **45**

Total number of pages (including this page) = **52**

ROAD TRAFFIC INJURY ACCIDENT RECORDS - DISCLAIMER

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

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

No. **1**	District Newark and Sherwood	**Accident Details**	VRUs	Grid Reference 457931 / 358180
SEVERITY **SLIGHT**	Ref.No 2B003418			Police Officer Attend: Yes

Date	12/01/2018	Day Friday	ROAD U
Time	06:45		LOCATION U/C BLIDWORTH LANE, BEND APPROX 791 metres south of /SOUTHWELL ROAD EAST, RAINWORTH
Weather	Fog Mist		
Road Surface	Wet		
Street Lighting	Dark/no lights		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from North to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? Kerb
Hit object off c'way? Tree
First point of impact Front
Drivers age 20 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 20 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 2	District Newark and Sherwood	# Accident Details	VRUs	Grid Reference 459087 / 358283
SEVERITY **SLIGHT**	Ref.No 2B050720		**Pedal Cycle**	Police Officer Attend: No - reported over the counter

Date 23/04/2020 Day Thursday
Time 17:24
Weather Fine
Road Surface Dry
Street Lighting Daylight

ROAD U

LOCATION U/C WARSOP LANE, at its Junction with U/C PTE ENT/EXT TO CO-OP CAR PARK, RAINWORTH

SITE DETAILS

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

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

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

CASUALTIES INVOLVED 1

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

No. 3	District Newark and Sherwood	# Accident Details	VRUs	Grid Reference 459084 / 358334
SEVERITY **SLIGHT**	Ref.No 2B194918		**Pedestrian**	Police Officer Attend: Yes

Date	15/10/2018	Day Monday	ROAD U
Time	08:00		LOCATION U/C SOUTHWELL ROAD EAST PXING, at its Junction with B6020 KIRKLINGTON ROAD, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Automatic traffic signal
2nd Road Number	B6020
Pedestrian Facilities	No Human control within 50m
and	Ped phase at signals

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1	Vehicle type Car		
Manoeuvre	Turning left		
Direction from	East to South east	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Cleared junction or parked at junction exit		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Nearside		
Drivers age 48 yrs	Sex Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign		Breath test Not contacted
Journey purpose	Taking pupil to/from school		

CASUALTIES INVOLVED 1

Cas No 1	Cas Class Pedestrian		Veh ref No 1
Severity **SLIGHT**	Age 13 yrs	Sex Male	
Car Passenger?	No	PSV Passenger?	No
Ped Movement	Crossing from drivers nearside		
Ped location	In c'way crossing on ped crossing facility		
Ped Direction to	West		
School Pupil	Yes on way to or from school		
Roadworker injured	No		

No. 4	District Newark and Sherwood	# Accident Details	VRUs Motorcycle	Grid Reference 459073 / 358353
SEVERITY SLIGHT	Ref.No 2B191219			Police Officer Attend: Yes

Date	04/10/2019	Day	Friday
Time	15:57		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD U

LOCATION U/C SOUTHWELL ROAD EAST, at its Junction with B6020 KIRKLINGTON ROAD, RAINWORTH

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Automatic traffic signal
2nd Road Number	B6020
Pedestrian Facilities	No Human control within 50m
and	Ped phase at signals

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Turning right
Direction from South east to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 57 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

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

CASUALTIES INVOLVED 1

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

No. 5	District Newark and Sherwood	Accident Details	VRUs Motorcycle	Grid Reference 459281 / 358359
SEVERITY SLIGHT	Ref.No 2B261616			Police Officer Attend: Yes

Date	09/12/2016 Day Friday	ROAD	B6020
Time	20:03	LOCATION	B6020 KIRKLINGTON ROAD, at its Junction with Unclassified Road SOUTH AVENUE, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 23 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre U Turn
Direction from East to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 77 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

CASUALTIES INVOLVED 1

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

No. 6	District Newark and Sherwood	**Accident Details**	VRUs Motorcycle	Grid Reference 459220 / 358361
SEVERITY **SERIOUS**	Ref.No 2B207619			Police Officer Attend: Yes

Date	11/11/2019	Day Monday	ROAD B6020
Time	17:33		LOCATION B6020 KIRKLINGTON ROAD, 27 metres east of RUFFORD COLLIERY LANE, RAINWORTH
Weather	Rain		
Road Surface	Wet		
Street Lighting	Dark/lights lit		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle <= 50cc
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 14 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 18 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 14 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 16 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **7**	District Newark and Sherwood	**Accident Details**	VRUs **Motorcycle**	Grid Reference 459880 / 358374
SEVERITY **SLIGHT**	Ref.No 2B256117			Police Officer Attend: Yes

