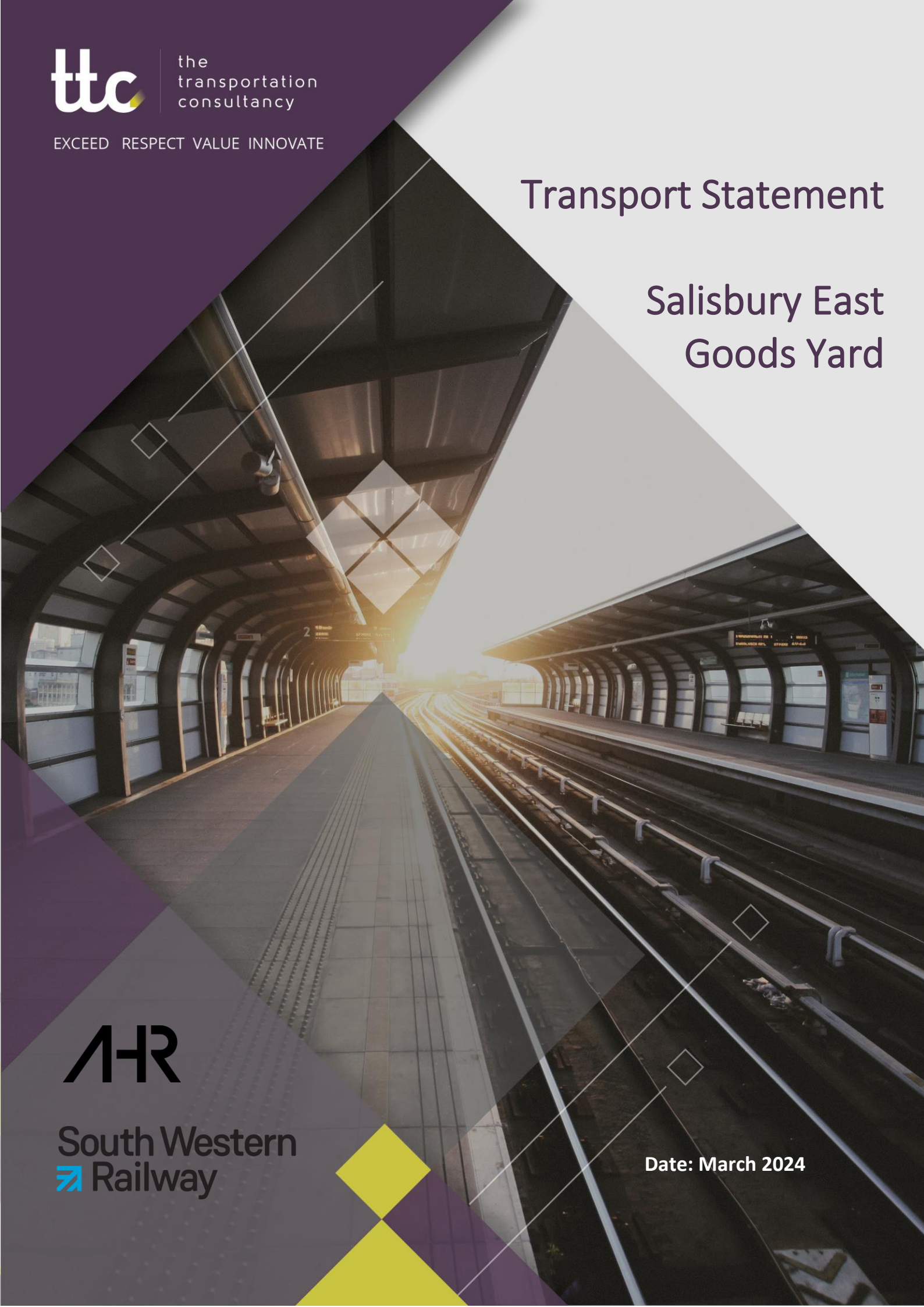
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Transport Statement

Salisbury East Goods Yard



AHR

South Western Railway

Date: March 2024

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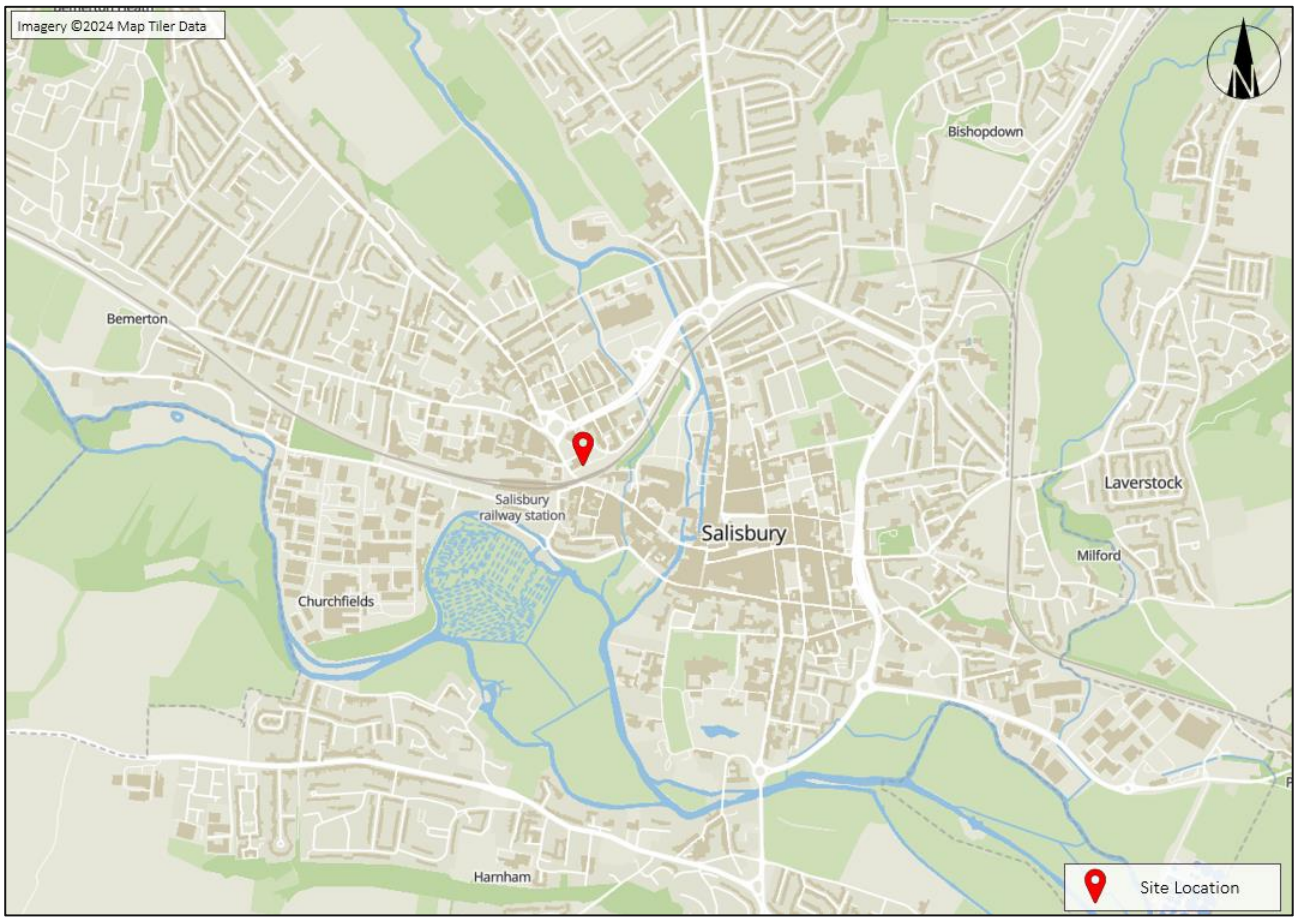
1. Introduction

1.1 Background

This Transport Statement (TS) has been prepared by 'ttc' on behalf of South Western Railway to support a live application (Ref No. **PL/2023/10726**) for the provision of a temporary car park facility at Salisbury East Goods Yard, Fisherton Street, Salisbury, Wiltshire, SP2 7QP.

