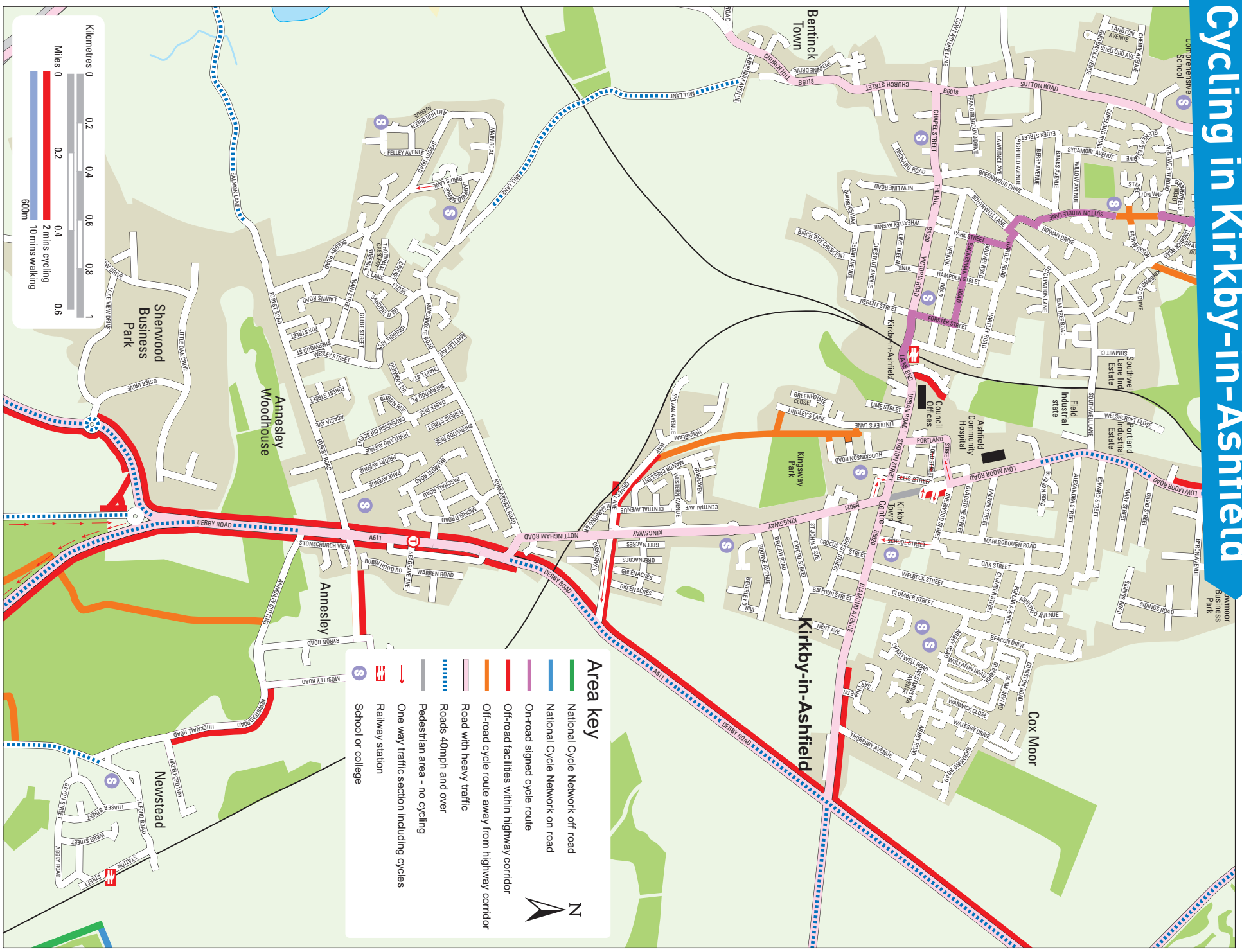
APPENDIX D

NCC'S CYCLE GUIDE

Cycling in Kirkby-in-Ashfield



Want to find out more about cycling?

More information is available on the Travel Choice website **www.nottinghamshire.gov.uk/travelchoice**
OR Nottinghamshire County Council website **www.nottinghamshire.gov.uk/cycling**

Cycle safety

Top tips for safer riding:

- Keep your bike in good working order, particularly the brakes, steering and tyres.
- Always keep a look out for possible hazards. It is best to ride around any obstacles if possible, but try to avoid any sudden, sharp movements.
- Look all around before moving off. When changing direction, look behind and if safe, signal clearly before turning.
- Be especially careful when leaving a cycle route as most cycle accidents happen when cyclists rejoin moving traffic.
- If you are unable to avoid a roundabout or busy junction and are unsure how to tackle it, get off your bike and walk across.
- Be safe, be seen. Wear something fluorescent during the day or reflective at night. At night and in poor light make sure your front and rear lights are lit and that your red rear reflector can be seen. It is against the law to cycle at night without lights.
- Plan your route ahead, note any possible hazards and think about how you will overcome these.
- Cycle training can help your confidence and skills.
- Invest in a good quality solid lock and always use it whenever you park your bicycle.
- Cycle helmets can reduce the possibility of serious head injury, providing that they are worn correctly, although they will not stop you having an accident.
- When using shared paths please give way to pedestrians, wheelchair users and horse riders. Be prepared to slow down and use your bell to warn people on foot.

