



Newark & Sherwood District Council

**Lindhurst Development, Mansfield
Traffic Impacts in Rainworth, Blidworth & Clipstone**

Transport Impact Review

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1 INTRODUCTION

1.1 PREAMBLE

1.1.1 WYG has been appointed by Newark & Sherwood District Council (NSDC) to review the predicted transport impact of a proposed development at Firs Farm in Mansfield (hereinafter referred to as the Lindhurst development) on the local highway network in the villages of Rainworth, Blidworth and Clipstone.

1.1.2 The review has been commissioned following feedback received on the NSDC 'Allocation and Development Management DPD' consultation. Residents of the three villages have expressed concerns with regard to the combined traffic impacts of the consented Lindhurst development and proposed allocation sites on the local highway network.

1.2 SCOPE OF REPORT

1.2.1 The approach adopted in this report is as follows:

- A review of the Transport Assessment and further traffic forecasting reports submitted in support of the planning application for the Lindhurst development has been undertaken. Data from these reports has been used to quantify the forecast increase in traffic on the highway network in the three villages as a result of the Lindhurst development;
- A review of the Newark & Sherwood District-wide Transport Study has been undertaken to quantify the forecast traffic increases through the three villages as a result of the preferred development options for the District in the period to 2026;
- The Allocation and Development Management DPD Consultation documents have been reviewed to establish any proposed revisions/amendments to site allocations assumed in the District-wide Transport Study and how this may effect potential traffic impacts; and
- The cumulative traffic effects of the consented and proposed developments have been estimated and any potential congestion 'hotspots' identified.



2 LINDHURST DEVELOPMENT

2.1 TRIP GENERATION

2.1.1 The proposed weekday morning and evening peak hour trip generation associated with the proposed Lindhurst development has been obtained from the agreed Transport Assessment report produced by Lawrence Walker Ltd (Jan 2010). The forecast external trips associated with the proposed residential and employment uses on the site are shown below in **Table 1**.

Table 1 – Lindhurst Development Trip Generation

Land Use	AM Peak (08:00 to 09:00)			PM Peak (17:00 to 18:00)		
	Arrival	Departure	2-Way	Arrival	Departure	2-Way
Residential	438	857	1,295	851	528	1,379
Employment	2,195	501	2,696	217	1,709	1,926

2.2 TRIP DISTRIBUTION

2.2.1 The distribution of trips generated by the Lindhurst development has been derived based on outputs from the Mansfield traffic model as contained in a traffic forecasting technical note produced by Scott Wilson to test the Lindhurst development.

2.2.2 Relevant extracts from the Scott Wilson technical note are included as **Appendix A** to this report, together with details of our own distribution calculations to assess the proportion of Lindhurst development traffic likely to route through the villages of Rainworth, Blidworth and Clipstone.

2.2.3 It should be noted that, to ensure a robust assessment, it has been assumed that some traffic may route through one of the villages where alternative (and potentially more viable) routes are available. For example, it has been assumed that traffic travelling between the Lindhurst development and the Southwell/Farnsfield zones would travel through Rainworth and along Mansfield Road. Whilst this is the shorter route in terms of distance, the A617 provides a 'higher category' route and could therefore be quicker. In reality it is likely that Lindhurst



development traffic would use both of these routes but, for the purposes of this report, it has been assumed that all traffic would route through Rainworth.

2.3 TRANSPORT IMPACT

2.3.1 The forecast impact of traffic generated by the proposed Lindhurst development on various highway links through the villages of Rainworth, Blidworth and Clipstone is summarised below in **Table 2**.

Table 2 – Impact of Lindhurst Development Traffic

Village / Road	AM Peak (08:00 to 09:00)			PM Peak (17:00 to 18:00)		
	Arrival	Departure	2-Way	Arrival	Departure	2-Way
Rainworth / B6020 Southwell Road East	207	132	339	93	142	235
Rainworth / B6020 Kirklington Road	61	49	110	24	40	64
Rainworth / Mansfield Road	7	18	25	20	9	29
Blidworth / B6020 Mansfield Road	13	40	53	34	16	50
Blidworth / B6020 Main Street	9	6	15	7	9	16
Blidworth / Dale Lane	4	28	32	14	4	18
Clipstone / B6030 Clipstone Road West	94	10	104	12	72	84
Clipstone / B6030 Clipstone Road East	67	6	73	6	52	58

2.3.2 It can be seen from the above that the biggest forecast impact in terms of additional traffic would be on the B6020 Southwell Road East in Rainworth with a predicted additional 339 vehicle movements in the typical weekday morning peak hour and an additional 235 vehicular movements in the typical weekday evening peak hour.

2.3.3 The predicted traffic impacts in Blidworth are not considered to be significant, with a maximum of 53 additional vehicular trips generated along the B6020 Mansfield Road during a typical weekday morning peak hour and additional flows on Main Street and Dale Lane predicted to be between 15 and 32 vehicles.

2.3.4 Additional traffic flows of between 58 and 104 vehicles are predicted along the B6030 through Clipstone during the weekday peak hours.



3 NEWARK & SHERWOOD DISTRICT-WIDE TRANSPORT STUDY

3.1 INTRODUCTION

3.1.1 The above document was produced by WYG in May 2010 to examine the Council's preferred growth scenario at an assessment year of 2026 in order to advise the Local Development Framework (LDF).

3.2 PROPOSED GROWTH

3.2.1 The study included for housing and employment growth assumptions for the District (supplied by NSDC). The housing growth assumptions included for circa 400 dwellings at Rainworth, 300 dwellings at Blidworth and 600 dwellings at Clipstone. In terms of employment growth, the study included for an assumption of approximately 20,000 sq.m of employment at Rainworth, 8,000sq.m of employment at Blidworth and 16,000sq.m of employment at Clipstone.

3.3 IMPACTS OF GROWTH

3.3.1 The District-wide Transport Study included for a summary of the total peak hour trips within each of the settlements in the district. For Rainworth, a total of 646 vehicle trips were forecast within the settlement during a weekday morning peak hour as a result of the preferred growth scenario. For Blidworth a total of approximately 428 additional vehicle trips were forecast during the weekday morning peak hour, whilst for Clipstone the number of additional vehicular trips in the morning peak hour was forecast to be 936.

3.3.2 For the purposes of the study a 'Congestion Reference Flow' (CRF) of the links on the local highway network was undertaken. The CRF is a measure of the performance of a road link between junctions. A CRF of less than 90% would suggest that a link is unlikely to experience traffic congestion during the peak periods on an average day. A CRF of between 90% and 100% would suggest that a link is reaching capacity and some congestion may therefore be experienced, whilst a CRF of above 100% would suggest that the link is operating above its theoretical capacity and congestion would occur during the peak periods.