The proposed site location can be viewed in **Figure 1.1** below.

Figure 1.1 Site Location



1.2 Planning History

The following sets out recent and relevant local planning history.

Future High Streets Fund (FHSF) Salisbury

In 2021, Wiltshire Council was awarded £9,355,731 to develop a range of projects in Salisbury. The funding has been split between three projects, two of which are relevant to the proposals.

The **Salisbury Station Forecourt** project is the largest recipient of this fund (£5.3 million), and involves the redesigning of the station forecourt, making it more attractive and accessible for visitors and residents. In

order for this project to be delivered, the existing Salisbury East Goods Yard is required to be utilised as a temporary car park, to facilitate parking for rail passengers for a period of 3 years and is the subject of this Transport Statement.

The Fisherton Gateway project received £3.2 million of the total fund and involves improvements to the road network and public spaces along Fisherton Street. This project will help facilitate pedestrian movements between the proposed site and the existing Salisbury Railway Station.

The allocated funding seeks to reinvigorate the city centre by improving the user experience on the high street for residents and visitors, which will support business growth and enhance the city's reputation as a destination of choice for tourists.

PL/2023/10726

At the time of writing, this application is currently live and is 'Undergoing Consideration'. Highways comments were received from the Local Highway Authority (LHA), Wiltshire County Council (WCC), on 8th February 2024. The relevant comments have been extracted below:

> *'…the potential impact of the car park on the surrounding road network requires further assessment. The Transport Statement should include the following:*
>
> - *Assess the traffic movements on Spire View and St Paul's Road – to include queue lengths on St Paul's Road generated by vehicles waiting to turn onto Fisherton Street from St Paul's Road particularly at peak times.*
> - *The junction impact assessment needs to assess the junction for a growth year (the end of the 3-year period of the temporary car park).*
> - *Consideration of how pedestrians will safely and conveniently cross Fisherton Street.'*

These comments have been attached to Appendix A for completeness.

1.3 Purpose of Report

In light of the above LHA comments, this TS has been prepared to accompany the aforementioned live planning application in relation to the provision of a temporary car park facility at Salisbury East Goods Yard. This report evaluates the impact of these development proposals on the local highway network, with consideration of specific traffic movements, local junction capacity, pedestrian infrastructure facilities, and highway safety.

This TS has been prepared with reference to the National Planning Policy Framework (NPPF) 2023 and Planning Practice Guidance (PPG) and Local Planning Policy. PPG states that a TS should address the following:

- *the planning context of the development proposal;*
- *appropriate study parameters (i.e., area, scope and duration of study);*
- *assessment of public transport capacity, walking/cycling capacity and road network capacity;*
- *road trip generation and trip distribution methodologies and/ or assumptions about the development proposal;*
- *measures to promote sustainable travel;*
- *safety implications of development; and*

- *mitigation measures (where applicable) – including scope and implementation strategy. This report seeks to demonstrate that the development site is well located in terms of access to local facilities and public transport opportunities, and as such will enable access by sustainable transport modes.*

1.4 Structure of Report

The remainder of the report is structured as follows:

- Chapter 2: Describes the site location, the surrounding local highway network and highway safety records.
- Chapter 3: Determines the National and Local Policy context in relation to the proposed development.
- Chapter 4: Describes the proposed development including access arrangements and parking provision.
- Chapter 5: Considers the proposed trip generation, traffic impact of the development, and subsequent impact on nearby junction capacity within the local highway network.
- Chapter 6: Presents the summary and conclusions of the report.

2. Existing Situation

2.1 Introduction

This section of the TS outlines the site conditions, existing highway conditions and provides a review of highway safety in the vicinity of the proposed development site.

2.2 Site Location

The proposed site is located c.600m northwest of Salisbury city centre, in Wiltshire. The site is bound by commercial buildings to the north, the London & Southwestern Railway line to the east and to the south, and Fisherton Street to the west.

The site was previously used as a railway sidings and storage area, as well as a car park. The adjacent post office has a right of way through the western part of the site to the entrance of the postal sorting office. The proposed development can be viewed in a local context in **Figure 2.1** below.

Figure 2.1 Proposed Site in Local Context



2.3 Local Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Wiltshire County Council (WCC).

Site Visit

A site visit was conducted in order to observe the operation of the local highway and examine the existing situation within the vicinity of the site. This site visit was conducted on 23rd February 2024, which has helped guide and inform the details within this section and overall report.

A view of the existing access has been evidenced within **Figure 2.2** below.

Figure 2.2 Existing Site Access

Existing Station Forecourt Access Overview



Proposed Site Access Overview



Fisherton Street

Fisherton Street is a two-way single lane carriageway routing in a northwest-southeast alignment, connecting the A36 in the northwest with Bridge Street to the southeast. The road is fronted by a combination of residential and commercial properties. Vehicles will ingress the proposed site from Fisherton Street via an 'Entry Only' arrangement as per the existing situation.

The carriageway measures c.8.0m within the vicinity of the site, with continuous footways on either side of the carriageway measuring c.2m in width, helping to create a pedestrian friendly environment. Street lighting is also provided at regular intervals. Central white line delineation markings are present along the carriageway, with a number of bus stops and subsequently, 'clear way' road markings, as well as a section of designated on-

street parking to the north of the site access. The speed limit within the vicinity of the site is 30mph, however, this transitions to 20mph towards the southeast.

There is also a puffin crossing to the north of the proposed site along Fisherton Street. On site observations were made of this signalised pedestrian crossing and it should be noted that across the AM peak hour and over a period of 30-minutes, the pedestrian crossing was observed to be called c.30 times. This equates to approximately once per minute.

Spire View

Spire View is a two-way single lane carriageway which routes between St Paul's Road in the northwest and residential streets in the northeast. Vehicles will exit the proposed site onto Spire View via an 'Exit Only' arrangement as per the existing situation. The exit onto Spire View from the site is an arm to an existing mini-roundabout junction.

The carriageway measures c.5.5m wide and is fronted primarily by residential properties, with continuous 2.0m footways on either side of the carriageway and tactile paving with dropped kerbs provided at all crossing points. Street lighting is also provided at regular intervals. To the east, vertical traffic calming features, which include speed cushions, are present. These are coupled with the omission of central delineation lines along the carriageway, which work in tandem to achieve lower vehicle speeds along Spire View within the vicinity of the site.

St Paul's Road

St Paul's Road is a two-way single lane carriageway which routes between Spire View in the northwest and Fisherton Street in the southeast. The carriageway measures c.5m wide, with a continuous 2.0m footway on the southern edge of the carriageway and tactile paving with dropped kerbs provided at all crossing points. Street lighting is also provided at regular intervals.

Existing Traffic Regulation Orders (TRO) are in place along both sides of the carriageway at St Paul's Road in the form of painted double yellow lines. Despite this, on-site observations were made which show that a number of vehicles were parked on these double yellow lines. Photographic evidence has been displayed in Figure 2.3 below.

Figure 2.3 St Paul's Road Double Yellow Lines Parking

View looking Northwest



View looking Southeast



Whilst this is an existing parking enforcement issue, it is considered that the development proposals for a formal parking area within the vicinity of St Paul's Road, may encourage a reduction in prohibited parking, which would be a significant benefit to the management and operation of the immediate highway.

2.4 Sustainable Transport

Walking

The site will be a temporary replacement of the existing station forecourt, which means that future users of the site will predominantly comprise of rail users, commuting from Salisbury Railway Station.

The site is situated within a c.220m walk of Salisbury Railway Station, which equates to approximately 3-minutes walking time. In terms of surrounding pedestrian infrastructure, there is a continuous network of 2m wide footways surrounding the site and between the site and the railway station. The footways are hard surfaced and generally in good condition with dropped kerbs and tactile paving provided at minor road crossings.