Additional cycling safety advice can be found on the Nottinghamshire County Council website: **www.nottinghamshire.gov.uk/transport/road-safety/cyclists-road-safety**

Cycling organisations

Sustrans 0117 926 8893
www.sustrans.org.uk

Sustrans is a practical cycling charity co-ordinating the building of the National Cycle Network. Three routes of the National Cycle Network run through Nottinghamshire:

Route 6: Nottingham to Worksop or Derby
Route 15: Nottingham to Bingham
Route 64: Bingham to Lincoln

National Byway 07796 933592
www.thenationalbyway.org

The National Byway is a 3,200 miles (5,150km) sign-posted leisure cycling route, around England and parts of Wales and Scotland, providing discreet sign-posted direction along some of the most attractive and peaceful rural lanes.

Cycling UK 01483 238 301
www.cyclinguk.org

Formerly known as the CTC, Cycling UK has championed cycling for more than 140 years, inspiring people of all ages, backgrounds and abilities to discover the joys of cycling.

D&P/6.23/8505

Travelchoice
Different ways to travel in Notts

Nottinghamshire County Council

W travelchoice.nottinghamshire.gov.uk
E travelchoice@nottscc.gov.uk
T 0300 500 80 80
Transport Planning and Programme Development Team
Nottinghamshire County Council
County Hall, West Bridgford,
Nottingham NG2 7QP

Travel choice
Different ways to travel in Notts

Sutton-in-Ashfield and Kirkby-in-Ashfield

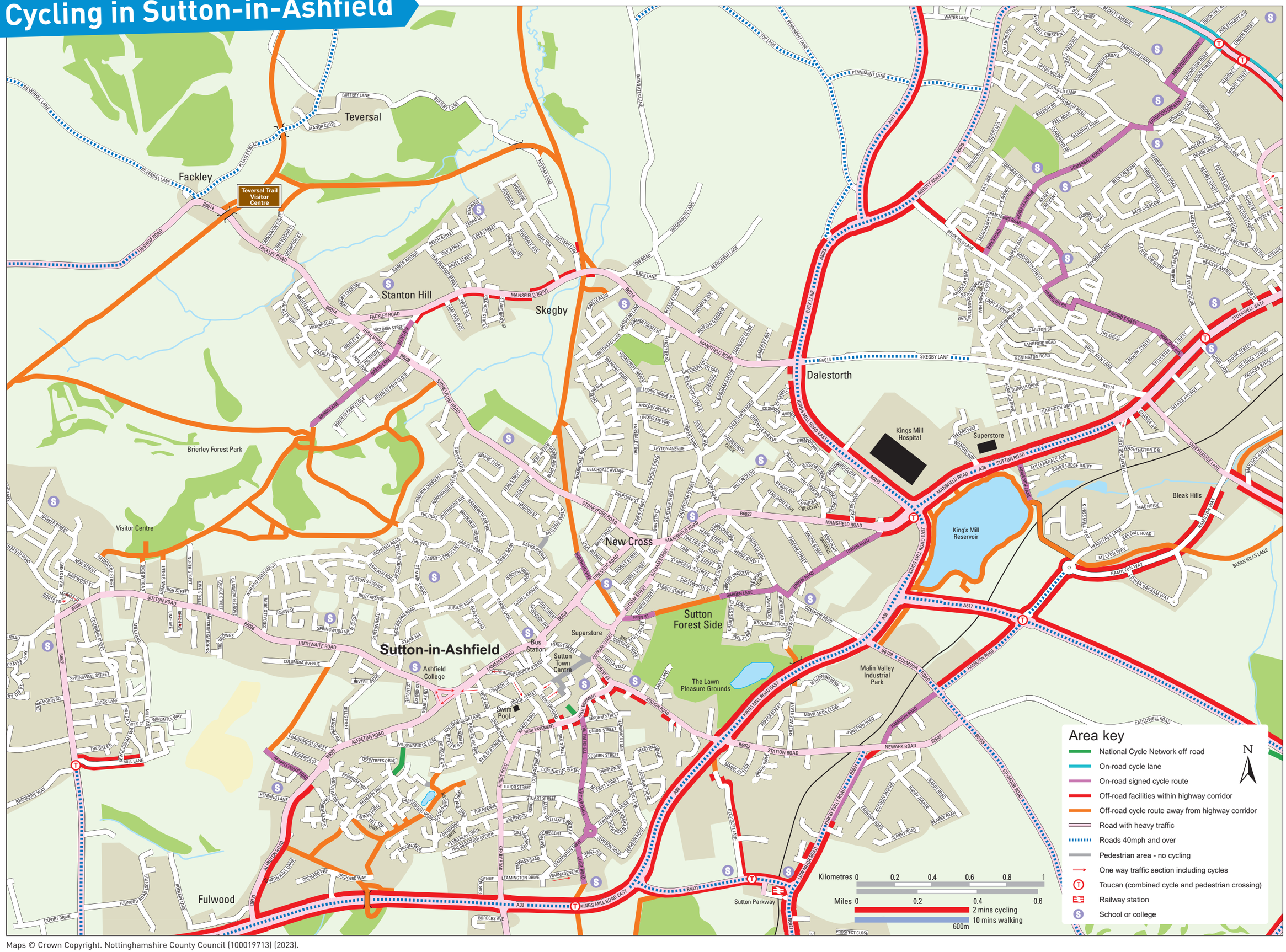
Local cycling guide

Cycling is a great way to keep fit, whilst avoiding the congestion on many roads. The aim of this guide is to show the cycle routes and facilities in and around Sutton-in-Ashfield and Kirkby-in-Ashfield.