3.3.3 The study concluded that none of the highway links within any of the three villages had a CRF above 90% in a future assessment year of 2026, taking account of the preferred growth



scenario for the District. The B6020 in Rainworth was forecast to have a CRF of 35%, with the B6020 in Blidworth forecast to have a CRF of 56% and the B6030 through Clipstone forecast to have a CRF of 49%.

- 3.3.4 It should be noted that CRF is a link-based assessment and does not take into account junction capacity. In practice, junction operation usually determines the overall performance of a highway corridor and junctions will exceed their capacity and exhibit congestion and queuing problems long before a link does.

4 ALLOCATIONS AND DEVELOPMENT MANAGEMENT DPD CONSULTATION

4.1 PREAMBLE

- 4.1.1 The Newark & Sherwood Allocations and Development Management Development Plan Document has been produced to allocate sufficient land for housing, employment and retail to meet the needs of Newark & Sherwood to 2026 and beyond. The options report went out to public consultation in October & November 2011 and analysis of the consultation responses has now been undertaken. Adoption of the final DPD document is expected in March/April 2013.
- 4.1.2 A review of the DPD consultation document, and response analysis, has been undertaken to establish whether there are any material changes to the growth assumptions made in the District-wide Transport Study that could impact on forecast traffic volumes through the three villages of Rainworth, Blidworth and Clipstone.
- 4.1.3 The DPD options report contains a preferred development approach of 250 dwellings in Rainworth, 189 dwellings in Blidworth and 116 dwellings in Clipstone. In terms of employment growth, the DPD options report contains a preferred development approach of approximately 22,000sq.m of employment in Rainworth, approximately 4,000sq.m of employment at Blidworth and approximately 48,000sq.m of employment at Clipstone.
- 4.1.4 Whilst comparison of the above figures with those contained in paragraph 3.2.1 would suggest that the DPD options report promotes less residential development at all three villages than was assumed in the District-wide Transport Study, it has been confirmed with NSDC that the overall growth figures are broadly similar as the difference in numbers has been taken up by planning consents granted in the interim period between the preparation of the two reports.
- 4.1.5 Analysis of the consultation responses received on the DPD options report indicates that the preferred development approach in Rainworth will continue to be taken forward into the next stage of the DPD document.
- 4.1.6 The NSDC analysis of the consultation comments received for Blidworth reveals that the major concern amongst residents of Blidworth is the capacity of the local highway network and the impact on it as a result of the proposed Lindhurst development and the preferred development



approach. The NSDC analysis does not contain recommendations on the approach to be adopted for the next stage of the DPD document, only a list of issues to be addressed.

4.1.7 The NSDC analysis of the consultation comments received for Clipstone recommends that the preferred development approach adopted in the DPD options report is taken forward to the next stage of the DPD document.

4.1.8 In terms of the traffic impact of the DPD options report, it is considered that the assumptions made for growth in Rainworth and Blidworth in the District-wide Transport Study are broadly as proposed in the DPD report and therefore the assessment contained in the transport study is considered to remain valid. For Clipstone, the DPD document proposes less housing growth but more employment growth than the approach adopted in the transport study and therefore further analysis of the forecast trip generation associated with the growth assumptions has been undertaken.

4.1.9 The District-wide Transport Study forecast an additional 832 vehicle trips during the weekday morning peak hour and an additional 726 vehicle trips during the weekday evening peak hour for the growth assumptions adopted for Clipstone. Using the same trip generation methodology and applying to the growth assumptions for Clipstone contained in the DPD options report indicates an additional 938 vehicles during the weekday morning peak hour and an additional 807 vehicle trips during the weekday evening peak hour. The resulting increase in traffic associated with the changes in growth for Clipstone is therefore 106 vehicle trips in the morning peak hour and 81 trips in the evening peak hour.



5 TRANSPORT IMPACT

- 5.1.1 The cumulative transport impact of the proposed Lindhurst development, together with the growth assumptions for the villages of Rainworth, Blidworth and Clipstone has been assessed using the CRF methodology used in the NSDC District-wide Transport Study.
- 5.1.2 The result of the analysis is contained in **Appendix B** of this report and is summarised below in **Table 3**.

Table 3 – Highway Link CRF values

Village / Road	CRF Value
Rainworth / B6020 Southwell Road East	48.7%
Rainworth / B6020 Kirklington Road	32.2%
Blidworth / B6020 Mansfield Road	45.9%
Clipstone / B6030 Clipstone Road East	55.5%

- 5.1.3 The results above indicate that the highway link capacity of the major roads through the three villages could accommodate the additional traffic generated by the cumulative impact of the proposed Lindhurst development and the preferred development options for the District as a whole.
- 5.1.4 Notwithstanding the above, it is recommended that the impact of individual development proposals on specific junctions on the local highway network is assessed separately as part of any supporting traffic information issued in connection with individual planning applications or site promotions.



6 SUMMARY

- 6.1.1 This report has been produced to review the transport impacts of a proposed development at Firs Farm, Mansfield (referred to as the Lindhurst Development) on the local highway network in the villages of Rainworth, Blidworth and Clipstone.

- 6.1.2 The report concludes that the proposed development would result in additional traffic on the local highway network through the three villages during the typical weekday peaks hours. The level of traffic through the villages varies, with flows through Rainworth being higher (at 200-300 vehicles in the peak hours) than those through Blidworth (approx. 50 vehicles) and Clipstone (approx. 100 vehicles).

- 6.1.3 The combined impact of additional traffic generated by the Lindhurst Development, together with traffic associated with the preferred growth options for the villages in the NSDC Allocations and Development Management Development Plan Document, has been assessed. It is concluded that the cumulative impact of traffic would not be to the detriment of highway link capacity through the three villages. However, it is recommended that further analysis is undertaken on the impact of additional traffic at any existing junctions with identified operational issues.