Other existing pedestrian crossings can be found along Fisherton Street such as the signalised puffin crossing to the north of the site, and the existing zebra crossing on Southwestern Road. Pedestrian guardrailing is present underneath the railway bridge to the south of the site, which enhances the safety and security for pedestrians.

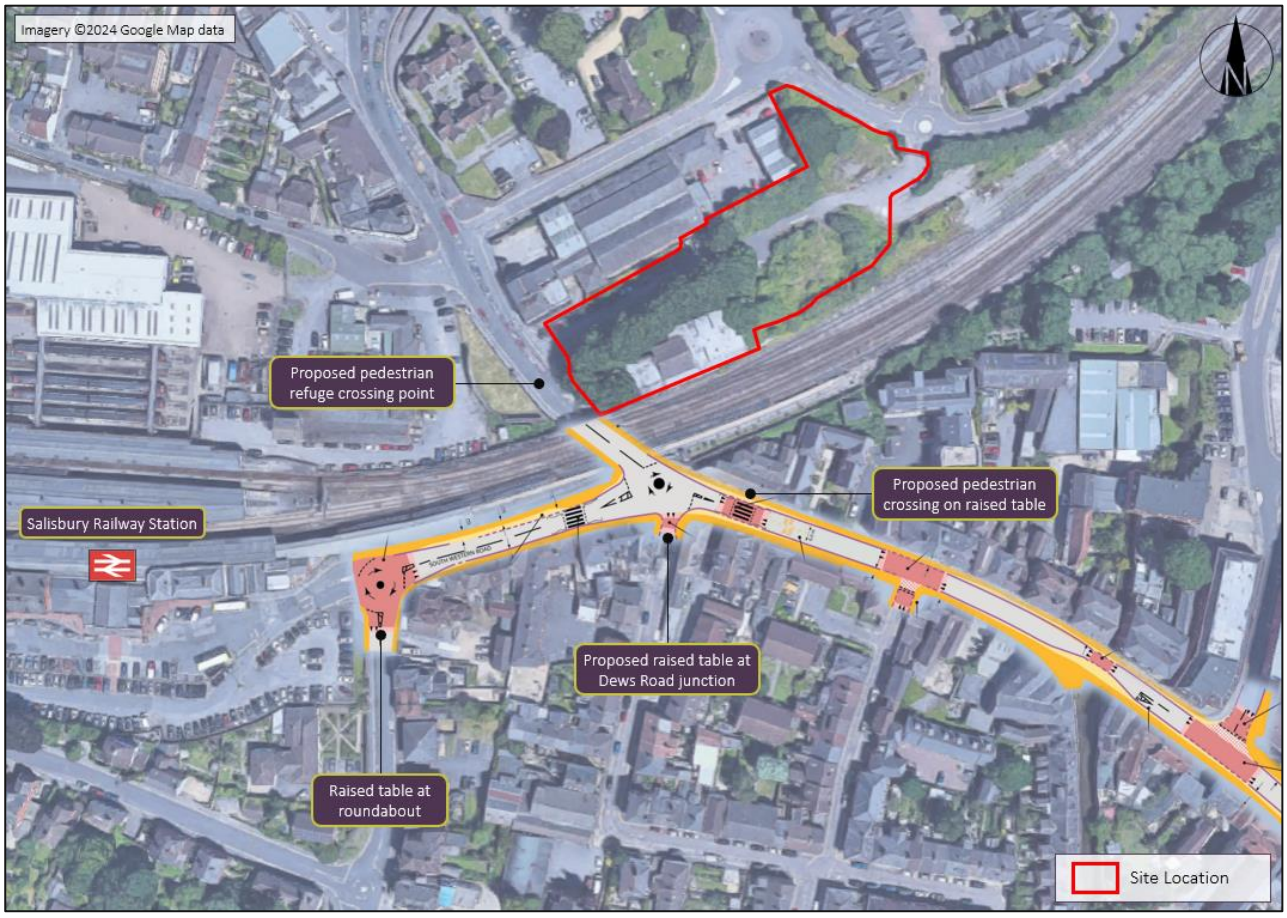
As noted within Section 1.2, the FHSF was awarded to Wiltshire Council in 2021, which totalled £9,355,731 to be used to develop a range of projects in Salisbury. One of these projects, the Fisherton Gateway project, involves improvements to the road network and public spaces along Fisherton Street. Thus, the emerging

proposal will directly influence and improve the route for pedestrians travelling between the site and the railway station. This gateway project is due to be completed by Summer 2024[1].

The emerging proposals have been overlaid onto satellite imagery within **Figure 2.4** below, which illustrates how the proposals will improve the pedestrian environment between the site and the railway station.

The FHSF Salisbury Consultation Leaflet, which includes details of the emerging proposals, has been attached to **Appendix B** for completeness.

Figure 2.4 Fisherton Gateway Emerging Proposals with Site Context



As can be seen, the enhanced public realm and improved pedestrian areas will make it easier, safer and more convenient to travel between the site and Salisbury Railway Station. It has also been confirmed by WCC that a proposed pedestrian refuge island crossing will be delivered directly adjacent to the proposed site, as part of the Fisherton Gateway proposals. A full copy of the pedestrian refuge island design and position has been attached to **Appendix C.**

The anticipated route to the railway station has considered the above proposals for future users of the site and has been illustrated in **Figure 2.5** below.

[1] Wiltshire County Council Fisherton Gateway Project

Figure 2.5 Route between Salisbury Railway Station and the Proposed Site



Users travelling from the proposed site to Salisbury Railway Station will cross Fisherton Street via the proposed pedestrian refuge island. Users would then head south after crossing Fisherton Street and continue along the footway at South Western Road until they reach the railway station entrance.

The route to / from the railway station is both safe and convenient for users, with short walking times and distances (c.220m / c.3-minutes' walk-time). Not only this, but it should be acknowledged that the car park proposals are temporary and will help to facilitate major improvements to the existing station forecourt.

This addresses one of the key concerns raised by the LHA, which was to include '*consideration of how pedestrians will safely and conveniently cross Fisherton Street*.'

2.5 Highway Safety (Personal Injury Accident Data)

Personal Injury Accident (PIA) data has been extracted from Crashmap (www.crashmap.com), the data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport (DfT) each year.

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the Site and to investigate whether there are any patterns or contributing factors to the accidents recorded. The impact of casualties differs according to the severity of the injuries sustained. Three groups are usually differentiated as follows:

- **Fatal**: any death that occurs within 30 days from causes arising out of the accident.