Date	30/11/2017	Day	Thursday
Time	08:38		
Weather	Fine		
Road Surface	Ice		
Street Lighting	Daylight		

ROAD B6020

LOCATION B6020 KIRKLINGTON ROAD, at its Junction with U/C SHERWOOD ROAD, RAINWORTH

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type M/cycle > 500cc
Manoeuvre Turning right
Direction from South to East Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 32 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 32 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **8**	District Newark and Sherwood	**Accident Details**	VRUs **Motorcycle**	Grid Reference 459041 / 358381
SEVERITY **SLIGHT**	Ref.No 2B201117			Police Officer Attend: Yes

Date	20/10/2017	Day	Friday
Time	14:42		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD B6020

LOCATION B6020 SOUTHWELL ROAD EAST, at its Junction with U/C PTE ENT PARKING AREA O/S BUSINESS - APPROX 50M NE /KIRKLINGTON ROAD, RAINWORTH

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from South west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 27 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type M/cycle <= 50cc
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 40 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 40 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

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

No. 9	District Newark and Sherwood	**Accident Details**	VRUs	Grid Reference 459956 / 358382
SEVERITY **SLIGHT**	Ref.No 2B040019			Police Officer Attend: No - reported over the counter

Date	25/02/2019	Day Monday	ROAD B6020
Time	13:50		LOCATION B6020 KIRKLINGTON ROAD, at its Junction with U/C PASTURE AVENUE, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

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

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to turn right
Direction from East to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 30 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 30 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. **10**	District Newark and Sherwood	**Accident Details**	VRUs	Grid Reference 460260 / 358394
SEVERITY **SERIOUS**	Ref.No 2B067216			Police Officer Attend: Yes

Date	03/04/2016	Day Sunday	
Time	16:09		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD U

LOCATION Unclassified Road KIRKLINGTON ROAD at House Number 110, RAINWORTH

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Parked vehicle unlit
Hit object off c'way? None
First point of impact Front
Drivers age 66 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Van/Goods < 3.5t
Manoeuvre Parked
Direction from West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SERIOUS** Age 66 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 11	District Newark and Sherwood	Accident Details	VRUs	Grid Reference 460276 / 358507
SEVERITY SLIGHT	Ref.No 2B248416			Police Officer Attend: Yes

Date	03/12/2016	Day Saturday	ROAD A617
Time	15:00		LOCATION A617 MILLENIUM WAY,(APPROX) 50 metres southeast of KIRKLINGTON RD, /A617 RAINWORTH BYPASS, RBT, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

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

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

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 20 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 2
Severity SLIGHT Age 54 yrs Sex Male
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 12	District Newark and Sherwood	# Accident Details	VRUs	Grid Reference 460033 / 358516
SEVERITY **SLIGHT**	Ref.No 2B148518		**Pedestrian**	Police Officer Attend: Yes

Date	18/08/2018	Day	Saturday
Time	11:40		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD A617

LOCATION A617 MILLENIUM WAY (LAY-BY), 150 metres west of B6020 KIRKLINGTON ROAD RBT, RAINWORTH

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On lay-by
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 34 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Parked
Direction from East Towing? Single Trailer
Skidded No
Veh location at impact (restricted lane) On lay-by
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age U/K yrs Sex Not traced Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 34 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Pedestrian Veh ref No 2
Severity **SLIGHT** Age 53 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Unknown or other
Ped location Unknown or other
Ped Direction to Unknown
School Pupil Other
Roadworker injured No

No. 13	District Mansfield	Accident Details	VRUs Motorcycle	Grid Reference 458770 / 358524
SEVERITY SLIGHT	Ref.No 2A165517			Police Officer Attend: No - reported over the counter

Date	15/09/2017	Day Friday	ROAD B6020
Time	18:00		LOCATION B6020 SOUTHWELL ROAD EAST, at its Junction with U/C PTE ENT CHURCH CAR PARK RAINWORTH METHODIST, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 20 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Turning left
Direction from South east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 29 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 20 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 14	District Newark and Sherwood	# Accident Details	VRUs	Grid Reference 460180 / 358538
SEVERITY **SLIGHT**	Ref.No 2B253715			Police Officer Attend: No - reported over the counter

Date 19/11/2015 Day Thursday
Time 16:55
Weather Unknown
Road Surface Unknown
Street Lighting Daylight

ROAD A617

LOCATION A617 MILLENIUM WAY, RBT at its Junction with B6020 KIRKLINGTON ROAD, RAINWORTH

SITE DETAILS

Speed Limit 60 MPH
Carriageway Roundabout
Lane markings Centre/hazard line
Junction Detail Roundabout
Junction Control Give way sign or uncontrolled
2nd Road Number B6020
Pedestrian Facilities and No Human control within 50m / No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 4