Appendix A – Extracts from Scott Wilson Technical Note



Appendix A
External Residential and Employment Trip Distribution

Residential Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
1	North	0.5	0.9	2.0	0.4
2	N.E	0.0	1.3	1.5	0.0
3	West	1.8	2.9	1.9	1.4
4	S.E	0.1	0.2	0.2	0.1
5	South	1.2	1.3	2.3	1.0
6	Retford	0.4	0.7	0.7	0.5
7	Bolsover	0.8	0.7	0.7	0.7
8	Edwinstowe	1.4	0.9	1.6	1.4
9	Teversal	0.0	0.1	0.1	0.0
10	Worksop	0.4	1.0	1.3	0.3
11	Warsop	2.4	1.3	1.6	2.2
12	Kirkby Station only	0.1	0.0	0.1	0.1
13	Bilsthorpe/Eakring	0.3	0.8	1.0	0.3
14	Shipley	0.7	1.7	1.4	0.6
15	Hucknall	1.4	3.0	2.2	5.9
16	Broxtowe/Ilkeston	0.8	0.6	1.3	1.5
17	Papplewick	0.1	0.2	1.0	0.2
18	Greater Nottingham	2.0	6.1	7.3	3.1
19	Bingham	0.1	0.0	0.0	0.1
20	Rushcliffe	1.0	0.3	0.3	1.2
21	New Clipstone	0.8	0.6	0.7	0.5
22	High Oakham	0.4	0.3	0.4	0.3
23	Berry Hill/Lichfield Lane	2.7	0.1	0.1	0.1
24	Berry Hill Lane S.W	3.0	1.5	0.2	3.0
25	Berry Hill (UDM Centre)	0.6	0.4	0.5	0.4
26	Bellamy Rd (res)	0.2	0.1	0.3	0.2
27	Anglia Way	0.1	0.0	3.8	0.0
28	Lichfield Lane/Robin Down Lane	0.1	2.0	0.1	0.2
29	Brair Lane Area	0.2	0.1	0.8	1.7
30	Jenny Becketts Lane	0.5	0.2	0.2	0.3
31	Berry Hill Quarry	0.5	0.3	0.4	0.5
32	Forest Rd/Berry Hill Rd	1.2	2.6	0.8	3.8
33	Oak Tree Lane (East)	0.9	2.9	2.7	0.8
34	Oak Tree Lane (West)	0.8	0.4	0.6	0.8
35	Eakring Road	0.2	0.1	3.3	0.2
36	Maltby Road	3.1	2.1	1.1	0.5
37	Fisher Lane	5.5	4.6	3.8	8.0
38	Bath St. Area	1.3	0.2	0.2	0.1
39	Carter Lane (West)	0.8	0.2	0.3	0.8
40	Sherwood Hall	0.3	0.3	0.4	0.3
41	Crown Farm	0.8	0.8	1.0	0.7
42	Toray	0.1	0.0	0.1	0.1
43	Forest Town (1st-9th Ave)	0.1	0.0	0.1	0.1
44	Sandy Lane	1.8	0.4	0.6	1.5
45	Old Mill Lane S.	0.2	0.4	0.6	0.2
46	Clipstone Road	0.2	0.2	0.3	0.2
47	Forest Town (Laurel Ave)	0.1	0.2	0.2	0.1
48	Forest Town (East)	0.2	0.1	0.1	0.3

Residential Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
49	Forest Town N.	0.2	0.1	0.2	0.3
50	Old Mill Lane N.	1.1	0.4	0.7	1.1
51	W. Notts. Tech. (MARR dev zone A)	0.8	0.3	0.3	0.6
52	Peafield Lane	0.6	0.1	0.2	0.5
53	53A - Birkland Avenue Area	2.7	0.5	0.9	1.9
54	Rainworth (West)	0.2	0.2	0.2	0.2
55	Mans. Woodhouse (Arun Dale)	0.2	0.1	0.2	0.2
56	Mans. Woodhouse (Mans. Rd)	0.4	0.3	0.4	0.4
57	Adams Way	0.0	0.0	1.5	0.0
58	Bellamy Rd (ind)	0.0	0.0	0.0	0.0
59	Oak Tree Lanes (near A617)	0.6	0.0	0.1	0.4
60	Debdale Hall	0.2	0.4	0.4	0.2
61	The Park	0.1	0.1	0.1	0.1
62	The Park (Memorial)	0.2	0.2	0.2	0.2
63	The Park/Queen Eliz. G.S. (Girls)	0.1	0.2	0.3	0.1
64	Kings Mill (East)	0.5	0.3	0.5	0.4
65	Inkersall	0.1	0.0	0.0	0.1
66	Queen Eliz. G.S. (Boys)	0.1	0.2	0.3	0.1
67	Ladybrook (North)	0.3	0.2	0.5	0.3
68	Ladybrook (Mid)	0.2	0.1	0.1	0.2
69	Ladybrook (South)	0.8	0.4	0.6	3.7
70	Rufford Colliery	0.2	0.1	0.1	0.2
71	Centre Parcs	0.2	0.1	0.1	0.2
72	Sheepbridge Lane (South)	0.2	1.0	0.4	0.2
73	Field Mill	1.4	4.4	0.2	3.0
74	Great Central	2.6	0.1	0.1	0.1
75	Quarry Lane	1.3	0.2	0.3	0.1
76	Fishpond	0.5	3.0	0.3	0.5
77	High Oakham	0.2	2.4	0.6	3.0
78	Kings Mill	0.3	0.1	0.5	3.0
79	Ransom Hospital	0.5	0.3	0.8	0.5
80	Sheepbridge Lane (North)	2.5	4.4	0.6	0.0
81	Hermitage Lane	0.1	0.9	1.1	0.3
82	Kings Mill Reservoir	0.1	0.1	0.1	0.1
83	Burnt Stump	0.4	0.1	0.1	0.1
84	Town Centre (North)	0.1	0.1	0.2	0.1
85	Ravenshead	3.2	0.8	1.5	1.8
86	Blidworth Bottoms	0.4	0.1	0.2	0.3
87	Town Centre (West)	0.0	1.5	0.1	0.0
88	Town Centre (East)	0.5	1.9	0.6	0.4
89	White Post	0.1	0.0	0.0	0.1
90	Carr Bank	0.2	0.1	0.2	0.2
91	Harlow Wood/Portland T.C.	0.8	0.4	0.5	0.6
92	Lindhurst	0.4	0.2	0.2	0.5
93	Bull Farm	0.1	0.0	0.1	0.1
94	Blidworth	0.3	1.1	0.8	0.5
95	Tuxford	0.1	0.0	0.1	0.1
96	Newark	1.0	1.4	1.6	1.1