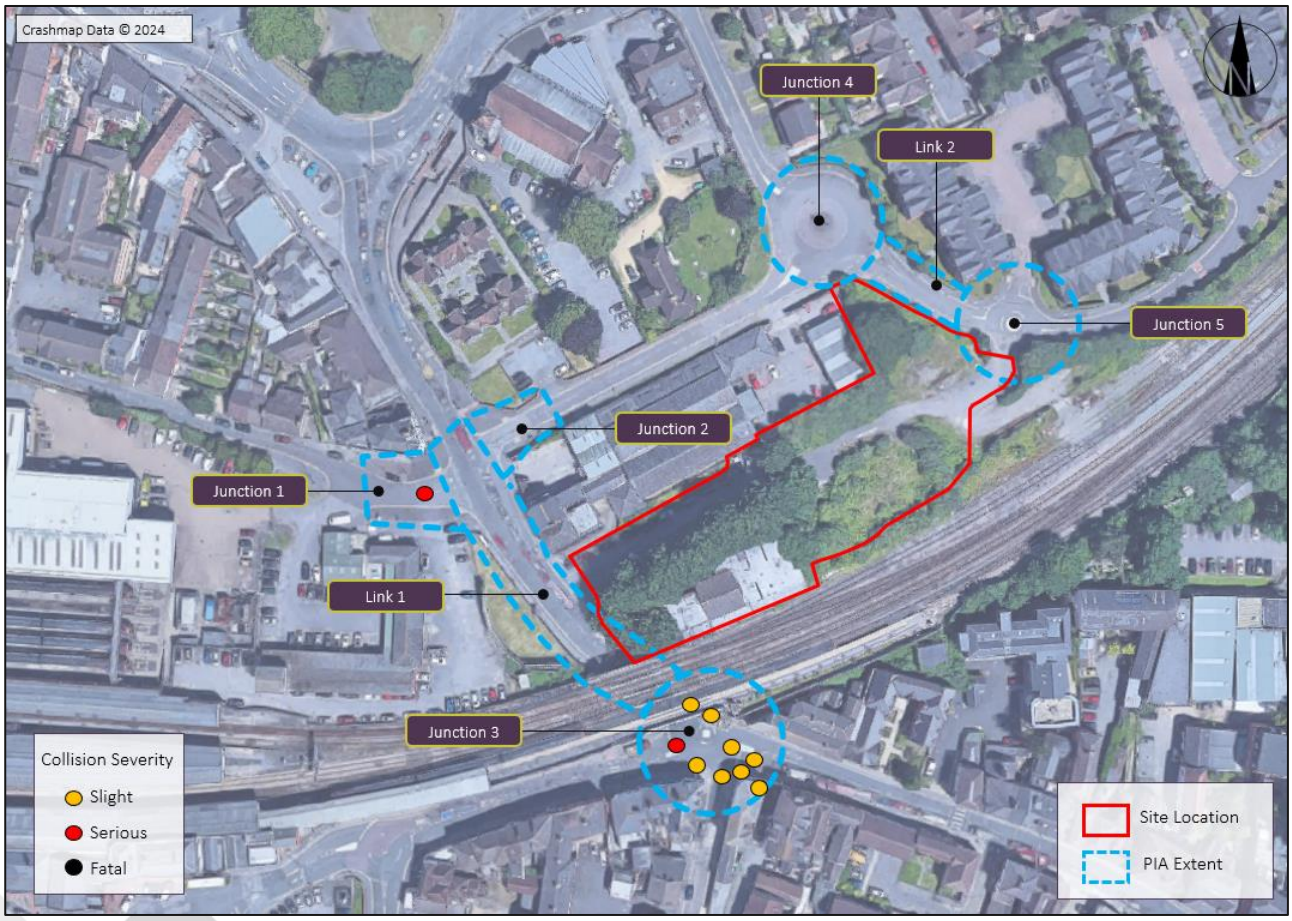
- **Serious**: records casualties who require hospital treatment and have lasting injuries, but who do not die within the recording period for a fatality.
- **Slight**: where casualties have injuries that do not require hospital treatment, or, if they do, the effects of the injuries quickly subside.

Ingress to the site will be afforded from Fisherton Street, while egress from the site will be afforded via Spire View. Therefore, the assessment has considered the following key links and junctions:

- **Link 1 –** Fisherton Street
- **Link 2 –** Spire View
- **Junction 1** – Fisherton Street / Windsor Road T-Junction
- **Junction 2** – Fisherton Street / St Paul's Road T-Junction
- **Junction 3** – Fisherton Street / Dews Road / Southwestern Road Mini-Roundabout
- **Junction 4** – St Paul's Road / Spire View Roundabout
- **Junction 5** – Site Exit / Spire View Mini-Roundabout

The result of the PIA extent search has been illustrated in **Figure 2.6** below.

Figure 2.6 PIA Findings



As can be seen from the figure above, there have been a total of 10 accidents within the vicinity of the site, within the most recently available 5-year period. None of these accidents were reported within the following links / junctions:

- Link 1
- Link 2
- Junction 2
- Junction 4
- Junction 5

It is generally accepted that detailed accident investigation should be conducted where the average annual occurrence exceeds 1 accident per annum.

One accident was reported at Junction 1. This accident was classified as 'Serious' and involved one vulnerable road user (Pedestrian) but equates to an accident rate if 0.2 per annum. As such, there is no evidence of inherent safety issues in this location.

Nine accidents were reported at Junction 3. Of these nine incidents, 3 incidents involved cyclists, 3 incidents involved motorcyclists, and 1 incident involved a pedestrian. This equates to an accident rate of 1.8 per annum. Details of the recorded accidents, provided by CrashMap, have been tabulated in Table 2.1 below.

Table 2.1 Junction 3 – PIA Summary

CrashMap Reference	OS Grid Reference	Severity	Date and Time	No. of Vehicles	Physical Environment Conditions			Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
					Weather	Road Surface	Street Lighting					
2018543553318	413865, 130160	Serious	23/04/18 08:44 am	3 (1 Private Car, 1 Motorcycle, 1 LGV)	Fine without high winds	Dry	Daylight: regardless of streetlights present	Driver or rider	Male	56 – 65	N / A	N / A
201954A170119	413868, 130166	Slight	12/10/19 07:55 pm	2 (Private Cars)	Raining without high winds	Wet or damp	Darkness: street lights present and lit	Driver or rider	Male	36 – 45	N / A	N / A
2020545705220	506900, 345436	Slight	15/06/20 05:22 pm	2 (1 Private Car, 1 Pedal Cycle)	Fine without high winds	Dry	Daylight: regardless of streetlights present	Driver or rider	Male	46 – 55	N / A	N / A
202154B801921	413873, 130160	Slight	03/12/21 07:05 pm	2 (Private Cars)	Fine without high winds	Dry	Darkness: street lights present and lit	Driver or Rider	Female	26 – 35	N /A	N / A
202154A115921	413877, 130158	Slight	16/10/21 12:16 pm	2 (1 Private Car, 1 Motorcycle)	Fine without high winds	Dry	Daylight: regardless of streetlights present	Driver or rider	Male	56 – 65	N / A	N / A
2020549288120	413880, 130151	Slight	15/09/20 07:35 am	1 (Pedal Cycle)	Unknown	Dry	Daylight: regardless of presence of streetlights	Pedestrian	Female	56 – 65	On footway or verge	Unknown
2019545267719	413876, 130155	Slight	01/06/19 05:00 pm	2 (1 Private Car, 1 Pedal Cycle)	Fine without high winds	Dry	Daylight: regardless of streetlights present	Driver or rider	Male	16 – 20	N / A	N / A
2020540538520	413873, 130155	Slight	16/01/20 06:52 pm	2 (1 Private Car, 1 Pedal Cycle)	Raining with high winds	Wet or damp	Darkness: street lights present and lit	Driver or rider	Male	56 – 65	N / A	N / A
2021544109521	413868, 130158	Slight	01/05/21 10:22 am	2 (1 Private Car, 1 Motorcycle)	Fine without high winds	Dry	Daylight: regardless of presence of streetlights	Driver or rider	Male	46 – 55	N / A	N / A

The full Crash Map output reports have been attached to **Appendix D** for completeness.

It should be acknowledged that the proposed improvements being delivered as part of the FHSF within the vicinity of the junction will seek to improve pedestrian connectivity and provide appropriate traffic calming features which will improve local highway safety. At this junction, this includes:

- Widening of existing footways, improving pedestrian connectivity.
- New raised table at Dews Road, enhancing pedestrian priority and inducing slower speeds exiting the junction.
- Improved bespoke pedestrian guardrailing along the northern footway.
- New pedestrian crossing on raised table where Fisherton Street meets the mini-roundabout junction, naturally inducing slower speeds upon entry / exit to the junction.
- New pedestrian refuge island crossing along Fisherton Street on approach to the mini-roundabout junction, creating a safer environment for all road users and future rail passengers.

As the proposals will have a material and lasting impact on the nature of the immediate highway, it is considered that the existing highway safety record is expected to improve significantly.

It should also be noted that that proposed car park will be temporary, and the traffic generated will already be on the local highway network. As a result, it is highly unlikely that the development proposals will have a significant impact on local highway safety.