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from South to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 41 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

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

CASUALTIES INVOLVED 4

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 41 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 38 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 3 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 19 yrs Sex Male
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No. 3 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 31 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

Veh.No. 4 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age U/K yrs Sex Female Other veh.hit (ref.) 0 Hit and run Yes
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

Cas No 4 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 15 yrs Sex Female
Car Passenger? Rear PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

No. 15	District Newark and Sherwood	# Accident Details	VRUs	Grid Reference 459721 / 358542
SEVERITY **FATAL**	Ref.No 4B094918		**Pedestrian**	Police Officer Attend: Yes

Date	15/06/2018	Day Friday	ROAD A617
Time	19:28		LOCATION A617 MILLENIUM WAY, 457 metres west of B6020 RBT, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

Other object

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from East to West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Parked vehicle unlit
Hit object off c'way? None
First point of impact Front
Drivers age 45 yrs Sex Male Other veh.hit (ref.) 3 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Parked
Direction from West Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age 55 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Pedestrian Veh ref No 1
Severity **FATAL** Age 33 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Unknown or other
Ped location In c'way not crossing
Ped Direction to Unknown
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Van/Goods < 3.5t
Manoeuvre	Parked		
Direction from	West	Towing?	No
Skidded	No		
Veh location at impact (restricted lane)	On main carriageway		
Junct. location of veh. at 1st impact	Not at junction		
Veh left carriageway?	Did not leave c'way		
Hit object in c'way?	None		
Hit object off c'way?	None		
First point of impact	Back		
Drivers age	33 yrs	Sex	Male
Foreign vehicle	Not foreign	Breath test	Not provided
Journey purpose	Journey as part of work		

No. **16**	District Newark and Sherwood	**Accident Details**	VRUs **Motorcycle**	Grid Reference 460204 / 358556
SEVERITY **SERIOUS**	Ref.No 2B034020			Police Officer Attend: Yes

Date	06/03/2020	Day	Friday
Time	15:30		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD A617

LOCATION A617 RAINWORTH BYPASS RBT, at its Junction with A617 KIRKLINGTON ROAD, RAINWORTH

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	M/cycle > 500cc		
Manoeuvre	Going ahead other				
Direction from	West to South east		Towing?	No	
Skidded	Yes				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Mid junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	63 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not requested
Journey purpose					

CASUALTIES INVOLVED 1

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

No. **17**	District Mansfield	**Accident Details**	VRUs	Grid Reference 458594 / 358595
SEVERITY **SLIGHT**	Ref.No 2A229717		**Pedestrian**	Police Officer Attend: Yes

Date	11/11/2017	Day	Saturday
Time	11:14		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD B6020

LOCATION B6020 SOUTHWELL ROAD EAST at House Number 182, at its Junction with U/C SECOND AVENUE, RAINWORTH

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	South east to North west	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Approaching or parked on approach to junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Offside				
Drivers age	39 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Other/Not known				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Pedestrian	Veh ref No	1
Severity	**SLIGHT**	Age	5 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Crossing from drivers offside				
Ped location	In c'way crossing elsewhere				
Ped Direction to	South west				
School Pupil					
Roadworker injured	No				

No. **18**	District Mansfield	**Accident Details**	VRUs	Grid Reference 457802 / 358596
SEVERITY **SERIOUS**	Ref.No 2A024215		**Pedal Cycle**	Police Officer Attend: No - reported over the counter

Date	06/02/2015 Day Friday	ROAD	C22
Time	18:15	LOCATION	C22 BLIDWORTH LANE OUTSIDE THREE HORN HOLLOW FARM, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/no lights		

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

SPECIAL SITE CONDITIONS

Road surface defect

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Pedal Cycle		
Manoeuvre	Going ahead other				
Direction from	North to South	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	39 yrs	Sex	Male	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not applicable
Journey purpose	Commuting to/from work				

CASUALTIES INVOLVED 1

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

No. 19	District Newark and Sherwood	Accident Details	VRUs	Grid Reference 459433 / 358600
SEVERITY SLIGHT	Ref.No 2B153716			Police Officer Attend: Yes

Date	30/07/2016	Day Saturday	ROAD A617
Time	13:09		LOCATION A617 MILLENIUM WAY, 700 metres west of RBT JN B6020, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	70 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre Parked
Direction from East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Did not impact
Drivers age 34 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Parked
Direction from East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 29 yrs Sex Male Other veh.hit (ref.) 3 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