Residential Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
97	Bleasby	0.1	0.4	0.4	0.1
98	Southwell/Farnsfield	0.6	1.9	2.2	0.8
99	Calverton	0.6	0.4	0.5	0.7
100	Sutton Harriers	0.1	0.0	0.1	0.1
101	Bull Farm	0.3	0.5	1.4	0.3
102	Blidworth	0.1	0.7	1.5	0.4
103	Tuxford	0.1	1.2	0.1	0.1
104	Newark	0.1	0.1	0.4	0.4
105	Bleasby	0.1	0.0	0.1	0.1
106	Southwell/Farnsfield	0.0	0.0	0.1	0.1
107	Sutton (East)	0.1	0.1	0.4	0.1
108	Sutton (North)	0.7	0.7	0.6	0.8
109	Skegby (West)	0.1	0.1	0.1	0.3
110	Skegby (East)	0.1	0.1	0.1	0.1
111	Plaiceley Hill/Radmanthwaite	0.5	0.3	0.4	0.4
112	New Houghton	0.0	0.2	0.2	0.0
113	Pleasley	0.1	0.0	0.0	0.1
114	Bleak Hills Ind. Estate	0.1	0.2	0.2	0.1
115	Kirkby Folly Rd (North)	1.6	0.1	0.4	1.0
116	Newton Town	0.2	0.1	0.2	0.2
117	Civic Centre	0.7	0.2	0.2	0.2
118	Ladybrook Lane	0.6	0.2	0.4	0.6
119	Kirkby/Byron Ave.	1.1	1.1	0.9	0.8
120	A60/Berryhill	0.5	0.3	0.7	0.6
121	Hamilton Rd. Ind. Est. (West)	0.0	0.3	0.0	0.0
122	Kirkby West	1.8	0.1	0.2	1.1
123	Sutton/The Lawns	0.1	0.1	0.1	0.3
124	Berryhill/Lindhurst Lane	0.4	5.7	2.5	3.0
125	Berryhill (Chatsworth Drive)	1.4	0.2	0.5	0.5
126	Sutton/Alfreton Rd.	0.2	0.2	0.2	0.2
127	Sutton/Calladine Rd	1.0	0.3	1.5	0.6
128	Sutton South	0.7	0.4	0.7	0.4
129	Sutton/Asda	0.0	0.0	0.0	0.0
130	Sutton/Outram St	0.1	0.0	0.2	0.1
131	Sutton/Mansfield Rd	0.1	0.1	0.3	0.5
132	Sutton/Coxmoor Rd. N.	0.0	0.0	0.1	0.1
133	Kirkby/Southwell Lane	0.2	0.4	0.2	0.3
134	Kirkby/Wolsey Dr.	0.0	0.0	0.0	0.0
135	Kirkby/Portland Ind. Est.	0.0	0.0	0.0	0.0
136	Kirkby/Factory Rd.	0.8	0.3	0.4	0.5
137	Kirkby/Lowmoor Rd (Mid)	0.0	0.0	0.0	0.0
138	Kirkby Centre	0.0	0.0	0.1	0.2
139	Kirkby East (Diamond Ave.)	0.7	0.3	0.6	0.8
140	Kirkby/Kingsway (East)	0.0	0.1	0.0	0.2
141	Kirkby/Kingsway (West) Lindleys Ln	0.1	0.2	0.6	0.1
142	New Annesley	0.1	0.2	0.4	0.4
143	Kirkby Woodhouse	0.2	0.3	0.5	0.8
144	Coxmoor Golf Club	0.8	0.8	0.4	0.7

Residential Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
145	Cauldwell Rd. West	0.2	0.5	0.2	0.2
146	A611 Sth of Cauldwell Rd.	0.1	0.1	0.1	0.1
147	Thieveswood Car Park	0.3	0.3	0.4	0.4
148	Rainworth (Helmsley Rd.)	0.1	0.1	0.1	0.2
149	Rainworth (J. Whittaker Sch.)	0.1	0.0	0.0	0.1
150	Rainworth (South East)	0.1	0.3	0.4	0.1
151	Rainworth (Kirklington Rd)	0.2	0.4	0.5	0.2
152	Rainworth (Rufford Ave.)	0.1	0.0	0.1	0.1
153	Rainworth (Westbrook Dr.)	0.1	0.1	0.1	0.1
154	Kirkby (Bentinck)	1.1	0.2	0.7	0.5
155	Sutton East (Opp. Sutton Harriers)	0.0	0.0	0.0	0.0
156	Sutton North	0.2	0.1	0.2	0.3
157	Skegby (Centre)	0.1	0.1	0.1	0.1
158	Skegby (East)	2.6	0.1	0.3	0.1
159	Skegby (West)	0.1	0.1	0.1	0.1
160	Stanton Hill	6.1	2.5	1.2	1.1
161	Fackley	0.3	0.3	0.4	0.2
162	Tibshelf	0.1	0.1	0.2	0.1
163	Moorhaigh (S. of Pleasley)	0.1	0.1	0.1	0.1
164	Moorhaigh	0.0	0.0	0.0	0.0
165	Ling Forest Road	0.2	0.1	0.2	0.2
166	Mansfield Rugby Club/Eakring Rd	0.1	0.1	0.9	0.1
167	Newlands Rd Estate, Forest Town	0.0	0.0	0.0	0.0
168	Mansfield Woodhouse centre	0.1	0.0	0.1	0.1
169	Heatherly Heights	0.1	0.0	0.0	0.1
170	Southwell Road (Car dealerships)	0.1	0.0	0.1	0.1
171	Spare	0.0	0.0	0.0	0.0
172	Spare	0.0	0.0	0.0	0.0
173	Penniment Ln E(Future Dev Zone)	0.0	0.0	0.0	0.0
174	B&Q sutton	0.0	0.0	0.0	0.0
175	Oakham Business Park	0.1	0.2	0.2	0.1
176	Kirkby/Kingsway (West) Western Av	0.0	0.2	0.0	0.0
177	53B - Litton Road Area	0.1	0.0	0.0	0.1
178	53C - Marples Avenue Area	0.1	0.0	0.1	0.1
179	53D - The Pastures Area	0.1	0.0	0.1	0.1
180	53E - Lay Lane Area	0.2	0.1	0.2	0.3
181	53F - The Fairways Area	0.1	0.0	0.1	0.1
182	53G - Coxs Ln/Slant Ln/Park Av	0.2	0.1	0.2	0.2
183	53H - Mansfield Woodhouse Strn/Grove Way Area	0.1	0.1	0.1	0.1
184	MARR Development zone B	0.0	0.0	0.0	0.0
185	MARR Development zone C	0.0	0.0	0.0	0.0
186	MARR Development zone D	0.0	0.0	0.0	0.0
187	MARR Development zone E	0.0	0.0	0.0	0.0
188	MARR Development zone F	0.0	0.0	0.0	0.0
189	MARR Development zone G	0.0	0.0	0.0	0.0
190	MARR Development zone H	0.0	0.0	0.0	0.0
191	MARR Development zone I	0.0	0.0	0.0	0.0
192	MARR Development zone J	0.0	0.0	0.0	0.0

Residential Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
193	MARR Development zone K	0.0	0.0	0.0	0.0
194	MARR Development zone L	0.0	0.0	0.0	0.0
195	MARR Development zone M	0.0	0.0	0.0	0.0
196	Penniment Ln W (Future Dev Zone)	0.0	0.0	0.0	0.0
197	Future Development off Back Lane	0.0	0.0	0.0	0.0