April 2023

Nottinghamshire County Council

Cycling in Sutton-in-Ashfield



Reporting an issue

If you would like to report a public highway matter; including pavement and road defects, cycling issues and street light faults please contact: **Nottinghamshire County Council**
Tel: 0300 500 80 80 Email: enquiries@nottscc.gov.uk Website: www.nottinghamshire.gov.uk/transport/roads
For routes off-highway routes (e.g. through parks) and street cleansing, please contact: **Ashfield District Council**
Tel: 06123 450 000 Email: info@ashfield.gov.uk Website: www.ashfield.gov.uk/your-council/contact-us

APPENDIX E

TRAIN TIMETABLE

EMR

04

REGIONAL TRAIN TIMETABLE

Robin Hood Line

Nottingham
Mansfield
Worksop

Monday to Sunday
02 June to 14 December 2024

Contact us

Visit:	**eastmidlandsrailway.co.uk**
𝕏:	Tweet a message to **@eastmidrailway**
Email:	**contact@eastmidlandsrailway.co.uk**
Telephone:	**03457 125 678**
TextDirect:	Text **18001** followed by **03457 125 678**
Address:	Write to **Customer Service Centre, East Midlands Railway, Locomotive House, Locomotive Way Derby, DE24 8PU**

Travel assistance

We provide a free service for passengers who require travel assistance getting on and off our trains and around our stations. All of our trains have wheelchair spaces and universal toilets with baby changing facilities.

We recommend requesting assistance at least two hours before you travel. For more information visit **eastmidlandsrailway.co.uk/trains-stations/assisted-travel** (alternatively click the "Assisted travel" banner at the top right of our website) or pick up our Making Rail Accessible leaflet at one of our manned stations.

Bicycles

Most of our trains have two bicycle spaces, which can be reserved in advance and are free of charge. You can travel with folding bikes at any time. For more information, including Off-Peak and weekend restrictions, visit eastmidlandsrailway.co.uk/cycles - to reserve a bicycle space, use the link above, or call us on 03457 125 678. The majority of our stations offer free cycle stations, and some larger stations have secure cycle hub areas.

Ticket information and Penalty Fares

For information on Penalty Fares, visit **eastmidlandsrailway.co.uk/penaltyfares**. Our Penalty Fares leaflet is also available at our manned stations.

Digital Ticketing

We offer the following digital ticket types:

Smartcard

m-ticket

e-ticket

Flexi Season

In line with the terms and conditions, all electronic tickets must be downloaded and activated prior to travel.
Please visit **eastmidlandsrailway.co.uk/tickets-discounts/how-to-get-your-train-ticket** for further information.

Delay Repay

You can claim compensation if you are delayed by 15 minutes or more by visiting our website at **eastmidlandsrailway.co.uk/delay** or by filling in a form that is available at our manned stations. You can now set up an account, making it quicker and easier to claim.

Right Time Railway

So we can get you there on time we run a Right Time Railway. For safety, and to make sure trains leave on time, train doors will be closed 40 seconds before the scheduled departure time.

Local connections

Many of our stations offer extensive onward travel connections. See below for details of some of these.

Bus

A combined train and bus ticket is provided by PlusBus and available at several of our stations. These can be purchased from the PlusBus website, at **plusbus.info**, or from ticket machines at our stations. For information about which stations are served by PlusBus, please visit their website. For service details on local services, call Traveline on **0871 200 2233**

Tram

If you're travelling to or from Nottingham, NET tram tickets are available at the railway station. The closest tram stop can be accessed from the centre footbridge of Nottingham station.

Taxi

Many of our stations have dedicated taxi ranks. Visit **traintaxi.co.uk** for more information.

Cab&Go is a taxi service you can use to book taxis from East Midlands Railway stations. For more information visit **eastmidlandsrailway.co.uk/cab-and-go**

Airport connections

Several stations on the route have simple connections to international airports. If you are travelling to East Midlands Airport, a Skylink bus runs from Nottingham throughout the day.

Luggage

You can bring up to three items of luggage on-board our trains, which can include two larger items and one smaller bag. We have luggage racks throughout our trains, which should be used for large items only, whilst overhead storage space is available for smaller bags. Please ensure you only bring luggage you can carry yourself.

Short platforms

Please be aware that some stations have shorter platforms than many of our trains. Not all carriage doors will open at these stations, so listen for on-board announcements about where to leave the train.

Lost property

If you leave an item on one of our trains, aim to contact us as soon as possible by visiting **eastmidlandsrailway.co.uk/lostproperty** and fill out the online form. We will continually search our database, and may get in touch to find out more information about your item, if required. If we find it, we'll contact you to let you know where it is and won't charge for storage or collection.

Operator Notes

This Timetable shows services from **East Midlands Railway** only - denoted in the top row by **EM**.

It is an offence to consume alcohol at the stations listed in this timetable, or on trains between Nottingham and Worksop.