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

Veh.No.	3	Vehicle type	Goods > 7.5t		
Manoeuvre		Going ahead other			
Direction from	East to West		Towing?	No	
Skidded	No				
Veh location at impact (restricted lane)		On main carriageway			
Junct. location of veh. at 1st impact		Not at junction			
Veh left carriageway?		Did not leave c'way			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Front			
Drivers age	41 yrs	Sex	Male	Other veh.hit (ref.) 2	Hit and run No
Foreign vehicle			Not foreign		Breath test Negative
Journey purpose			Journey as part of work		

No. **20**	District Newark and Sherwood	**Accident Details**	VRUs	Grid Reference 459207 / 358760
SEVERITY **SLIGHT**	Ref.No 2B070917			Police Officer Attend: Yes

Date	23/04/2017	Day Sunday	ROAD A617
Time	00:15		LOCATION A617 MILLENIUM WAY, at its Junction with Unclassified Road RUFFORD COLLIERY LANE, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	70 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Automatic traffic signal
2nd Road Number	U
Pedestrian Facilities	No Human control within 50m
and	Ped phase at signals

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Changing lane to right
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way offside onto central res.
Hit object in c'way? Bollard/refuge
Hit object off c'way? Road sign or signal
First point of impact Offside
Drivers age 28 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way offside onto central res.
Hit object in c'way? Bollard/refuge
Hit object off c'way? Road sign or signal
First point of impact Nearside
Drivers age 48 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 4

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 28 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

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

Cas No 3 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 44 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No	4	Cas Class	Passenger	Veh ref No	1
Severity	**SLIGHT**	Age	28 yrs	Sex	Female
Car Passenger?	Front	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 21	District Mansfield	Accident Details	VRUs	Grid Reference 458109 / 358796
SEVERITY SLIGHT	Ref.No 2A166415			Police Officer Attend: Yes

Date	18/08/2015 Day Tuesday	ROAD	B6020
Time	10:33		
Weather	Other	LOCATION	B6020 SOUTHWELL ROAD EAST,(APPROX) 30 metres northwest of THE CLOSE, (ADJACENT RAINWORTH MOTOR SALES (AKA DAN'S MOTORS), RAINWORTH
Road Surface	Wet		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 34 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Journey as part of work

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

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 34 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 22	District Mansfield	Accident Details	VRUs	Grid Reference 457218 / 358799
SEVERITY SLIGHT	Ref.No 2A184815			Police Officer Attend: Yes

Date	10/09/2015 Day Thursday	ROAD	A617
Time	17:03	LOCATION	A617 SHERWOOD WAY EAST APROX 300M SW RBT /A6191 SOUTHWELL ROAD WEST /B6020SOUTHWELL RD EAST, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 32 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not provided
Journey purpose Commuting to/from work

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

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 32 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 23	District Mansfield	# Accident Details	VRUs	Grid Reference 457267 / 358837
SEVERITY **SLIGHT**	Ref.No 2A107919			Police Officer Attend: Yes

Date	29/06/2019	Day Saturday	ROAD A617
Time	13:30		LOCATION A617 SHERWOOD WAY EAST (LAYBY), 160 metres southeast of B6020 RBT SOUTHWELL ROAD EAST
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre U Turn
Direction from North east to North east Towing? No
Skidded No
Veh location at impact (restricted lane) Leaving lay-by
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 84 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from North east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 38 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose Journey as part of work

CASUALTIES INVOLVED 2

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 84 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

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

No. 24	District Mansfield	Accident Details	VRUs	Grid Reference 457723 / 358870
SEVERITY **SERIOUS**	Ref.No 2A100315			Police Officer Attend: Yes

Date	19/05/2015	Day Tuesday	ROAD U
Time	10:55		LOCATION Unclassified Road BLIDWORTH LANE, 63 metres southeast of B6020 SOUTHWELL ROAD EAST (AKA THREE HORN HOLLOW), RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type Car
Manoeuvre O/T stat.vehicle on its O/S
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 57 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

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

CASUALTIES INVOLVED 3

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 57 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

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

Cas No 3 Cas Class Passenger Veh ref No 2
Severity **SERIOUS** Age 63 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Van/Goods < 3.5t		
Manoeuvre	Parked				
Direction from	North west			Towing?	No
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Offside				
Drivers age	53 yrs	Sex	Male	Other veh.hit (ref.)	1
Foreign vehicle	Not foreign			Hit and run	No
Journey purpose	Journey as part of work			Breath test	Negative

No. 25	District Mansfield	# Accident Details	VRUs Motorcycle	Grid Reference 457346 / 358912
SEVERITY SLIGHT	Ref.No 2A066419			Police Officer Attend: Yes

Date	22/03/2019	Day Friday	ROAD A617
Time	05:39		LOCATION A617 SOUTHWELL ROAD EAST , 200 metres southwest of SOUTHWELL ROAD EAST RBT, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	70 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