2.6 Summary

In summary:

- The site is situated within close proximity to Salisbury Railway Station.
- The immediate highway provides a comprehensive footway network, inclusive of side road and main road crossings.
- The immediate highway will be subject to significant improvements that will enhance pedestrian connectivity and local highway safety.
- A review of the local PIA statistics has revealed a cluster of incidents at the Fisherton Street / South Western Road junction, which will be improved as part of the FHSF. This will improve local highway safety by introducing improved pedestrian infrastructure and traffic calming features.
- The development proposal will temporarily displace existing traffic on the network and therefore it can be concluded that the development would be highly unlikely to detrimentally affect local highway safety.

3. Policy Context

3.1 National Policy

National Planning Policy Framework (December 2023)

The National Planning Policy Framework was revised in response to the Levelling-up and Regeneration Bill: reforms to national planning policy consultation on 19 December 2023 and sets out the government's planning policies for England and how these are expected to be applied.

In December 2023 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a material consideration in planning decisions.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan making and decision taking. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that *'opportunities to promote walking, cycling and public transport use are identified and pursued.'*

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108 - 117). Within this section of the NPPF it is recognised that transport policies have an important role to play in facilitating sustainable development and contribute to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choice, and to locate developments that generate significant movement where the need to travel will be minimised and the use of sustainable transport modes can be maximised. The NPPF sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment and a Travel Plan (Paragraph 115), the latter being identified as a key tool to deliver sustainable transport objectives.

Paragraph 114 identifies that plans and decisions should take account of whether:

- *a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *b) safe and suitable access to the site can be achieved for all users;*
- *c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

Paragraph 116 identifies those developments should be located and designed where practical to:

- *'a) 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;*
- *b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

With regards to impacts on highways, Paragraph 115, states:

> *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

Paragraph 117 concludes that all developments expected to generate significant amounts of movement should provide a travel plan, and applications should also be supported by a Transport Statement or Transport Assessment to assess the likely impacts of the proposals.

The proposed development has been designed in accordance with the NPPF guidelines and this TS demonstrates that the above objectives would be satisfied by the development proposals.

3.2 Local Policy

Wiltshire Local Transport Plan 3 (2011 – 2026)

The Wiltshire Local Transport Plan (LTP3) is a statutory document that covers the period from April 2011 to March 2026. It sets out the council's objectives, plans, and indicators for transport in Wiltshire. The plan was developed through partnership working and extensive consultation, and it provides the framework for all other organisations with a direct or indirect involvement in transport in Wiltshire.

The Department for Transport's 'Guidance on Local Transport' (July 2009) sets out five overarching national transport goals:

- Support economic growth
- Reduce carbon emissions
- Promote equality of opportunity
- Contribute to better safety, security, and health
- Improve quality of life and a healthy natural environment

The LTP3's overall long-term strategy seeks to address and support these goals and themes by providing a sustainable transport system. There are several supporting strategies that also make up LTP3, including Freight Strategy, Public Transport Strategy, Road Safety Strategy, Accessibility Strategy, Cycling Strategy, Powered

Two-wheeler Strategy, Smarter Choices Strategy, and Car Parking Strategy. These strategies were published in March 2014 and March 2015 following approval by the council's cabinet.

Wiltshire Core Strategy

The Wiltshire Core Strategy Development Plan Document ('the plan') was formally adopted on 20th January 2015. It provides a positive and flexible overarching planning policy framework for Wiltshire for the period up to 2026. The plan was submitted to the Secretary of State on 10th July 2012 for examination, and the inspector's report was published in December 2014. The inspector's recommended main modifications have been included in the adopted plan.

The Wiltshire Core Strategy replaces the South Wiltshire Core Strategy as well as a number of policies from the former district council's local plans. It covers the whole of Wiltshire (excluding Swindon) and sets out the council's spatial vision, key objectives, and overall principles for development in the county. The key objectives of the spatial vision have been derived from an analysis of the county's characteristics, a review of the council's own corporate plans and priorities, and national planning guidance.

The core strategy outlines a sustainable spatial strategy for future development in the county and includes:

- Key principles of development
- The location of strategic sites for new housing and employment development
- Policies with which planning applications will be assessed
- A key diagram displaying the spatial aspects of the core strategy

The Wiltshire Core Strategy forms part of the Council's Policy Framework. Upon adoption, the Core Strategy became part of the statutory development plan for Wiltshire and the authority is legally bound to take planning decisions in accordance with its policies.

Wiltshire Local Plan Review

The Wiltshire Local Plan will replace the aforementioned core strategy and is a legally required document that sets out the vision and framework for housing, infrastructure, and land for employment growth in Wiltshire for the period up to 2038. It is the most important place-shaping document for Wiltshire and all planning applications will be determined against the plan.

The Local Plan review process includes the following key elements:

- Setting out a vision and framework for Wiltshire for the period to 2038, addressing housing needs and other economic, social, and environmental priorities.
- Assessing the future levels of need, and an appropriate basis, for new homes (including market, affordable, and specialist housing), employment land, and infrastructure provision over that period.
- Considering if the existing adopted development strategy remains relevant, identifying new site allocations relating to housing and employment together with supporting services and infrastructure.
- Inspecting existing Wiltshire Core Strategy development management policies to ensure their continued consistency with national policy.
- Developing additional, locally distinctive policies, to plan positively for all town centres in Wiltshire consistent with national policy.

The review is termed the 'Local Plan review' and supports growth, ensuring there is enough land for homes, jobs, and the infrastructure necessary to support them. It also helps protect against speculative and unplanned development that might undermine sustainable and resilient communities.

4. Development Proposals

4.1 Overview

This chapter describes the proposed development provision, the site layout, parking, access and servicing arrangements.

