# Appendix D: Extracted Traffic Modelling Data for road links within 200m of Sherwood Forest ppSPA

| Road Link | Description of Link | Base year (2016 | 2040 Do Min (Ref Case) | 2040 Do Something | Change Local Plan Alone | Change In-Combination | Notes | Screening Conclusion |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Sherwood Forest ppSPA |  |  |  |  |  |  |  |  |
| 12148\_12436 | A614 | 12286.82835 | 13224.93912 | 13473.98785 | 249.04873 | 1187.1595 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12150\_12951 | Hucknall Road | 0 | 0 | 0 | 0 | 0 | Missing traffic data[[1]](#footnote-1) |  |
| 12150\_13097 | A611 | 17277.8156 | 24423.03299 | 25039.64491 | 616.61192 | 7761.82931 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12251\_12436 | Burntstump Hill | 5116.508758 | 5907.643708 | 5960.319978 | 52.67627 | 843.81122 | NE thresholds not exceeded. | Screen out |
| 12251\_12536 | A60 | 54.933568 | 747.333584 | 918.442313 | 171.108729 | 863.508745 | NE thresholds not exceeded. | Screen out |
| 12252\_12536 | Longdale Lane | 6305.646164 | 6998.613206 | 6699.445053 | -299.168153 | 393.798889 | NE thresholds not exceeded. | Screen out |
| 12436\_12847 | A614 | 15658.70082 | 16650.05577 | 16700.98551 | 50.92974 | 1042.28469 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12437\_12505 | B6020 | 6852.597105 | 6712.42293 | 7153.83028 | 441.40735 | 301.233175 | NE thresholds not exceeded. | Screen out |
| 12437\_13070 | A611 | 14324.36789 | 17158.24742 | 16203.13902 | -955.1084 | 1878.77113 | Flows reduce for Local Plan alone | Screen out |
| 12438\_12439 | A611 | 18642.02814 | 23116.784 | 21782.14193 | -1334.64207 | 3140.11379 | Flows reduce for Local Plan alone | Screen out |
| 12439\_12507 | B6021 | 5187.07208 | 6351.068846 | 6058.394867 | -292.673979 | 871.322787 | NE thresholds not exceeded. | Screen out |
| 12439\_13070 | A611 | 14324.70275 | 17158.35024 | 16203.13902 | -955.21122 | 1878.43627 | Flows reduce for Local Plan alone | Screen out |
| 12443\_48104 | A60 | 15365.9287 | 19044.13134 | 19493.77828 | 449.64694 | 4127.84958 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12474\_13039 | A614 Old Rufford Road (north) | 11314.50376 | 13450.865 | 13708.77394 | 257.90894 | 2394.27018 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12475\_12532 | Bidworth Lane | 1778.971108 | 648.7365632 | 747.479518 | 98.7429548 | -1031.49159 | NE thresholds not exceeded. | Screen out |
| 12475\_13039 | A614 Old Rufford Road (south) | 11425.81519 | 13450.95256 | 13708.80379 | 257.85123 | 2282.9886 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12505\_13670 | B6139 | 2517.479807 | 4082.007809 | 3629.321209 | -452.6866 | 1111.841402 | Flows reduce for Local Plan alone | Screen out |
| 12507\_12525 | Nuncargate Road | 3671.327253 | 3782.844445 | 4056.39784 | 273.553395 | 385.070587 | NE thresholds not exceeded. | Screen out |
| 12507\_63006 | B6021 | 7986.294407 | 9742.730186 | 9596.624853 | -146.105333 | 1610.330446 | Flows reduce for Local Plan alone | Screen out |
| 12536\_12848 | Longdale Lane | 6360.639443 | 7746.318978 | 7618.666609 | -127.652369 | 1258.027166 | Flows reduce for Local Plan alone | Screen out |
| 12539\_13039 | Haywood Oaks Lane | 564.3369154 | 472.251336 | 476.7338492 | 4.4825132 | -87.6030662 | NE thresholds not exceeded. | Screen out |
| 12541\_13293 | Dale Lane/Baulker Lane | 253.7033626 | 293.1074364 | 302.3979736 | 9.2905372 | 48.694611 | NE thresholds not exceeded. | Screen out |
| 12543\_12846 | Whinbush Lane | 9006.403256 | 10660.35115 | 10423.87958 | -236.47157 | 1417.476324 | Flows reduce for Local Plan alone | Screen out |
| 13039\_13040 | Oaks Lane | 452.653291 | 472.2367426 | 476.7338492 | 4.4971066 | 24.0805582 | NE thresholds not exceeded. | Screen out |
| 13670\_48059 | A611 | 11036.44267 | 13676.5282 | 13165.7201 | -510.8081 | 2129.27743 | Flows reduce for Local Plan alone | Screen out |
| 42578\_42579 | A614 | 6083.249655 | 7589.667295 | 7733.818227 | 144.1509318 | 1650.568572 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 42578\_48017 | A616 | 7633.444265 | 858.8548986 | 1015.520618 | 156.6657194 | -6617.923647 | NE thresholds not exceeded. | Screen out |