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

Veh.No.	2	Vehicle type	M/cycle > 500cc		
Manoeuvre	O/T moving vehicle on its O/S				
Direction from	North east to South west	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	26 yrs	Sex	Male	Other veh.hit (ref.) 1	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Commuting to/from work				

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	2
Severity	SLIGHT	Age	26 yrs	Sex	Male
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. 26	District Mansfield	Accident Details	VRUs	Grid Reference 457718 / 358938
SEVERITY SLIGHT	Ref.No 2A110218			Police Officer Attend: No - reported over the counter

Date 23/05/2018 Day Wednesday
Time 07:50
Weather Unknown
Road Surface Unknown
Street Lighting Daylight

ROAD U

LOCATION U/C BLIDWORTH LANE, at its Junction with B6020 SOUTHWELL ROAD EAST, RAINWORTH

SITE DETAILS

Speed Limit 60 MPH
Carriageway Single c'way
Lane markings Centre/hazard line
Junction Detail T or Staggered junction
Junction Control Give way sign or uncontrolled
2nd Road Number B6020
Pedestrian Facilities No Human control within 50m
and No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Waiting to turn left
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 32 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

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

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 32 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 27	District Mansfield	Accident Details	VRUs	Grid Reference 457722 / 358940
SEVERITY SLIGHT	Ref.No 2A222715			Police Officer Attend: Yes

Date	18/10/2015	Day Sunday	ROAD U
Time	22:26		LOCATION Unclassified Road BLIDWORTH LANE, at its Junction with B6020 SOUTHWELL ROAD EAST, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Single c'way
Lane markings	Centre/hazard line
Junction Detail	T or Staggered junction
Junction Control	Give way sign or uncontrolled
2nd Road Number	B6020
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Waiting to turn left
Direction from South to North Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 28 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type Car
Manoeuvre Starting
Direction from South to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 40 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

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

No. 28	District Mansfield	Accident Details	VRUs	Grid Reference 457727 / 358941
SEVERITY SLIGHT	Ref.No 2A107918		Pedal Cycle	Police Officer Attend: Yes

Date	27/06/2018 Day Wednesday	ROAD	B6020
Time	09:04		
Weather	Fine	LOCATION	B6020 SOUTHWELL ROAD EAST, at its Junction with U/C BLIDWORTH LANE, RAINWORTH
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Pedal Cycle
Manoeuvre Overtaking on nearside
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 44 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not applicable
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Car
Manoeuvre Turning right
Direction from North west to South Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Leaving main road
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 72 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 44 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 29	District Mansfield	Accident Details	VRUs Motorcycle	Grid Reference 457540 / 359013
SEVERITY SLIGHT	Ref.No 2A143918			Police Officer Attend: Yes

Date	10/08/2018 Day Friday	ROAD	B6020
Time	16:45	LOCATION	B6020 SOUTHWELL ROAD EAST RBT, at its Junction with A617 SOUTHWELL ROAD WEST, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type M/cycle 50 - 125cc
Manoeuvre Stopping
Direction from South east to South west Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 19 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

Veh.No. 2 Vehicle type Car
Manoeuvre Starting
Direction from South east to South west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 62 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SLIGHT Age 19 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 30	District Mansfield	Accident Details	VRUs	Grid Reference 457440 / 359017
SEVERITY SLIGHT	Ref.No 2A133817			Police Officer Attend: Yes

Date	15/06/2017	Day Thursday	ROAD A617
Time	12:00		LOCATION A617 SHERWOOD WAY EAST, at its Junction with A6191 SOUTHWELL ROAD WEST, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A6191
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Starting
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 54 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

Veh.No. 2 Vehicle type Goods > 7.5t
Manoeuvre Starting
Direction from South west to North east Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 63 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Passenger Veh ref No 1
Severity SLIGHT Age 49 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 31	District Newark and Sherwood	Accident Details	VRUs	Grid Reference 458832 / 359023
SEVERITY **SERIOUS**	Ref.No 2B058316			Police Officer Attend: Yes

Date	19/03/2016	Day Saturday	ROAD A617
Time	01:36		LOCATION A617 RAINWORTH BYPASS, 600 metres northwest of T/L JN OLD PIT ROAD (AND SHERWOOD HOUSE), RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	70 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Going ahead other				
Direction from	North west to South east	Towing?	No		
Skidded	Yes & Overturned				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Left c'way near-side				
Hit object in c'way?	Kerb				
Hit object off c'way?	Other permanent object				
First point of impact	Nearside				
Drivers age	22 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Not provided
Journey purpose					