Robin Hood Line

Nottingham — Mansfield — Worksop

Monday to Friday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM
Nottingham	d	05 16	06 25	07 25	08 25	09 25	10 25	11 25	12 25	13 25	14 25	15 25	16 25	17 00	17 25	18 00	18 25
Bullwell	d	05 26	06 35	07 36	08 36	09 36	10 36	11 36	12 36	13 36	14 36	15 36	16 36		17 35		18 36
Hucknall	d	05 32	06 41	07 42	08 42	09 42	10 42	11 42	12 42	13 42	14 42	15 42	16 42	17 13	17 42	18 13	18 42
Newstead	d	05 37	06 46	07 47	08 47	09 47	10 47	11 47	12 47	13 47	14 47	15 47	16 47		17 47		18 48
Kirkby-in-Ashfield	d	05 42	06 52	07 53	08 53	09 53	10 53	11 53	12 53	13 53	14 53	15 53	16 53	17 21	17 53	18 21	18 53
Sutton Parkway	d	05 46	06 55	07 56	08 56	09 56	10 56	11 57	12 56	13 56	14 56	15 56	16 56	17 25	17 56	18 25	18 57
Mansfield	d	05 51	07 01	08 02	09 02	10 02	11 02	12 02	13 02	14 02	15 02	16 02	17 02	17 30	18 02	18 30	19 02
Mansfield Woodhouse	d	05 56	07 06	08 07	09 07	10 07	11 07	12 08	13 07	14 07	15 07	16 07	17 07	17 36	18 07	18 36	19 08
Shirebrook	d	06 02	07 12	08 13	09 13	10 13	11 13	12 14	13 13	14 13	15 13	16 13	17 13		18 13		19 14
Langwith-Whaley Thorns	d	06 06		08 18		10 18		12 18		14 18		16 18			18 18		
Creswell	d	06 10	07 18	08 22	09 19	10 22	11 19	12 23	13 19	14 22	15 19	16 22	17 19		18 22		19 20
Whitwell	d	06 14	07 22		09 23		11 23		13 23		15 23		17 23				19 24
Worksop	a	06 25	07 33	08 33	09 33	10 33	11 33	12 34	13 33	14 33	15 33	16 33	17 33		18 33		19 33

Nottingham — Mansfield — Worksop

Monday to Friday

Operator		EM	EM	EM	EM
Nottingham	d	19 25	20 25	21 25	22 22
Bullwell	d	19 36	20 36	21 36	22 33
Hucknall	d	19 42	20 42	21 42	22 42
Newstead	d	19 47	20 47	21 47	22 47
Kirkby-in-Ashfield	d	19 53	20 53	21 53	22 53
Sutton Parkway	d	19 56	20 56	21 56	22 56
Mansfield	d	20 02	21 02	22 02	23 02
Mansfield Woodhouse	d	20 07	21 07	22 07	23 07
Shirebrook	d	20 13	21 13	22 13	
Langwith-Whaley Thorns	d	20 18		22 18	
Creswell	d	20 22	21 19	22 22	
Whitwell	d		21 23	22 26	
Worksop	a	20 33	21 33	22 35	

Nottingham — Mansfield — Worksop

Saturday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM
Nottingham	d	05 17	06 25	07 25	08 00	08 26	08 59	09 25	09 59	10 25	10 59	11 26	12 00	12 25	12 59	13 25	13 59
Bullwell	d	05 26	06 36	07 36		08 36		09 36		10 36		11 36		12 36		13 36	
Hucknall	d	05 32	06 42	07 42	08 13	08 42	09 12	09 42	10 12	10 42	11 12	11 42	12 13	12 42	13 12	13 42	14 12
Newstead	d	05 37	06 47	07 47		08 47		09 47		10 47		11 47		12 47		13 47	
Kirkby-in-Ashfield	d	05 42	06 53	07 53	08 21	08 53	09 20	09 53	10 20	10 53	11 21	11 53	12 21	12 53	13 20	13 53	14 20
Sutton Parkway	d	05 46	06 56	07 56	08 25	08 56	09 24	09 56	10 24	10 56	11 24	11 56	12 25	12 56	13 24	13 56	14 24
Mansfield	d	05 51	07 02	08 02	08 30	09 02	09 29	10 02	10 29	11 02	11 30	12 02	12 30	13 02	13 29	14 02	14 29
Mansfield Woodhouse	d	05 56	07 07	08 07	08 35	09 07	09 33	10 07	10 35	11 07	11 35	12 07	12 35	13 07	13 35	14 07	14 35
Shirebrook	d	06 02	07 13	08 13		09 13		10 13		11 13		12 13		13 13		14 13	
Langwith-Whaley Thorns	d	06 06		08 18				10 18				12 18				14 18	
Creswell	d	06 10	07 19	08 22		09 19		10 22		11 19		12 22		13 19		14 22	
Whitwell	d	06 14	07 23			09 23				11 23				13 23			
Worksop	a	06 24	07 33	08 33		09 33		10 33		11 33		12 33		13 33		14 33	

Nottingham — Mansfield — Worksop

Saturday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM		
Nottingham	d	14 25	14 59	15 26	15 59	16 27	16 59	17 26	17 59	18 26	19 23	20 25	21 25	22 09	22 58		
Bullwell	d	14 36		15 36		16 36		17 35		18 35	19 36	20 36	21 36	22 18	23 07		
Hucknall	d	14 42	15 12	15 42	16 12	16 42	17 12	17 42	18 12	18 42	19 42	20 42	21 42	22 24	23 12		
Newstead	d	14 47		15 47		16 47		17 47		18 47	19 47	20 47	21 47	22 30	23 18		
Kirkby-in-Ashfield	d	14 53	15 20	15 53	16 20	16 53	17 20	17 53	18 20	18 53	19 53	20 53	21 53	22 37	23 23		
Sutton Parkway	d	14 56	15 24	15 56	16 24	16 56	17 24	17 56	18 24	18 56	19 56	20 56	21 56	22 41	23 26		
Mansfield	d	15 02	15 29	16 02	16 29	17 02	17 29	18 02	18 29	19 02	20 02	21 02	22 02	22 48	23 31		
Mansfield Woodhouse	d	15 07	15 35	16 07	16 35	17 07	17 35	18 07	18 35	19 07	20 07	21 07	22 07	22 53	23 37		
Shirebrook	d	15 13		16 13		17 13		18 13		19 13	20 13	21 13	22 13	23 00			
Langwith-Whaley Thorns	d			16 18				18 18			20 18		22 18	23 05			
Creswell	d	15 19		16 22		17 19		18 22		19 19	20 22	21 19	22 22	23 09			
Whitwell	d	15 23				17 23				19 23		21 23		23 13			
Worksop	a	15 33		16 33		17 34		18 33		19 34	20 33	21 34	22 33	23 25			