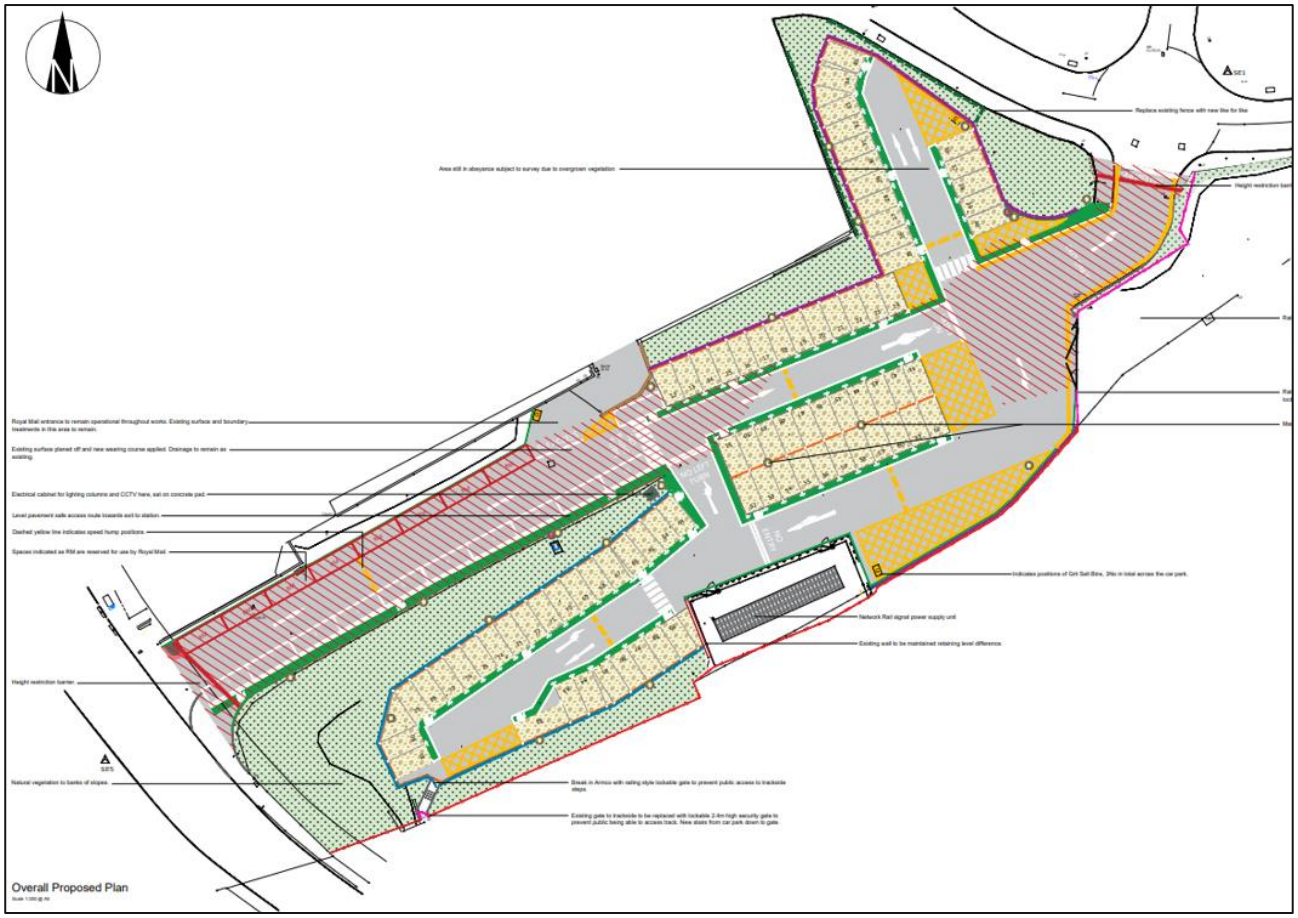
4.2 Development Proposals

The proposed development involves the following aspects:

- Re-design and formalisation of the existing parking layout at the site, to include;
  - 89 no. car parking spaces;
  - 8 no. separate designated Royal Mail car parking spaces;
  - Virtual footways and pedestrian crossing points throughout the site;
  - Proposed height restriction barriers, speed humps, & road markings.
- Royal Mail entrance to remain operational throughout the proposed works.
- 'Entry Only' arrangement from Fisherton Street to be retained.
- 'Exit Only' arrangement onto Spire View to be retained.

A copy of the proposed site layout has been extracted into the figure below and a full copy is included within Appendix E.

Figure 4.1 Proposed Site Layout



4.3 Access Arrangements

Vehicular Access

Vehicle access will be facilitated via an Entry Only / Exit Only arrangement, which has been previously utilised by the occupant of the extant site.

Ingress will be taken from Fisherton Street to the southwest of the site, via an 'Entry Only' arrangement. A new height restriction barrier will enforce access for the correct vehicles. Road markings will direct vehicles throughout the site and demarcate priority.

Egress will be taken onto Spire View to the north of the site, via an 'Exit Only' arrangement. A new height restriction barrier will enforce access for the correct vehicles. Similarly, road markings and wayfinding signage will ensure vehicles can navigate safely and correctly to the exit of the proposed car park.

Pedestrian Access

The site layout shows that pedestrian access will be provided from both Fisherton Street and Spire View. It has been determined that the Fisherton Gateway project will facilitate safe and secure pedestrian movements between the proposed development site and the existing Station Forecourt. Pedestrians will route between the proposed development site and Salisbury Railway Station via the proposed routing set out in **Figure 2.3.**

Virtual footways and pedestrian crossings will permeate throughout the site and ensure a safe environment for all road users within the curtilage of the site.

5. Traffic Impact

5.1 Introduction

This section of the TS provides an overview of the methodology used to calculate the travel demand associated with the development proposals during the AM and PM peak hour period and assesses the impact of the development on the local highway network.

The proposals are for the temporary re-location of an equivalent number of spaces from the forecourt to the East Goods Yard. The proposed site is situated c.250m (crow-fly distance) northeast, and will facilitate the proposed improvements at Salisbury Railway Station Forecourt. Therefore, the nature of the proposals means that there will be no new trips generated from the development site. In addition, the close proximity between the existing station forecourt and the proposed development site, means that the distribution along the wider local highway network will largely remain the same.

However, as a result of the proposals, it is acknowledged that there will be an uplift of traffic at junctions within close proximity to the site. As such, an existing arrivals / departures profile of Salisbury Railway Station forecourt has been captured and applied to the proposed site, to determine the impact on nearby junctions.

5.2 Traffic Generation

In order to calculate the traffic generated from the station forecourt, a traffic survey was commissioned to ascertain the existing arrivals / departures profile from the car park. The survey recorded existing arrival / departures in 15-minute time segments overlooking the following areas:

- Station Forecourt Primary Access two-way movements (eastern entrance / exit)
- Station Forecourt / Additional Car Park two-way movements
- Additional Car Park Exit Only Access movements (western exit)

The survey was conducted on 22nd February 2024 and the findings for the Station Forecourt Primary Access in the east have been summarised in **Table 5.1** below. The full findings for the survey have been attached to **Appendix F**.

Table 5.1 Arrivals / Departures – Salisbury Railway Station Forecourt Primary Access

Time	AM Peak Period			Time	PM Peak Period		
	Arrive	Depart	Two-way		Arrive	Depart	Two-way
07:00	44	33	77	16:00	23	11	34
07:15	32	19	51	16:15	31	33	64
07:30	22	14	36	16:30	37	31	68
07:45	21	10	31	16:45	19	26	45
Total	119	76	195	Total	110	101	211
08:00	33	20	53	17:00	25	11	36

Time	AM Peak Period			Time	PM Peak Period		
	Arrive	Depart	Two-way		Arrive	Depart	Two-way
08:15	17	11	28	17:15	29	39	68
08:30	19	12	31	17:30	16	23	39
08:45	26	16	42	17:45	24	34	58
Total	95	59	154	Total	94	107	201
09:00	22	10	33	18:00	34	13	47
09:15	29	23	52	18:15	38	52	90
09:30	23	18	41	18:30	29	31	60
09:45	19	18	37	18:45	28	45	73
Total	93	69	162	Total	129	141	270

It should be noted that the above arrival and departure profile is unlikely to change as a result of the proposals. Therefore, this arrival / departure profile has been applied to the proposed development site, located at Fisherton Street / Spire View to the northeast, to determine the impact on the local highway network.

5.3 Traffic Distribution

In order to determine traffic distribution of these arrivals and departures, a Manual Traffic Count (MTC) was conducted on 22nd February 2024 at:

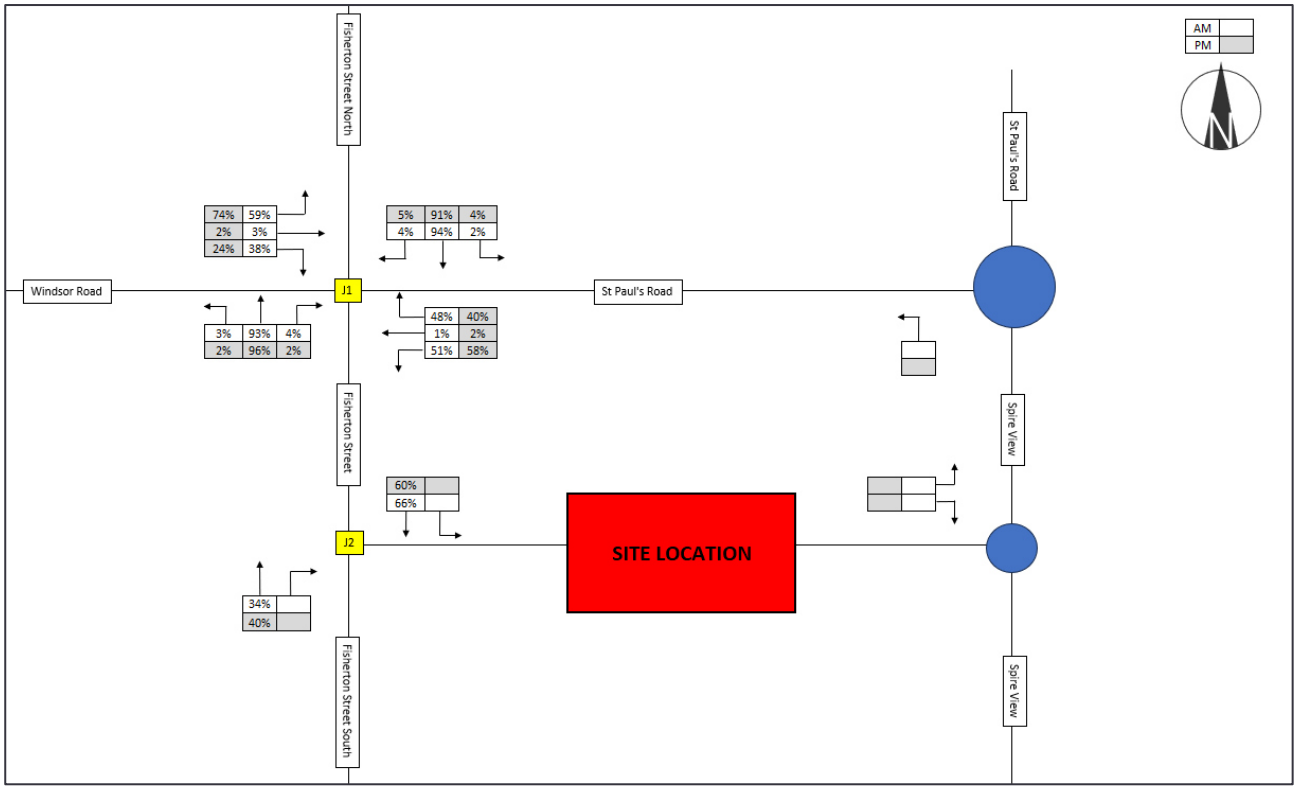
- Junction 1 – Fisherton Street / St Paul's Road / Windsor Road Priority Controlled Crossroad