CASUALTIES INVOLVED 1

Cas No	1	Cas Class	Driver or Rider	Veh ref No	1
Severity	**SERIOUS**	Age	22 yrs	Sex	Female
Car Passenger?	No	PSV Passenger?	No		
Ped Movement	Not a pedestrian				
Ped location	Not a pedestrian				
Ped Direction to	Not a pedestrian				
School Pupil	Other				
Roadworker injured	No				

No. **32**	District Mansfield	# Accident Details	VRUs	Grid Reference 457533 / 359028
SEVERITY **SLIGHT**	Ref.No 2A089016			Police Officer Attend: Yes

Date	02/05/2016	Day	Monday
Time	19:24		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

ROAD A617

LOCATION A617 SOUTHWELL ROAD WEST RBT, at its Junction with B6020 SOUTHWELL ROAD EAST, MANSFIELD

SITE DETAILS

Speed Limit	30 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	B6020
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from North east to South west Towing? No
Skidded Yes & Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Wall or fence
First point of impact Front
Drivers age 30 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Positive
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 30 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 33	District Mansfield	Accident Details	VRUs	Grid Reference 457441 / 359054
SEVERITY SLIGHT	Ref.No 2A025420			Police Officer Attend: Yes

Date	11/03/2020	Day Wednesday	ROAD A6191
Time	11:26		LOCATION A6191 SOUTHWELL ROAD WEST RBT, at its Junction with A617 SHERWOOD WAY EAST, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	30 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Goods > 7.5t
Manoeuvre Going ahead other
Direction from North west to South east Towing? Articulated veh.
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 49 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from North west to South east Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 40 yrs Sex Female Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 40 yrs Sex Female
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 34	District Mansfield	Accident Details	VRUs	Grid Reference 457540 / 359061
SEVERITY SLIGHT	Ref.No 2A244315			Police Officer Attend: Yes

Date	04/11/2015	Day Wednesday	ROAD A617
Time	21:57		LOCATION A617 MILLENIUM WAY, RBT at its Junction with A6191 SOUTHWELL ROAD WEST, RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	60 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A6191
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

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

Veh.No. 2 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from North east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Entering roundabout
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 22 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

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

No. 35	District Mansfield	Accident Details	VRUs	Grid Reference 457533 / 359064
SEVERITY SLIGHT	Ref.No 2A099616			Police Officer Attend: Yes

Date	21/05/2016	Day Saturday	ROAD A6191
Time	17:51		LOCATION A6191 SOUTHWELL ROAD WEST, at its Junction with A617 SHERWOOD WAY EAST, /A617 RAINWORTH BYPASS /SOUTHWELL ROAD EAST, ROUNDABOUT.
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	40 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Turning right
Direction from North west to South west Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Mid junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Offside
Drivers age 25 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 2

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

Cas No 2 Cas Class Passenger Veh ref No 1
Severity **SLIGHT** Age 16 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil
Roadworker injured No

No. **36**	District Mansfield	# Accident Details	VRUs	Grid Reference 457438 / 359072
SEVERITY **SLIGHT**	Ref.No 2A142919			Police Officer Attend: Yes

Date	08/08/2019	Day	Thursday
Time	21:45		
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

ROAD A6191

LOCATION A6191 SOUTHWELL ROAD WEST RBT, at its Junction with A617 SHERWOOD WAY EAST, MANSFIELD

SITE DETAILS

Speed Limit	60 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No.	1	Vehicle type	Car		
Manoeuvre	Turning left				
Direction from	South west to North west	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Entering roundabout				
Veh left carriageway?	Left c'way offside onto central res.				
Hit object in c'way?	Kerb				
Hit object off c'way?	Road sign or signal				
First point of impact	Front				
Drivers age	18 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Other/Not known				

CASUALTIES INVOLVED 1

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

No. 37	District Mansfield	Accident Details	VRUs	Grid Reference 457442 / 359082
SEVERITY SLIGHT	Ref.No 2A186515			Police Officer Attend: Yes

Date	11/09/2015 Day Friday	ROAD	A6191
Time	08:04	LOCATION	A6191 SOUTHWELL ROAD WEST, at its Junction with A617 SOUTHWELL ROAD WEST-RAINWORTH BYPASS, /B6020 SOUTHWELL ROAD EAST, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

SITE DETAILS	
Speed Limit	40 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	Central Refuge only

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Taxi
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Front
Drivers age 42 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Journey as part of work

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

CASUALTIES INVOLVED 1

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

No. 38	District Mansfield	# Accident Details	VRUs	Grid Reference 457442 / 359087
SEVERITY **SLIGHT**	Ref.No 2A255615			Police Officer Attend: No - reported over the counter