Worksop — Mansfield — Nottingham

Monday to Friday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM
Worksop	d		06 36		07 39	08 39	09 39	10 39	11 39	12 39	13 39	14 39	15 39	16 39		17 39	
Whitwell	d		06 47		07 50		09 50		11 50		13 50		15 50			17 50	
Creswell	d		06 51		07 54	08 51	09 54	10 51	11 54	12 51	13 54	14 51	15 54	16 51		17 54	
Langwith-Whaley Thorns	d		06 55			08 55		10 55		12 55		14 55		16 55			
Shirebrook	d		07 00		08 00	09 00	10 00	11 00	12 00	13 00	14 00	15 00	16 00	17 00		18 00	
Mansfield Woodhouse	d	06 06	07 07	07 40	08 07	09 07	10 07	11 07	12 07	13 07	14 07	15 07	16 07	17 07	17 41	18 07	18 43
Mansfield	d	06 11	07 12	07 45	08 12	09 12	10 12	11 12	12 12	13 12	14 12	15 12	16 12	17 12	17 45	18 12	18 47
Sutton Parkway	d	06 17	07 18	07 51	08 18	09 18	10 18	11 18	12 18	13 18	14 18	15 18	16 18	17 18	17 51	18 18	18 53
Kirkby-in-Ashfield	d	06 20	07 21	07 55	08 21	09 21	10 21	11 21	12 21	13 21	14 21	15 21	16 21	17 21	17 55	18 21	18 57
Newstead	d	06 26	07 27	08 04	08 27	09 27	10 27	11 27	12 27	13 27	14 27	15 27	16 27	17 27		18 27	19 03
Hucknall	d	06 31	07 32	08 09	08 32	09 32	10 32	11 32	12 32	13 32	14 32	15 32	16 32	17 32	18 02	18 32	19 08
Bullwell	d	06 41	07 42	08 14	08 42	09 42	10 42	11 42	12 42	13 42	14 42	15 42	16 42	17 41		18 42	19 13
Nottingham	a	06 49	07 50	08 24	08 52	09 50	10 50	11 50	12 50	13 53	14 54	15 50	16 50	17 50	18 15	18 51	19 23

Worksop — Mansfield — Nottingham

Monday to Friday

Operator		EM	EM	EM	EM	EM	EM										
Worksop	d	18 39	19 39	20 39	21 39	22 39											
Whitwell	d		19 50		21 50	22 49											
Creswell	d	18 51	19 54	20 51	21 54	22 53											
Langwith-Whaley Thorns	d	18 55		20 55		22 58											
Shirebrook	d	19 00	20 00	21 00	22 00	23 02											
Mansfield Woodhouse	d	19 07	20 07	21 07	22 07	23 10	23 59										
Mansfield	d	19 12	20 12	21 12	22 12	23 14	00 03										
Sutton Parkway	d	19 18	20 18	21 18	22 18	23 20	00 09										
Kirkby-in-Ashfield	d	19 21	20 21	21 21	22 21	23 24	00 12										
Newstead	d	19 27	20 27	21 27	22 27	23 29											
Hucknall	d	19 32	20 32	21 32	22 32	23 34											
Bullwell	d	19 42	20 42	21 42	22 42	23 39											
Nottingham	a	19 50	20 50	21 50	22 52	23 48	00 42										

Worksop — Mansfield — Nottingham

Saturday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM
Worksop	d	05 36	06 36	07 39		08 39		09 39		10 39		11 39		12 39		13 39	
Whitwell	d	05 47	06 47	07 50				09 49				11 49				13 50	
Creswell	d	05 51	06 51	07 54		08 51		09 53		10 51		11 53		12 51		13 54	
Langwith-Whaley Thorns	d	05 55	06 55			08 55				10 55				12 55			
Shirebrook	d	06 00	07 00	08 00		09 00		09 59		11 00		11 59		13 00		14 00	
Mansfield Woodhouse	d	06 07	07 07	08 07	08 41	09 07	09 41	10 07	10 41	11 07	11 41	12 07	12 41	13 07	13 41	14 07	14 41
Mansfield	d	06 12	07 12	08 12	08 45	09 12	09 45	10 11	10 45	11 12	11 45	12 11	12 45	13 12	13 45	14 12	14 45
Sutton Parkway	d	06 18	07 18	08 18	08 51	09 18	09 51	10 17	10 51	11 18	11 51	12 17	12 51	13 18	13 51	14 18	14 51
Kirkby-in-Ashfield	d	06 21	07 21	08 21	08 55	09 21	09 55	10 21	10 55	11 21	11 55	12 21	12 55	13 21	13 55	14 21	14 55
Newstead	d	06 27	07 27	08 27		09 27		10 26		11 27		12 26		13 27		14 27	
Hucknall	d	06 32	07 32	08 32	09 02	09 32	10 02	10 31	11 02	11 32	12 02	12 31	13 02	13 32	14 02	14 32	15 02
Bullwell	d	06 42	07 42	08 42		09 42		10 42		11 42		12 42		13 42		14 42	
Nottingham	a	06 50	07 50	08 50	09 20	09 50	10 21	10 50	11 21	11 50	12 21	12 50	13 21	13 50	14 21	14 50	15 22