From the results of the traffic survey, the percentage distribution of turning movements has been based on the number of vehicles performing each respective manoeuvre for the typical highways peak hours (08:00 – 09:00 and 17:00 – 18:00).

As noted, any traffic generation from the proposed site is extant on the wider local highway network, and thus, cannot be considered as 'new' trips on the local highway network. However, the temporary re-location of the car park to the proposed site will have a direct impact on localised junctions. Therefore, for the purpose of presenting a robust assessment, these trips are considered as 'new' trips on the network.

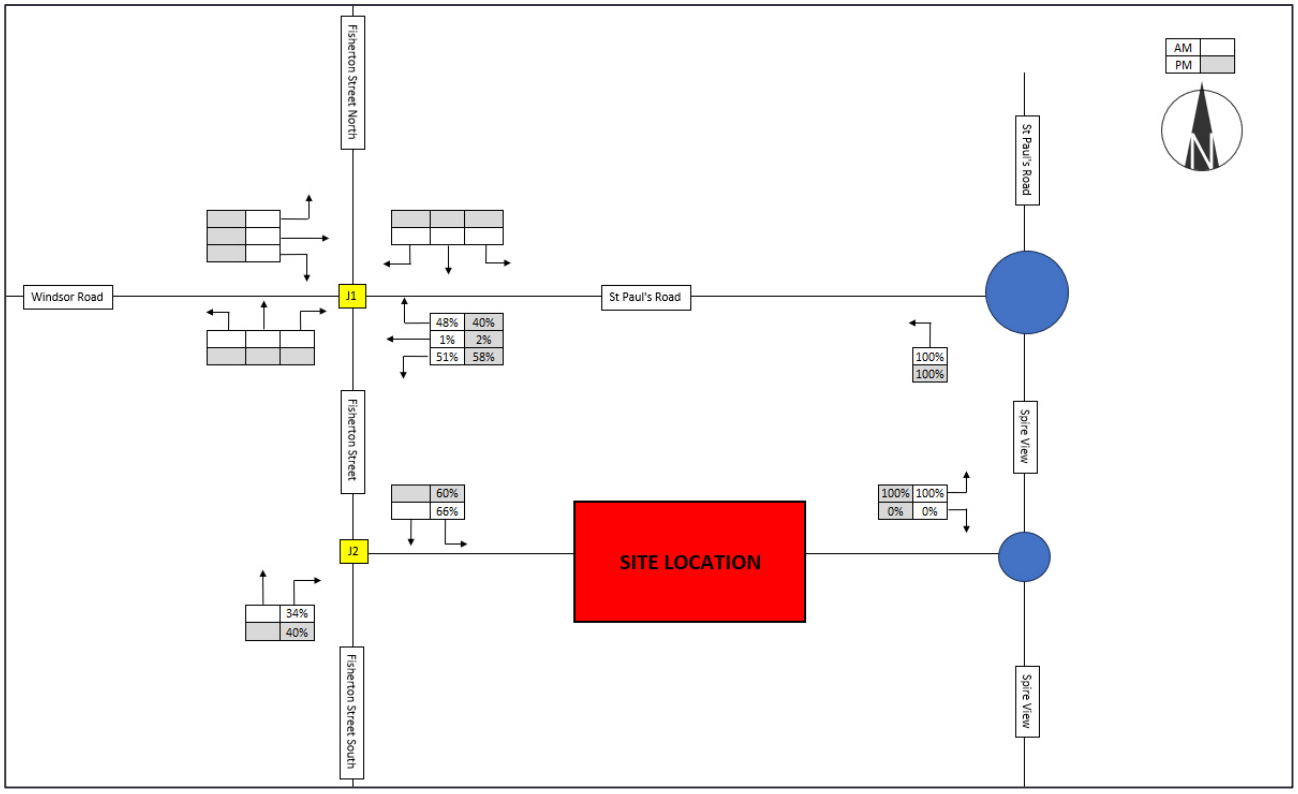
Figure 5.1 below shows the extant distribution of traffic along the local highway network within the AM and PM peaks, represented as a percentage.

Figure 5.1 Local Highway Network – Extant Distribution of Traffic



The existing distribution of traffic flows has helped to inform the anticipated distribution of arrivals and departures to / from the proposed development. **Figure 5.2** below shows the distribution of arrivals and departures to / from the site.

Figure 5.2 Development Site – Proposed Distribution of Arrivals / Departures



As can be seen from the above figure, the allocation of arrivals has been based on the extant northbound and southbound flows along Fisherton Street.

It has also been assumed that 100% of departures from the site will be turn left onto Spire View and then left again onto St Paul's Road. From here, the existing distribution shown in **Figure 5.1** has been retained.

The traffic flow diagrams have been attached in full within **Appendix G**. The next chapter outlines the methodology, findings and conclusions of the junction capacity assessment.

6. Junction Capacity Assessment

6.1 Overview

This section of the report provides a summary of the likely impact of traffic on the local road network resulting from the development proposal. Junction capacity assessments have been undertaken utilising the trip rates, traffic generation, and distribution methodology outlined in **Chapter 5**.

In reality, it is likely that most rail users would choose to use the current car park first until that reaches capacity. Following this, rail passengers would then use the proposed site for parking. However, for the purpose of this junction capacity assessment and in order to conduct an utmost robust assessment of the proposed situation, all rail passengers have been distributed to / from the proposed site.

6.2 Geographical Scope of Assessment

The study area to be capacity tested has been based on a review of the development traffic generation, aforementioned distribution, and the current conditions on the network. The geographical scope is as follows:

- **Junction 1:** Fisherton Street / St Paul's Road / Windsor Road Priority Controlled Crossroad
- **Junction 2:** Fisherton Street / Site Entrance Priority Controlled T-Junction

6.3 Assessment Scenarios

Junction capacity assessments have been undertaken at the above junctions for the following scenarios:

- **2024 'Do Nothing' Scenario**: 2024 baseline only;
- **2027 'Future Year' Scenario**: 2027 baseline; and,
- **2027 'Future + Development' Scenario**: 2027 Future Scenario including the proposed development.

It should be noted that the proposed development will be operational for a maximum of 3 years. Therefore, the above assessment scenarios reflect this. Furthermore, with consideration of these assessment scenarios, it can be seen that the below LHA comments have been addressed:

> *'The junction impact assessment needs to assess the junction for a growth year (the end of the 3-year period of the temporary car park).'*

6.4 Traffic Growth

Background growth has been derived from TEMPro, the national Trip End Modelling Programme, using forecasts from TEMPro version 8.0 and compatible National Transport Model (NTM). TEMPro is a program that provides projections of the total number of trips in an area over time for use in local and regional transport models. The role of TEMPro is to act as a nationally consistent benchmark of growth in planning data and trip ends.