| 42578\_48019 | A614 (Old Rufford Road Olterton) | 24829.71473 | 28248.62273 | 28618.9512 | 370.3284686 | 3789.23647 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 42578\_48020 | A6075 | 7107.345845 | 7523.125847 | 7156.940011 | -366.1858362 | 49.594166 | NE thresholds not exceeded. | Screen out |
| 42578\_48207 | A616 | 13924.59161 | 7933.285942 | 7910.566358 | -22.7195844 | -6014.025252 | NE thresholds not exceeded. | Screen out |
| 42579\_42593 | A1 (north) | 27089.79314 | 40144.2623 | 40389.73498 | 245.4726806 | 13299.94184 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 42579\_42598 | A620 | 0 | 0 | 0 | 0 | 0 | Missing traffic data[[2]](#footnote-2) |  |
| 42585\_48022 | A6075 | 4856.812855 | 4962.234574 | 4574.933202 | -387.3013724 | -281.879653 | NE thresholds not exceeded. | Screen out |
| 42593\_48107 | A60 | 280.1351292 | 291.3370676 | 291.3370676 | 291.3370676 | 11.2019384 | NE thresholds not exceeded. | Screen out |
| 48015\_48021 | Gorsethorpe Lane | 0 | 66.2021236 | 190.8090392 | 124.6069156 | 190.8090392 | Missing traffic data - baseline[[3]](#footnote-3) |  |
| 48017\_48020 | B6034 | 0 | 0 | 0 | 0 | 0 | Missing traffic data[[4]](#footnote-4) |  |
| 48017\_48027 | A616 | 7633.444265 | 858.8548986 | 1015.520618 | 156.6657194 | -6617.923647 | NE thresholds not exceeded. | Screen out |
| 48020\_48021 | A6075 | 7670.820413 | 8434.860655 | 8125.044778 | -309.8158768 | 454.224365 | NE thresholds not exceeded. | Screen out |
| 48021\_48022 | A6075 | 7670.820413 | 8501.092634 | 8315.853817 | -185.2388166 | 645.033404 | NE thresholds not exceeded. | Screen out |
| 48022\_48201 | B6035 | 2778.139988 | 3474.478774 | 3655.441724 | 180.9629502 | 877.301736 | NE thresholds not exceeded. | Screen out |
| 48068\_48069 | A617 | 18084.39282 | 20401.21717 | 20554.48195 | 153.2647844 | 2470.08913 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 48068\_48195 | A6191 | 18084.39282 | 14424.59023 | 14535.41608 | 110.8258472 | -3548.97674 | NE thresholds not exceeded. | Screen out |
| 48107\_48108 | A60 | 1192.151779 | 1472.954305 | 1477.963518 | 5.0092126 | 285.811739 | NE thresholds not exceeded. | Screen out |
| 10358\_12767 | M1 | 50628.69057 | 60815.73943 | 60610.09882 | -205.64061 | 9981.40825 | Flows reduce for Local Plan alone | Screen out |
| 12150\_12770 | A611 | 7976.234764 | 12356.4391 | 12343.15442 | -13.28468 | 4366.919656 | Flows reduce for Local Plan alone | Screen out |
| 12768\_10359 | M1 | 50104.4259 | 62834.74122 | 60982.86895 | -1851.87227 | 10878.44305 | Flows reduce for Local Plan alone | Screen out |
| 12772\_12150 | A617 | 9301.629855 | 12066.5939 | 12696.26725 | 629.67335 | 3394.637395 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 12846\_12847 | Whinbush Lane | 10482.55953 | 11545.89615 | 11546.74869 | 0.85254 | 1064.18916 | Insignificant increase alone | Screen out |
| 12847\_12848 | Old Rufford Road | 10649.52296 | 11315.47806 | 11243.22146 | -72.2566 | 593.6985 | NE thresholds not exceeded. | Screen out |
| 48160\_48161 | A617 (Rainworth Bypass west) | 7372.193775 | 12187.57775 | 12449.96931 | 262.39156 | 5077.775535 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 48161\_48162 | A617 (Rainworth Bypass east) | 7372.405658 | 12187.57775 | 12450.03615 | 262.4584 | 5077.630492 | NE thresholds exceeded for in-combination scenario. | Screen in |
| 48162\_48163 | A617 | 7081.663912 | 10158.56466 | 10171.73248 | 13.1678168 | 3090.068568 | Insignificant increase alone | Screen out |
| 48163\_48157 | A617 | 7081.663912 | 10158.56466 | 10171.73248 | 13.1678168 | 3090.068568 | Insignificant increase alone | Screen out |

1. Traffic data is not provided by the traffic model as this link is outside the area of influence of the Local Plan. There will not be a change in traffic greater than 1,000 AADT. [↑](#footnote-ref-1)
2. Traffic data is not provided by the traffic model as this link is outside the area of influence of the Local Plan. There will not be a change in traffic greater than 1,000 AADT. [↑](#footnote-ref-2)
3. Traffic data is not provided by the traffic model as this link is outside the area of influence of the Local Plan. There will not be a change in traffic greater than 1,000 AADT. [↑](#footnote-ref-3)
4. Traffic data is not provided by the traffic model as this link is outside the area of influence of the Local Plan. There will not be a change in traffic greater than 1,000 AADT. [↑](#footnote-ref-4)