Worksop — Mansfield — Nottingham

Saturday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM	EM			
Worksop	d	14 39		15 39		16 39		17 39		18 39	19 39	20 39	21 39	22 39			
Whitwell	d			15 50				17 50			19 49		21 49	22 49			
Creswell	d	14 51		15 54		16 51		17 54		18 51	19 53	20 51	21 53	22 53			
Langwith-Whaley Thorns	d	14 55				16 55				18 55		20 55	21 58	22 58			
Shirebrook	d	15 00		16 00		17 00		18 00		19 00	19 59	21 00	22 02	23 02			
Mansfield Woodhouse	d	15 07	15 41	16 07	16 41	17 07	17 41	18 07	18 41	19 07	20 07	21 07	22 10	23 10			
Mansfield	d	15 12	15 45	16 12	16 45	17 12	17 45	18 12	18 45	19 12	20 11	21 12	22 14	23 14			
Sutton Parkway	d	15 18	15 51	16 18	16 51	17 18	17 51	18 18	18 51	19 18	20 17	21 18	22 20	23 20			
Kirkby-in-Ashfield	d	15 21	15 55	16 21	16 55	17 21	17 55	18 21	18 55	19 21	20 21	21 21	22 24	23 24			
Newstead	d	15 27		16 27		17 27		18 27		19 27	20 26	21 27	22 35	23 29			
Hucknall	d	15 32	16 02	16 32	17 02	17 32	18 02	18 32	19 02	19 32	20 31	21 32	22 40	23 34			
Bullwell	d	15 42		16 42		17 42		18 42		19 42	20 42	21 42	22 44	23 44			
Nottingham	a	15 50	16 23	16 50	17 22	17 50	18 21	18 50	19 14	19 50	20 50	21 50	22 53	23 53			

Nottingham — Mansfield

Sunday

Operator		EM	EM	EM	EM	EM	EM	EM	EM	EM							
Nottingham	d	08 12	09 12	11 12	13 12	15 12	16 14	18 12	19 12	20 22							
Bullwell	d	08 21	09 23	11 21	13 21	15 21	16 23	18 21	19 24	20 31							
Hucknall	d	08 27	09 29	11 27	13 27	15 27	16 29	18 27	19 30	20 37							
Newstead	d	08 32	09 34	11 32	13 32	15 32	16 34	18 32	19 35	20 42							
Kirkby-in-Ashfield	d	08 37	09 40	11 37	13 37	15 37	16 39	18 37	19 41	20 47							
Sutton Parkway	d	08 40	09 43	11 40	13 40	15 40	16 42	18 40	19 44	20 50							
Mansfield	d	08 46	09 48	11 46	13 46	15 46	16 48	18 46	19 49	20 56							
Mansfield Woodhouse	a	08 51	09 53	11 51	13 51	15 51	16 53	18 51	19 54	21 00							

Mansfield — Nottingham

Sunday

Operator		EM	EM	EM	EM	EM	EM	EM	EM								
Mansfield Woodhouse	d	08 56	09 58	11 56	13 56	15 55	16 57	18 56	21 04								
Mansfield	d	09 00	10 02	12 00	14 00	15 59	17 01	19 00	21 08								
Sutton Parkway	d	09 06	10 08	12 06	14 06	16 05	17 07	19 06	21 14								
Kirkby-in-Ashfield	d	09 09	10 11	12 09	14 09	16 08	17 11	19 10	21 17								
Newstead	d	09 14	10 16	12 14	14 14	16 13	17 16	19 15	21 22								
Hucknall	d	09 19	10 21	12 19	14 19	16 18	17 21	19 20	21 27								
Bullwell	d	09 29	10 26	12 24	14 24	16 28	17 26	19 30	21 32								
Nottingham	a	09 38	10 35	12 33	14 34	16 38	17 39	19 39	21 41								

Engineering Work

Services are sometimes impacted by engineering works, particularly at weekends. You can check train times on the EMR app, at **eastmidlandsrailway.co.uk**, or by calling National Rail Enquiries on **03457 48 49 50**.

In the event of a Rail replacement bus running, please see Onward Travel posters at the station, or check our website, for the location of the bus stops.