Date	06/11/2015	Day Friday	ROAD A6191
Time	17:30		LOCATION A6191 SOUTHWELL ROAD WEST, RBT at its Junction with A617 MILLENIUM WAY, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	40 MPH
Carriageway	Roundabout
Lane markings	Centre/hazard line
Junction Detail	Roundabout
Junction Control	Give way sign or uncontrolled
2nd Road Number	A617
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from West to East Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 25 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Not contacted
Journey purpose

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

CASUALTIES INVOLVED 1

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

No. 39	District Mansfield	# Accident Details	VRUs	Grid Reference 457375 / 359103
SEVERITY **SLIGHT**	Ref.No 2A193317			Police Officer Attend: Yes

Date	28/09/2017	Day Thursday	ROAD A6191
Time	17:47		LOCATION A6191 SOUTHWELL ROAD WEST, 74 metres northwest of RBT A617, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

		SITE DETAILS
Speed Limit	40 MPH	
Carriageway	Dual c'way	
Lane markings	Centre/hazard line	
Junction Detail	Not at or within 20m of junction	
Junction Control		
2nd Road Number		
Pedestrian Facilities	No Human control within 50m	
and	No crossing facility within 50m	

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Waiting to go ahead but held up
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 18 yrs Sex Female Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Commuting to/from work

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

CASUALTIES INVOLVED 1

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

No. 40	District Mansfield	Accident Details	VRUs	Grid Reference 457567 / 359106
SEVERITY SLIGHT	Ref.No 2A011120			Police Officer Attend: No - reported over the counter

Date	13/01/2020	Day Monday	ROAD A617
Time	17:31		LOCATION A617 MILLENIUM WAY, 90 metres northeast of RBT JN A6191 SOUTHWELL ROAD EAST, RAINWORTH
Weather	Rain		
Road Surface	Wet		
Street Lighting	Dark/no lights		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

Veh.No.	1	Vehicle type	Goods > 7.5t		
Manoeuvre	Stopping				
Direction from	East to South west		Towing?	Articulated veh.	
Skidded	No				
Veh location at impact (restricted lane)	On main carriageway				
Junct. location of veh. at 1st impact	Not at junction				
Veh left carriageway?	Did not leave c'way				
Hit object in c'way?	None				
Hit object off c'way?	None				
First point of impact	Front				
Drivers age	30 yrs	Sex	Male	Other veh.hit (ref.) 2	Hit and run No
Foreign vehicle	Not foreign				Breath test Negative
Journey purpose	Journey as part of work				

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

CASUALTIES INVOLVED 1

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

No. **41**	District Mansfield	**Accident Details**	VRUs	Grid Reference 457227 / 359152
SEVERITY **SLIGHT**	Ref.No 2A237715			Police Officer Attend: Yes

Date	27/10/2015 Day Tuesday	ROAD	A6191
Time	16:45	LOCATION	A6191 SOUTHWELL ROAD WEST, at its Junction with Unclassified Road RANSOM HOSPITAL ACCESS ROAD (RATCHER HILL) /SHERWOOD AVENUE, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	60 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Dual c'way		CARRIAGEWAY HAZARDS: None
Lane markings	Centre/hazard line		
Junction Detail	T or Staggered junction		
Junction Control	Give way sign or uncontrolled		
2nd Road Number	U		
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Van/Goods < 3.5t
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded Yes & Overturned
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Approaching or parked on approach to junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? Kerb
Hit object off c'way? None
First point of impact Nearside
Drivers age 32 yrs Sex Male Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity **SLIGHT** Age 32 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 42	District Mansfield	Accident Details	VRUs Motorcycle	Grid Reference 457203 / 359166
SEVERITY SLIGHT	Ref.No 2A029917			Police Officer Attend: Yes

Date	01/01/2017	Day Sunday	ROAD A6191
Time	11:35		LOCATION A6191 SOUTHWELL ROAD WEST, 256 metres northwest of RBT JN A617, MANSFIELD
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

Speed Limit	70 MPH	SITE DETAILS	SPECIAL SITE CONDITIONS: None
Carriageway	Dual c'way		
Lane markings	Centre/hazard line		CARRIAGEWAY HAZARDS: None
Junction Detail	Not at or within 20m of junction		
Junction Control			
2nd Road Number			
Pedestrian Facilities	No Human control within 50m		
and	No crossing facility within 50m		

VEHICLES INVOLVED 2

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead other
Direction from North west to South east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Nearside
Drivers age 46 yrs Sex Male Other veh.hit (ref.) 2 Hit and run Yes
Foreign vehicle Not foreign Breath test Negative
Journey purpose

Veh.No. 2 Vehicle type M/cycle 50 - 125cc
Manoeuvre Changing lane to right
Direction from North west to South east Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Did not leave c'way
Hit object in c'way? None
Hit object off c'way? None
First point of impact Offside
Drivers age 26 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Not requested
Journey purpose