Employment Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
1	North	8.0	3.7	3.5	0.0
2	N.E	0.0	0.1	0.1	0.0
3	West	1.4	0.6	0.6	0.3
4	S.E	0.0	3.6	3.5	0.0
5	South	4.6	0.1	0.1	4.3
6	Retford	0.0	0.2	0.1	0.0
7	Bolsover	2.1	0.2	0.2	0.3
8	Edwinstowe	0.3	0.3	0.3	0.3
9	Teversal	0.9	0.1	0.1	1.4
10	Worksop	0.1	0.1	0.1	0.1
11	Warsop	4.8	7.3	7.1	4.5
12	Kirkby Station only	0.0	0.0	0.0	0.0
13	Bilsthorpe/Eakring	0.1	0.2	0.2	0.1
14	Shipley	2.0	2.0	3.6	2.9
15	Hucknall	2.1	0.9	0.4	3.4
16	Broxtowe/Ilkeston	4.7	0.2	0.2	7.1
17	Papplewick	0.0	0.1	0.0	0.0
18	Greater Nottingham	2.3	3.3	1.4	1.8
19	Bingham	0.0	0.0	0.0	0.0
20	Rushcliffe	2.8	0.2	0.2	2.2
21	New Clipstone	2.9	0.1	0.2	2.9
22	High Oakham	1.8	0.1	0.1	1.4
23	Berry Hill/Lichfield Lane	0.0	0.0	0.0	0.0
24	Berry Hill Lane S.W	0.0	0.0	0.0	0.0
25	Berry Hill (UDM Centre)	0.0	0.1	0.1	0.0
26	Bellamy Rd (res)	0.1	0.1	0.1	0.1
27	Anglia Way	0.0	0.0	0.0	0.0
28	Lichfield Lane/Robin Down Lane	0.0	0.0	0.1	0.0
29	Brair Lane Area	0.9	0.1	3.5	5.6
30	Jenny Becketts Lane	0.0	0.0	0.1	0.0
31	Berry Hill Quarry	0.1	0.1	0.1	0.0
32	Forest Rd/Berry Hill Rd	0.1	0.1	0.2	0.1
33	Oak Tree Lane (East)	2.9	5.4	3.5	2.9
34	Oak Tree Lane (West)	1.1	0.2	0.3	0.9
35	Eakring Road	0.0	0.0	0.1	0.0
36	Maltby Road	3.7	0.1	0.2	2.9
37	Fisher Lane	0.9	0.2	0.2	1.4
38	Bath St. Area	0.0	0.1	0.1	0.0
39	Carter Lane (West)	1.0	0.1	0.1	1.4
40	Sherwood Hall	0.0	0.1	0.1	0.0
41	Crown Farm	0.2	0.2	0.3	0.2
42	Toray	0.0	0.0	0.0	0.0
43	Forest Town (1st-9th Ave)	0.9	0.0	0.0	0.7
44	Sandy Lane	0.1	0.2	0.2	0.1
45	Old Mill Lane S.	1.0	0.1	0.1	1.4
46	Clipstone Road	0.0	0.0	0.1	0.0
47	Forest Town (Laurel Ave)	0.0	0.0	0.0	0.0
48	Forest Town (East)	0.1	0.1	0.1	0.1

Employment Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
49	Forest Town N.	0.1	0.1	0.1	0.1
50	Old Mill Lane N.	0.1	0.1	0.1	0.1
51	W. Notts. Tech. (MARR dev zone A)	0.0	3.5	3.4	0.0
52	Peafield Lane	0.2	0.1	0.1	0.2
53	53A - Birkland Avenue Area	7.2	0.0	0.1	6.3
54	Rainworth (West)	0.1	0.2	0.2	0.1
55	Mans. Woodhouse (Arun Dale)	0.1	1.8	1.8	0.0
56	Mans. Woodhouse (Mans. Rd)	0.1	0.2	0.2	0.1
57	Adams Way	0.0	0.0	8.5	6.9
58	Bellamy Rd (ind)	0.0	0.0	0.0	0.0
59	Oak Tree Lanes (near A617)	2.7	5.3	5.1	2.8
60	Debdale Hall	0.0	0.2	0.2	0.0
61	The Park	0.0	0.1	0.1	0.0
62	The Park (Memorial)	0.0	0.1	0.1	0.0
63	The Park/Queen Eliz. G.S. (Girls)	0.0	0.1	0.1	0.0
64	Kings Mill (East)	0.1	0.1	0.1	0.1
65	Inkersall	0.0	0.0	0.0	0.0
66	Queen Eliz. G.S. (Boys)	1.8	0.1	0.1	1.4
67	Ladybrook (North)	0.9	0.1	0.1	1.4
68	Ladybrook (Mid)	0.9	0.0	0.0	1.4
69	Ladybrook (South)	0.1	5.5	5.3	0.1
70	Rufford Colliery	0.0	0.1	0.1	0.0
71	Centre Parcs	0.1	0.1	0.1	0.1
72	Sheepbridge Lane (South)	0.0	0.1	0.1	0.0
73	Field Mill	0.0	0.1	0.1	0.0
74	Great Central	0.0	0.0	0.0	0.0
75	Quarry Lane	0.0	0.1	0.1	0.0
76	Fishpond	0.1	0.1	0.1	0.1
77	High Oakham	0.0	0.1	0.1	0.0
78	Kings Mill	0.0	0.0	0.1	0.0
79	Ransom Hospital	0.2	0.4	0.4	0.2
80	Sheepbridge Lane (North)	0.0	0.0	0.0	0.0
81	Hermitage Lane	0.0	0.1	3.4	0.0
82	Kings Mill Reservoir	0.0	0.0	0.0	0.0
83	Burnt Stump	0.0	0.0	0.0	0.0
84	Town Centre (North)	0.0	0.1	0.1	0.0
85	Ravenshead	0.1	0.2	0.2	1.5
86	Blidworth Bottoms	0.1	0.1	0.1	0.1
87	Town Centre (West)	0.0	0.0	0.0	0.0
88	Town Centre (East)	0.0	0.0	0.0	0.0
89	White Post	0.0	0.0	0.0	0.0
90	Carr Bank	0.0	0.1	0.1	0.0
91	Harlow Wood/Portland T.C.	0.1	0.1	0.1	0.0
92	Lindhurst	0.2	0.2	0.2	0.2
93	Bull Farm	0.9	0.0	0.0	1.4
94	Blidworth	0.1	3.7	3.5	0.1
95	Tuxford	0.0	0.0	0.0	0.0
96	Newark	0.1	3.7	3.5	0.1