Nottinghamshire County Council

APPENDIX F

LEVEL CROSSING SURVEY

Number	Time Barrier Lowered	Length of Time Barriers Lowered prior to Train Arrival	Train Arrives	Train Clears	Time Train takes to clear	Time Barrier Raised	Length of Time Barriers Raised after Train Clears	Total Duration	Direction
1	07:07:05	00:01:43	07:08:48	07:08:51	00:00:03	07:09:03	00:00:12	00:01:58	NB
2	07:13:13	00:02:53	07:16:06	07:16:10	00:00:04	07:16:20	00:00:10	00:03:07	SB
3	07:46:28	00:02:32	07:49:00	07:49:04	00:00:04	07:49:12	00:00:08	00:02:44	SB
4	07:56:07	00:03:12	07:59:19	07:59:24	00:00:05	07:59:28	00:00:04	00:03:21	NB
5	08:12:59	00:02:30	08:15:29	08:15:34	00:00:05	08:15:39	00:00:05	00:02:40	SB
6	08:59:47	00:03:15	09:03:02	09:03:08	00:00:06	09:03:13	00:00:05	00:03:26	NB
7	09:13:31	00:02:36	09:16:07	09:16:13	00:00:06	09:16:19	00:00:06	00:02:48	SB
8	09:45:34	00:03:06	09:48:40	09:48:45	00:00:05	09:48:50	00:00:05	00:03:16	NB
9	09:54:25	00:02:57	09:57:22	09:57:26	00:00:04	09:57:31	00:00:05	00:03:06	NB
10	10:17:28	00:02:47	10:20:15	10:20:19	00:00:04	10:29:04	00:08:45	00:11:36	SB
11	10:44:51	00:03:02	10:47:53	10:47:59	00:00:06	10:48:07	00:00:08	00:03:16	SB
12	11:00:08	00:03:22	11:03:30	11:03:35	00:00:05	11:03:41	00:00:06	00:03:33	NB
13	11:13:15	00:02:33	11:15:48	11:15:53	00:00:05	11:15:59	00:00:06	00:02:44	SB
14	11:54:36	00:03:33	11:58:09	11:58:14	00:00:05	11:58:21	00:00:07	00:03:45	NB
15	12:14:00	00:02:29	12:16:29	12:16:34	00:00:05	12:16:39	00:00:05	00:02:39	SB
16	12:55:08	00:02:56	12:58:04	12:58:09	00:00:05	12:58:14	00:00:05	00:03:06	NB
17	13:13:05	00:02:44	13:15:49	13:15:54	00:00:05	13:15:59	00:00:05	00:02:54	SB
18	13:54:23	00:02:56	13:57:19	13:57:24	00:00:05	13:57:29	00:00:05	00:03:06	NB
19	14:13:07	00:02:38	14:15:45	14:15:50	00:00:05	14:15:56	00:00:06	00:02:49	SB
20	15:13:10	00:02:28	15:15:38	15:15:42	00:00:04	15:15:48	00:00:06	00:02:38	SB
21	15:53:25	00:05:24	15:58:49	15:58:53	00:00:04	15:58:58	00:00:05	00:05:33	NB
22	16:13:34	00:02:47	16:16:21	16:16:25	00:00:04	16:16:31	00:00:06	00:02:57	SB
23	16:56:40	00:03:27	17:00:07	17:00:11	00:00:04	17:00:16	00:00:05	00:03:36	NB
24	17:13:12	00:02:37	17:15:49	17:15:54	00:00:05	17:16:01	00:00:07	00:02:49	SB
25	17:27:27	00:03:27	17:30:54	17:30:59	00:00:05	17:31:04	00:00:05	00:03:37	NB
26	17:49:34	00:02:39	17:52:13	17:52:18	00:00:05	17:52:24	00:00:06	00:02:50	SB
27	17:57:31	00:03:15	18:00:46	18:00:51	00:00:05	18:00:56	00:00:05	00:03:25	NB
28	18:14:03	00:02:26	18:16:29	18:16:33	00:00:04	18:16:38	00:00:05	00:02:35	SB
29	18:28:33	00:03:11	18:31:44	18:31:49	00:00:05	18:31:54	00:00:05	00:03:21	NB
30	18:48:58	00:02:25	18:51:23	18:51:28	00:00:05	18:51:33	00:00:05	00:02:35	SB

with closures 10 and 22 included

Average		02:57			00:05		00:23	03:24	
Minimum		01:43			00:03		00:04	01:58	
Maximum		05:24			00:06		08:45	11:36	

with closures 10 and 22 excluded

Average		02:52			00:05		00:06	03:03	
Minimum		01:43			00:03		00:04	01:58	
Maximum		03:35			00:06		00:12	03:45	

APPENDIX G

ARCADY OUTPUT

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.0.6896

Filename: J3 - Newark Rd-Kirkby Folly Rd ARCADY.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1580 Newark Road, Sutton In Ashfield\Calculations\11 PoE mini rb
Report generation date: 14/12/2024 14:46:34

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic Flows - 2024 Observed						
Arm A	2.7	10.52	0.73	3.1	11.57	0.76
Arm B	2.8	15.33	0.74	25.0	95.48	1.01
Arm C	0.5	6.15	0.35	0.7	7.50	0.41
Traffic Flows - 2032 Without Development						
Arm A	3.7	13.76	0.79	4.6	16.45	0.83
Arm B	4.0	21.04	0.81	54.6	181.19	1.10
Arm C	0.6	6.61	0.38	0.8	7.97	0.44
Traffic Flows - 2032 With Development						
Arm A	5.0	17.76	0.84	5.1	17.91	0.84
Arm B	4.7	24.07	0.83	78.6	277.06	1.15
Arm C	0.6	6.82	0.39	0.8	8.23	0.46

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

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

File summary

File Description

Title	Newark Road/Kirkby Folly Road
Location	Sutton in Ashfield
Site number	3
Date	18/05/2017
Version	v 1
Status	Preliminary
Identifier	M Tatler
Client	
Jobnumber	ADC1580
Enumerator	M Tatler
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024 Observed	PM	ONE HOUR	16:15	17:45	15	✓
D3	2032 Without Development	AM	ONE HOUR	07:15	08:45	15	✓
D4	2032 Without Development	PM	ONE HOUR	16:15	17:45	15	✓
D5	2032 With Development	AM	ONE HOUR	07:15	08:45	15	✓
D6	2032 With Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Traffic Flows - 2024 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	11.45	B