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 2
Severity SLIGHT Age 26 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

No. 43	District Mansfield	# Accident Details	VRUs Motorcycle	Grid Reference 458441 / 359481
SEVERITY SERIOUS	Ref.No 2A170715			Police Officer Attend: Yes

Date	12/06/2015 Day Friday	ROAD	A617
Time	17:20	LOCATION	A617 MILLENIUM WAY,(APPROX) 229 metres southeast of FOOTBRIDGE OVER (LEADING TO HELMSLEY ROAD), RAINWORTH
Weather	Fine		
Road Surface	Dry		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 3

Veh.No. 1 Vehicle type M/cycle > 500cc
Manoeuvre Going ahead left hand bend
Direction from North west to South east Towing? No
Skidded Yes
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Tree
First point of impact Front
Drivers age 31 yrs Sex Male Other veh.hit (ref.) 2 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

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

CASUALTIES INVOLVED 1

Cas No 1 Cas Class Driver or Rider Veh ref No 1
Severity SERIOUS Age 31 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Veh.No.	3	Vehicle type	Car		
Manoeuvre		O/T moving vehicle on its O/S			
Direction from	North west to South east	Towing?	No		
Skidded	No				
Veh location at impact (restricted lane)		On main carriageway			
Junct. location of veh. at 1st impact		Not at junction			
Veh left carriageway?		Did not leave c'way			
Hit object in c'way?		None			
Hit object off c'way?		None			
First point of impact		Did not impact			
Drivers age	45 yrs	Sex	Female	Other veh.hit (ref.) 0	Hit and run No
Foreign vehicle		Not foreign			Breath test Negative
Journey purpose		Other/Not known			

No. **44**	District Mansfield	**Accident Details**	VRUs	Grid Reference 458340 / 359513
SEVERITY **SLIGHT**	Ref.No 2A254616			Police Officer Attend: Yes

Date	16/11/2016	Day Wednesday	ROAD A617
Time	19:40		LOCATION A617 RAINWORTH BYPASS, 132M SE FOOTBRIDGE (APROX 1050M E RBT /A6191) RAINWORTH
Weather	Fine		
Road Surface	Wet		
Street Lighting	Dark/lights lit		

SITE DETAILS	
Speed Limit	70 MPH
Carriageway	Dual c'way
Lane markings	Centre/hazard line
Junction Detail	Not at or within 20m of junction
Junction Control	
2nd Road Number	
Pedestrian Facilities	No Human control within 50m
and	No crossing facility within 50m

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 1

Veh.No. 1 Vehicle type Car
Manoeuvre Going ahead left hand bend
Direction from South east to North west Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way near-side
Hit object in c'way? None
Hit object off c'way? Other permanent object
First point of impact Offside
Drivers age 24 yrs Sex Female Other veh.hit (ref.) 0 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose

CASUALTIES INVOLVED 1

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

No. 45	District Mansfield	# Accident Details	VRUs	Grid Reference 457996 / 359553
SEVERITY **SLIGHT**	Ref.No 2A128318			Police Officer Attend: Yes

Date	02/06/2018	Day Saturday	ROAD A617
Time	08:48		LOCATION A617 MILLENIUM WAY NEBND, 692 metres northeast of RBT JN A6191, RAINWORTH
Weather	Rain		
Road Surface	Wet		
Street Lighting	Daylight		

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

SPECIAL SITE CONDITIONS

None

CARRIAGEWAY HAZARDS

None

VEHICLES INVOLVED 2

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

Veh.No. 2 Vehicle type Car
Manoeuvre Going ahead other
Direction from South west to North east Towing? No
Skidded No
Veh location at impact (restricted lane) On main carriageway
Junct. location of veh. at 1st impact Not at junction
Veh left carriageway? Left c'way offside onto central res.
Hit object in c'way? None
Hit object off c'way? None
First point of impact Back
Drivers age 79 yrs Sex Male Other veh.hit (ref.) 1 Hit and run No
Foreign vehicle Not foreign Breath test Negative
Journey purpose Other/Not known

CASUALTIES INVOLVED 3

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

Cas No 2 Cas Class Driver or Rider Veh ref No 2
Severity **SLIGHT** Age 79 yrs Sex Male
Car Passenger? No PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No

Cas No 3 Cas Class Passenger Veh ref No 2
Severity **SLIGHT** Age 79 yrs Sex Female
Car Passenger? Front PSV Passenger? No
Ped Movement Not a pedestrian
Ped location Not a pedestrian
Ped Direction to Not a pedestrian
School Pupil Other
Roadworker injured No