Employment Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
97	Bleasby	0.0	0.1	0.1	0.0
98	Southwell/Farnsfield	0.2	0.4	0.4	0.2
99	Calverton	0.1	0.3	0.3	0.1
100	Sutton Harriers	0.0	0.0	0.0	0.0
101	Bull Farm	0.1	0.1	0.1	0.1
102	Blidworth	0.0	0.0	0.0	0.0
103	Tuxford	1.8	1.8	0.0	1.4
104	Newark	2.7	0.0	0.0	2.1
105	Bleasby	0.0	0.0	0.0	0.0
106	Southwell/Farnsfield	0.0	0.0	0.0	0.0
107	Sutton (East)	0.0	0.0	0.0	0.0
108	Sutton (North)	0.1	3.7	3.6	0.1
109	Skegby (West)	0.9	0.0	0.0	0.0
110	Skegby (East)	0.0	0.0	0.0	0.0
111	Plaiceley Hill/Radmanthwaite	1.9	0.2	0.2	0.1
112	New Houghton	0.9	0.0	0.0	0.0
113	Pleasley	0.0	0.0	0.0	0.0
114	Bleak Hills Ind. Estate	0.0	0.1	0.1	0.0
115	Kirkby Folly Rd (North)	0.9	3.6	0.0	1.4
116	Newton Town	0.0	0.1	0.1	0.0
117	Civic Centre	0.0	5.4	5.2	0.0
118	Ladybrook Lane	1.9	0.1	0.1	1.5
119	Kirkby/Byron Ave.	0.0	3.6	3.4	0.0
120	A60/Berryhill	0.0	0.0	0.0	0.0
121	Hamilton Rd. Ind. Est. (West)	0.0	0.0	0.0	0.0
122	Kirkby West	0.1	0.0	0.1	0.8
123	Sutton/The Lawns	0.0	0.0	0.0	0.0
124	Berryhill/Lindhurst Lane	0.0	0.1	0.1	0.0
125	Berryhill (Chatsworth Drive)	0.1	0.2	0.2	0.1
126	Sutton/Alfreton Rd.	0.0	1.8	0.1	0.0
127	Sutton/Calladine Rd	0.0	1.8	0.1	0.0
128	Sutton South	0.0	0.1	0.1	0.0
129	Sutton/Asda	0.0	0.0	0.0	0.0
130	Sutton/Outram St	0.0	0.0	0.0	0.0
131	Sutton/Mansfield Rd	0.0	0.0	0.0	0.0
132	Sutton/Coxmoor Rd. N.	0.0	0.0	0.0	0.7
133	Kirkby/Southwell Lane	0.0	0.0	0.1	0.0
134	Kirkby/Wolsey Dr.	0.0	0.0	0.0	0.0
135	Kirkby/Portland Ind. Est.	0.0	0.0	0.0	0.0
136	Kirkby/Factory Rd.	1.8	0.0	0.0	1.4
137	Kirkby/Lowmoor Rd (Mid)	0.0	1.8	0.0	0.0
138	Kirkby Centre	0.0	1.8	0.0	0.0
139	Kirkby East (Diamond Ave.)	0.0	0.1	0.1	0.0
140	Kirkby/Kingsway (East)	0.0	0.0	0.0	0.0
141	Kirkby/Kingsway (West) Lindleys Ln	0.9	0.0	0.0	1.4
142	New Annesley	1.8	0.1	0.0	1.4
143	Kirkby Woodhouse	0.0	0.1	0.1	0.0
144	Coxmoor Golf Club	0.1	0.1	0.1	0.0

Employment Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
145	Cauldwell Rd. West	0.0	0.1	0.1	0.0
146	A611 Sth of Cauldwell Rd.	0.0	0.1	0.1	0.0
147	Thieveswood Car Park	0.1	0.1	0.1	0.1
148	Rainworth (Helmsley Rd.)	0.1	0.1	0.1	0.1
149	Rainworth (J. Whittaker Sch.)	2.7	3.6	3.4	2.1
150	Rainworth (South East)	2.7	0.0	0.0	2.1
151	Rainworth (Kirklington Rd)	0.0	8.9	8.5	0.1
152	Rainworth (Rufford Ave.)	2.7	0.0	0.0	2.1
153	Rainworth (Westbrook Dr.)	0.0	0.0	0.0	0.0
154	Kirkby (Bentinck)	1.0	0.1	0.1	0.8
155	Sutton East (Opp. Sutton Harriers)	0.0	0.0	0.0	0.0
156	Sutton North	0.0	0.1	0.1	0.0
157	Skegby (Centre)	0.0	0.0	0.0	0.0
158	Skegby (East)	0.0	0.0	0.0	0.0
159	Skegby (West)	0.0	0.0	0.0	0.0
160	Stanton Hill	0.9	0.0	0.0	1.4
161	Fackley	0.1	0.2	0.2	0.1
162	Tibshelf	0.0	0.1	0.1	0.0
163	Moorhaigh (S. of Pleasley)	0.0	0.0	0.0	0.0
164	Moorhaigh	0.0	0.0	0.0	0.0
165	Ling Forest Road	0.0	0.1	0.1	0.0
166	Mansfield Rugby Club/Eakring Rd	0.0	0.0	1.7	0.0
167	Newlands Rd Estate, Forest Town	0.0	0.0	0.0	0.7
168	Mansfield Woodhouse centre	0.0	0.0	0.0	0.0
169	Heatherly Heights	0.0	0.0	0.0	0.0
170	Southwell Road (Car dealerships)	0.0	0.0	0.0	0.0
171	Spare	0.0	0.0	0.0	0.0
172	Spare	0.0	0.0	0.0	0.0
173	Penniment Ln E(Future Dev Zone)	0.0	0.0	0.0	0.0
174	B&Q sutton	0.0	0.0	0.0	0.0
175	Oakham Business Park	0.0	0.1	0.1	0.0
176	Kirkby/Kingsway (West) Western Av	0.9	0.0	0.0	0.0
177	53B - Litton Road Area	0.0	0.0	0.0	0.0
178	53C - Marples Avenue Area	0.0	0.0	0.0	0.0
179	53D - The Pastures Area	0.0	0.0	0.0	0.0
180	53E - Lay Lane Area	0.1	0.1	0.1	0.1
181	53F - The Fairways Area	0.0	0.0	0.0	0.0
182	53G - Coxs Ln/Slant Ln/Park Av	0.1	0.1	0.1	0.0
183	53H - Mansfield Woodhouse Strn/Grove Way Area	0.0	0.0	0.0	0.0
184	MARR Development zone B	0.0	0.0	0.0	0.0
185	MARR Development zone C	0.0	0.0	0.0	0.0
186	MARR Development zone D	0.0	0.0	0.0	0.0
187	MARR Development zone E	0.0	0.0	0.0	0.0
188	MARR Development zone F	0.0	0.0	0.0	0.0
189	MARR Development zone G	0.0	0.0	0.0	0.0
190	MARR Development zone H	0.0	0.0	0.0	0.0
191	MARR Development zone I	0.0	0.0	0.0	0.0
192	MARR Development zone J	0.0	0.0	0.0	0.0