Junction Network Options

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

Arms

Arms

Arm	Name	Description
A	Newark Road (East)	
B	Kirkby Folly Road (south)	
C	Newark Road (West)	west

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.80	3.80	6.40	45.0	12.10	2.70	0.0	✓
B	4.70	4.70	8.70	3.1	10.60	4.40	0.0	✓
C	3.50	3.50	4.80	11.5	19.40	19.30	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.593	1384
B	0.573	1031
C	0.749	1439

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	845	100.000
B		ONE HOUR	✓	609	100.000
C		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	693	152
	B	536	1	72
	C	150	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	3	0	3
	C	11	8	0

Traffic Flows - 2024 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	45.81	E

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Observed	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	886	100.000
B		ONE HOUR	✓	846	100.000
C		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	728	158
	B	758	0	88
	C	177	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	1	0	5
	C	1	5	0

Traffic Flows - 2032 Without Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	15.11	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2032 Without Development	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	906	100.000
B		ONE HOUR	✓	652	100.000
C		ONE HOUR	✓	303	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	743	163
	B	575	0	77
	C	161	142	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	4	0	10
	C	7	10	0

Traffic Flows - 2032 Without Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	83.15	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2032 Without Development	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	953	100.000
B		ONE HOUR	✓	910	100.000
C		ONE HOUR	✓	322	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	783	170
	B	815	0	95
	C	190	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	1	0	3
	C	2	3	0

Traffic Flows - 2032 With Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 83% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	18.13	C

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2032 With Development	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	962	100.000
B		ONE HOUR	✓	667	100.000
C		ONE HOUR	✓	309	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	787	175
	B	589	1	77
	C	167	142	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	4	0	10
	C	6	10	0

Traffic Flows - 2032 With Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	124.87	F

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2032 With Development	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	971	100.000
B		ONE HOUR	✓	953	100.000
C		ONE HOUR	✓	333	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	797	174
	B	858	0	95
	C	201	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	3
	B	0	0	3
	C	2	3	0

Junctions 9

ARCADY 9 - Roundabout Module

Filename: J3 - Newark Rd-Kirkby Folly Rd proposed ARCADY.j9
Path: C:\Users\ADC\OneDrive - ADC Infrastructure Limited\ADC Projects\ADC1580 Newark Road, Sutton In Ashfield\Calculations\11 PoE mini rb
Report generation date: 14/12/2024 14:58:22

Summary of junction performance

	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Traffic Flows - 2024 Observed						
Arm A	2.1	8.34	0.68	2.4	8.98	0.71
Arm B	2.3	12.55	0.70	13.5	55.32	0.96
Arm C	0.5	5.86	0.34	0.7	7.27	0.40
Traffic Flows - 2032 Without Development						
Arm A	2.8	10.30	0.74	3.3	11.75	0.77
Arm B	3.1	16.24	0.77	32.6	112.35	1.04
Arm C	0.6	6.28	0.37	0.8	7.98	0.44
Traffic Flows - 2032 With Development						
Arm A	3.6	12.43	0.79	3.6	12.50	0.79
Arm B	3.6	18.06	0.79	52.8	167.11	1.09
Arm C	0.6	6.47	0.38	0.8	8.31	0.46

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

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

File summary

File Description

Title	Newark Road/Kirkby Folly Road
Location	Sutton in Ashfield
Site number	3
Date	18/05/2017
Version	v 1
Status	Preliminary
Identifier	M Tatler
Client	
Jobnumber	ADC1580
Enumerator	M Tatler
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	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:15	08:45	15	✓
D2	2024 Observed	PM	ONE HOUR	16:15	17:45	15	✓
D3	2032 Without Development	AM	ONE HOUR	07:15	08:45	15	✓
D4	2032 Without Development	PM	ONE HOUR	16:15	17:45	15	✓
D5	2032 With Development	AM	ONE HOUR	07:15	08:45	15	✓
D6	2032 With Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

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

Traffic Flows - 2024 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 82% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	9.39	A

Junction Network Options

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

Arms

Arms

Arm	Name	Description
A	Newark Road (East)	
B	Kirkby Folly Road (south)	
C	Newark Road (West)	west

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	3.80	3.80	7.40	45.0	11.70	2.70	0.0	✓
B	4.70	4.70	10.00	4.3	12.10	4.40	0.0	✓
C	3.60	3.60	4.90	15.3	19.40	19.30	0.0	✓

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.618	1479
B	0.584	1087
C	0.755	1474

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2024 Observed	AM	ONE HOUR	07:15	08:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	845	100.000
B		ONE HOUR	✓	609	100.000
C		ONE HOUR	✓	282	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	693	152
	B	536	1	72
	C	150	132	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	2	1
	B	3	0	3
	C	11	8	0

Traffic Flows - 2024 Observed, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 85% of the total flow for the roundabout for one or more time segments]

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Newark Rd/Kirky Folly Rd existing layout	Mini-roundabout		A, B, C	27.97	D

Junction Network Options

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

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2024 Observed	PM	ONE HOUR	16:15	17:45	15	✓

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

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	886	100.000
B		ONE HOUR	✓	846	100.000
C		ONE HOUR	✓	300	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	728	158
	B	758	0	88
	C	177	123	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	1	3
	B	1	0	5
	C	1	5	0