Employment Trips		AM In	AM Out	PM In	PM Out
Zone No.	Zone name/description	%	%	%	%
193	MARR Development zone K	0.0	0.0	0.0	0.0
194	MARR Development zone L	0.0	0.0	0.0	0.0
195	MARR Development zone M	0.0	0.0	0.0	0.0
196	Penniment Ln W (Future Dev Zone)	0.0	0.0	0.0	0.0
197	Future Development off Back Lane	0.0	0.0	0.0	0.0

LINDHURST DEVELOPMENT, MANSFIELD

TRIP DISTRIBUTION

Residential External Trip Generation = **AM In** **AM Out** **PM In** **PM Out**
 438 857 851 528

Rainworth (B6020 Southwell Road East)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
19	Bingham	0.1%	0.0%	0.0%	0.1%
54	Rainworth (West)	0.2%	0.2%	0.2%	0.2%
86	Blidworth Bottoms	0.4%	0.1%	0.2%	0.3%
89	White Post	0.1%	0.0%	0.0%	0.1%
94	Blidworth	0.3%	1.1%	0.8%	0.5%
98	Southwell/Farnsfield	0.6%	1.9%	2.2%	0.8%
99	Calverton	0.6%	0.4%	0.5%	0.7%
102	Blidworth	0.1%	0.7%	1.5%	0.4%
106	Southwell/Farnsfield	0.0%	0.0%	0.1%	0.1%
148	Rainworth (Helmsley Road)	0.1%	0.1%	0.1%	0.2%
149	Rainworth (J. Whittaker School)	0.1%	0.0%	0.0%	0.1%
150	Rainworth (South East)	0.1%	0.3%	0.4%	0.1%
151	Rainworth (Kirklington Road)	0.2%	0.4%	0.5%	0.2%
152	Rainworth (Rufford Avenue)	0.1%	0.0%	0.1%	0.1%
153	Rainworth (Westbrook Drive)	0.1%	0.1%	0.1%	0.1%
		3.1%	5.3%	6.7%	4.0%

Trips = 14 45 57 21

Rainworth (B6020 Kirklington Road)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
151	Rainworth (Kirklington Road)	0.2%	0.4%	0.5%	0.2%
152	Rainworth (South East)	0.1%	0.3%	0.4%	0.1%
153	Rainworth (Westbrook Drive)	0.1%	0.1%	0.1%	0.1%
		0.4%	0.5%	0.7%	0.4%

Trips = 2 4 6 2

Rainworth (Mansfield Road)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
89	White Post	0.1%	0.0%	0.0%	0.1%
98	Southwell/Farnsfield	0.6%	1.9%	2.2%	0.8%
106	Southwell/Farnsfield	0.0%	0.0%	0.1%	0.1%
		0.7%	1.9%	2.3%	1.0%

Trips = 3 16 20 5

Blidworth (B6020 Mansfield Road)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
19	Bingham	0.1%	0.0%	0.0%	0.1%
86	Blidworth Bottoms	0.4%	0.1%	0.2%	0.3%
94	Blidworth	0.3%	1.1%	0.8%	0.5%
99	Calverton	0.6%	0.4%	0.5%	0.7%
102	Blidworth	0.1%	0.7%	1.5%	0.4%
		1.5%	2.3%	3.0%	2.0%

Trips = 7 20 26 11

Blidworth (B6020 Main Street)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
86	Blidworth Bottoms	0.4%	0.1%	0.2%	0.3%
99	Calverton	0.6%	0.4%	0.5%	0.7%
		1.0%	0.5%	0.7%	1.0%

Trips = 4 4 6 5

Blidworth (Dale Lane)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
94	Blidworth	0.3%	1.1%	0.8%	0.5%
		0.3%	1.1%	0.8%	0.5%

Trips = 1 9 7 3

Clipstone Road West

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
21	New Clipstone	0.8%	0.6%	0.7%	0.5%
43	Forest Town (1st-9th Avenue)	0.1%	0.0%	0.1%	0.1%
47	Forest Town (Laurel Avenue)	0.1%	0.2%	0.2%	0.1%
48	Forest Town (East)	0.2%	0.1%	0.1%	0.3%
49	Forest Town (North)	0.2%	0.1%	0.2%	0.3%
		1.4%	1.0%	1.3%	1.3%

Trips = 6 9 11 7

Clipstone Road East

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
21	New Clipstone	0.8%	0.6%	0.7%	0.5%
		0.8%	0.6%	0.7%	0.5%

Trips = 4 5 6 3

LINDHURST DEVELOPMENT, MANSFIELD

TRIP DISTRIBUTION

Employment External Trip Generation = **AM In** **AM Out** **PM In** **PM Out**
 2195 501 217 1709

Rainworth (B6020 Southwell Road East)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
19	Bingham	0.0%	0.0%	0.0%	0.0%
54	Rainworth (West)	0.1%	0.2%	0.2%	0.1%
86	Blidworth Bottoms	0.1%	0.1%	0.1%	0.1%
89	White Post	0.0%	0.0%	0.0%	0.0%
94	Blidworth	0.1%	3.7%	3.5%	0.1%
98	Southwell/Farnsfield	0.2%	0.4%	0.4%	0.2%
99	Calverton	0.1%	0.3%	0.3%	0.1%
102	Blidworth	0.0%	0.0%	0.0%	0.0%
106	Southwell/Farnsfield	0.0%	0.0%	0.0%	0.0%
148	Rainworth (Helmsley Road)	0.1%	0.1%	0.1%	0.1%
149	Rainworth (J. Whittaker School)	2.7%	3.6%	3.4%	2.1%
150	Rainworth (South East)	2.7%	0.0%	0.0%	2.1%
151	Rainworth (Kirklington Road)	0.0%	8.9%	8.5%	0.1%
152	Rainworth (Rufford Avenue)	2.7%	0.0%	0.0%	2.1%
153	Rainworth (Westbrook Drive)	0.0%	0.0%	0.0%	0.0%
		8.8%	17.3%	16.5%	7.1%

Trips = 193 87 36 121

Rainworth (B6020 Kirklington Road)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
151	Rainworth (Kirklington Road)	0.0%	8.9%	8.5%	0.1%
152	Rainworth (Rufford Avenue)	2.7%	0.0%	0.0%	2.1%
153	Rainworth (Westbrook Drive)	0.0%	0.0%	0.0%	0.0%
		2.7%	8.9%	8.5%	2.2%

Trips = 59 45 18 38

Rainworth (Mansfield Road)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
89	White Post	0.0%	0.0%	0.0%	0.0%
98	Southwell/Farnsfield	0.2%	0.4%	0.4%	0.2%
106	Southwell/Farnsfield	0.0%	0.0%	0.0%	0.0%
		0.2%	0.4%	0.4%	0.2%

Trips = 4 2 1 3

Blidworth (B6020 Mansfield Road)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
19	Bingham	0.0%	0.0%	0.0%	0.0%
86	Blidworth Bottoms	0.1%	0.1%	0.1%	0.1%
94	Blidworth	0.1%	3.7%	3.5%	0.1%
99	Calverton	0.1%	0.3%	0.3%	0.1%
102	Blidworth	0.0%	0.0%	0.0%	0.0%
		0.3%	4.1%	3.9%	0.3%

Trips = 7 21 8 5

Blidworth (B6020 Main Street)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
86	Blidworth Bottoms	0.1%	0.1%	0.1%	0.1%
99	Calverton	0.1%	0.3%	0.3%	0.1%
		0.2%	0.4%	0.4%	0.2%

Trips = 4 2 1 3

Blidworth (Dale Lane)

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
94	Blidworth	0.1%	3.7%	3.5%	0.1%
		0.1%	3.7%	3.5%	0.1%

Trips = 2 19 8 2

Clipstone Road West

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
21	New Clipstone	2.9%	0.1%	0.2%	2.9%
43	Forest Town (1st-9th Avenue)	0.9%	0.0%	0.0%	0.7%
47	Forest Town (Laurel Avenue)	0.0%	0.0%	0.0%	0.0%
48	Forest Town (East)	0.1%	0.1%	0.1%	0.1%
49	Forest Town (North)	0.1%	0.1%	0.1%	0.1%
		4.0%	0.3%	0.4%	3.8%

Trips = 88 2 1 65

Clipstone Road East

Zone No.	Zone Name	AM In	AM Out	PM In	PM Out
21	New Clipstone	2.9%	0.1%	0.2%	2.9%
		2.9%	0.1%	0.2%	2.9%

Trips = 64 1 0 50

Residential & Employment Trips

Village / Road Link	AM In	AM Out	AM Total	PM In	PM Out	PM Total
Rainworth (B6020 Southwell Road East)	207	132	339	93	142	235
Rainworth (B6020 Kirklington Road)	61	49	110	24	40	64
Rainworth (Mansfield Road)	7	18	25	20	9	29
Blidworth (B6020 Mansfield Road)	13	40	53	34	16	50
Blidworth (B6020 Main Street)	9	6	15	7	9	16
Blidworth (Dale Lane)	4	28	32	14	4	18
Clipstone Road West	94	10	104	12	72	84
Clipstone Road East	67	6	73	6	52	58



Appendix B – CRF Link Value Calculations



Location	Source	Reference	Weekly Average (Mon-Fri)	Daily Average (Mon-Fri)	AM Peak Hour Flow (Average Mon-Fri)	PM Peak Hour Flow (Average Mon-Fri)	100% TCRPF	Daily Average (Mon-Fri)	AMWT Average (Mon-Fri)	Daily Average (Mon-Fri)	AAOT	Location	AM Peak Hour Flow (Average Mon-Fri)	% of daily flow in peak hour	% direction split within peak hour	% highest directional	AM Peak Hour Flow (Average Mon-Fri)	PM Peak Hour Flow (Average Mon-Fri)	% of daily flow in peak hour	% direction split within peak hour	% highest directional	PM Peak Hour Flow (Average Mon-Fri)	% of daily flow in peak hour	% direction split within peak hour	% highest directional	PM Peak Hour Flow (Average Mon-Fri)	% of daily flow in peak hour	% direction split within peak hour	% highest directional	Carriageway Width	Lanes per direction	Capacity (A-97) (p/hu/hv)	Width Factor	CRF	% of AADT in CRF
8600 Mandell Road, Bidworth (SE of Bidworth Lane)	A/C Data	5%	1300	312.5	118	360	1.00	1108	1042	958	958	8600 Mandell Road, Bidworth (SE of Bidworth Lane)	118	10.6%	100% (northbound)	64	438	543	110	10.6%	100% (northbound)	86	841	900	3.3%	7.0	1	1380	0.397	2074	43.9%				
8600 Kirkington Road, Ramscott (east of Sherwood Road)	A/C Data	3%	543	135.75	48	150	1.00	543	522	494	494	8600 Kirkington Road, Ramscott (east of Sherwood Road)	48	8.8%	83% (westbound)	62	331	204	67	10.2%	100% (westbound)	63	351	206	3.3%	6.7	1	1080	0.396	1813	27.3%				
8600 Kipling Road East, Ramscott (south of Churchfield Drive)	A/C Data	3%	768	192	67	150	1.00	768	647	654	654	8600 Kipling Road East, Ramscott (south of Churchfield Drive)	116	14.9%	100% (northbound)	14	410	207	65	12.6%	100% (southbound)	62	617	218	3.3%	7.0	1	1380	0.381	1811	43.7%				
8600 Mandell Road, Bidworth, Dale Lane - Bidworth Lane	Copy of Flow 2007.xls	2%	1054	263.5	101	300	1.00	1054	1044	945	945	8600 Mandell Road, Bidworth, Dale Lane - Bidworth Lane	107	10.1%	100% (northbound)	52	557	514	104	10.1%	100% (southbound)	52	544	502	2.8%	6.6	1	1080	0.378	2051	45.3%				
8600 Kirkington Road, Ramscott, 8617 Ramscott Road, Southwell Road East	Copy of Flow 2007.xls	3%	431	107.75	33	100	1.00	431	420	400	400	8600 Kirkington Road, Ramscott, 8617 Ramscott Road, Southwell Road East	64	14.8%	100% (westbound)	42	289	144	88	10.2%	100% (westbound)	42	289	217	5.1%	6.7	1	1370	0.380	1809	52.2%				
8600 New Mill Lane, Forest Town - B 6034, Edmeston	Copy of Flow 2007.xls	4%	1062	265.5	80	154	1.00	1062	1062	970	970	8600 New Mill Lane, Forest Town - B 6034, Edmeston	119	10.3%	100% (northbound)	52	602	547	119	10.6%	100% (southbound)	52	603	573	3.3%	6.2	1	1370	0.370	1748	55.3%				