TEMPro trip end forecasts are based on a model using, inter alia, projections of housing and employment that are provided periodically by all relevant planning authorities for their area. As such, projections would include all committed and planned development (as at the time of data supply) within Wiltshire 053, 055, 056, and

058 MSOAs. Use of a TEMPro derived growth factor would therefore take general account of all planned development within Salisbury.

TEMPro has been used to derive car driver growth factors from 2024 (year of recorded traffic counts), during the AM and PM peaks, to the future year of 2027 (in accordance with the maximum 3-year operations of the proposed site). This growth factor was then modified in TEMPro using the NTM RTF 2018 Scenario 1 dataset to calculate the adjusted local growth figure for the Wiltshire 053, 055, 056, and 058 MSOAs. The resulting average local growth factors are shown in Table 6.1.

Table 6.1 Local Car Driver Growth Factors

Growth Year	AM	PM	Average
2024 – 2027	1.02835	1.0279	1.028125

6.5 Junction Modelling

Industry standard software packages 'Junctions 10' (ARCADY & PICADY modules) has been used to assess the capacity of the junctions.

When assessing the capacity of priority T-junctions, cross-roads or roundabouts, it is generally accepted that, a Ratio of Flow to Capacity (RFC) value of below 0.85 represents a junction that is considered to be operating satisfactorily (within practical capacity). At junctions operating at or close to zero theoretical reserve capacity, which equates to an RFC value of approximately 1.00 or above, small reductions in capacity may result in exponential queuing and/or delay results. Therefore, junctions operating close to or above 1.00 should be carefully reviewed to ensure that queueing and delay is not significantly impacted upon, and to ensure that the new development will not have a '*severe*' or detrimental impact upon the existing highway infrastructure.

A summary of the modelling results is presented below, and full model output reports are provided in Appendix H, for reference.

Junction 1: Fisherton Street / St Paul's Road / Windsor Road Priority Controlled Crossroad

A PICADY assessment has been undertaken for the Fisherton Street (Arm A/C) / St Paul's Road (Arm B) / Windsor Road (Arm D) Priority Controlled Crossroad. The results of the relevant traffic modelling scenario have been summarised in Table 6.2.

Table 6.2 Fisherton Street / St Paul's Road / Windsor Road Priority Controlled Crossroad

Junction Arm	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 Baseline						
Stream B-ACD	0.4	11.96	0.27	0.3	10.61	0.22
Stream A-BCD	0.1	4.27	0.08	0.1	4.43	0.08
Stream D-ABC	0.1	7.80	0.06	0.1	7.33	0.09
Stream C-ABD	0.1	5.35	0.04	0.0	5.13	0.02
2027 Future Baseline						
Stream B-ACD	0.4	12.24	0.27	0.3	10.84	0.23
Stream A-BCD	0.2	4.25	0.08	0.2	4.41	0.08
Stream D-ABC	0.1	7.88	0.07	0.1	7.38	0.09
Stream C-ABD	0.1	5.34	0.04	0.0	5.11	0.02
2027 Future Baseline + Development						
Stream B-ACD	0.8	15.81	0.44	1.0	16.77	0.50
Stream A-BCD	0.2	4.25	0.08	0.2	4.41	0.08
Stream D-ABC	0.1	8.01	0.07	0.1	7.54	0.09
Stream C-ABD	0.1	5.34	0.04	0.0	5.11	0.02

As can be gauged from the table above, the junction is expected to continue to operate within capacity and the development proposals will have a negligible impact. Notably, this should address the following request from WCC:

> *'Assess the traffic movements on Spire View and St Paul's Road – to include queue lengths on St Paul's Road generated by vehicles waiting to turn onto Fisherton Street from St Paul's Road particularly at peak times.'*

Additional consideration of this LHA concern has been given, as the surveys commissioned on 22nd February 2024 recorded the queue lengths at each arm of this junction. The queue lengths recorded have been cross-referenced with the modelling results presented in Table 6.2 above, and it can be confirmed that the junction model is reflective of the current highway conditions. With reference to St Paul's Road, the queue lengths were surveyed as an average of c.1 vehicle in both the AM and PM peak hours respectively, which is reflective of the modelled queues presented in Table 6.2.

In addition to the data presented above, it has been noted that the puffin crossing within the vicinity of this junction is called approximately once per minute. Each time the crossing was called, vehicles were able to enter/exit St Paul's Road freely.

In summary, Table 6.2 demonstrates that the change in RFC on all arms with the addition of the development traffic is expected to be minimal, with all arms operating within theoretical and practical capacity. Hence, the minimal net increase as a result of development traffic cannot considered to represent a '*severe*' traffic impact.

Junction 2: Fisherton Street / Site Entrance Priority Controlled T-Junction

A PICADY assessment has been undertaken for the Fisherton Street (**Arms A/C**) / Site Entrance (**Arm B**) Priority Controlled Junction, where the site entrance is a one-way route. The results of the relevant traffic modelling scenario has been summarised in **Table 6.3**.

Table 6.3 Fisherton Street / Site Entrance Priority Controlled T-Junction

Junction Arm *	AM Peak			PM Peak		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2024 Baseline **						
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2027 Future Baseline **						
Stream C-AB	0.0	0.00	0.00	0.0	0.00	0.00
2027 Future Baseline + Development						
Stream C-AB	0.2	5.50	0.09	0.2	5.32	0.10

*Note: As the site entrance arm is one-way, the 'Stream B-AC' has been excluded from this table.
**Note: For the purpose of producing a robust assessment, the proposed site has not been assumed to be operational within these assessment scenarios.

Table 6.3 above demonstrates that the change in RFC on all arms with the addition of the development traffic is expected to be minimal, with all arms operating well within theoretical and practical capacity. In the both the AM and PM peak, it can be seen that delays of approximately 5 seconds will occur. Hence, the minimal net increase as a result of development traffic cannot considered to represent a '*severe*' traffic impact.

6.6 Summary

The above assessment identifies that the proposed development will likely result in an indiscernible and relatively low level of traffic generation, which will not lead to any noticeable impact on nearby junctions within the local highway network. Furthermore, it has been identified that the development will be temporary, and if any impacts were discernible, they would not be long-term, nor permanent.

7. Summary & Conclusions

7.1 Summary

This Transport Statement has been prepared by The Transportation Consultancy on behalf a live application (Ref No. PL/2023/10726) for the provision of a temporary car park facility for maximum of three years at Salisbury East Goods Yard, Fisherton Street, Salisbury, Wiltshire, SP2 7QP.

This Transport Statement demonstrates that:

- The site is situated c.220m walk from Salisbury Railway Station, which equates to a c.3-minute walking time.
- The site is well situated to access the existing pedestrian infrastructure so that future rail passengers can safely travel between the proposed site and Salisbury Railway Station.
- A site visit was conducted on 23rd February 2024, which has guided the information and evidence presented within this report.
- The Future High Street Fund project 'Fisherton Gateway' will provide substantial improvements to pedestrian infrastructure, such as a proposed pedestrian refuge island crossing directly on the desire line for future rail passengers utilising the site.
- A detailed highway safety review has been conducted which has found that the proposed temporary re-location of the car parking for the station forecourt is not expected to exacerbate any highway safety concerns within the vicinity of the development, and any existing issues will be addressed by the FHSF.
- The proposed development is supportive of both National and Local Transport policy.
- MTC surveys have been conducted which have identified that the network AM and PM peaks are 08:00 – 09:00 and 17:00 – 18:00 respectively.
- On a typical weekday, the existing station forecourt generates a total of 154 and 201 two-way vehicle movements in the respective network AM and PM peak hours.
- The number of movements generated from the site will not change; however, it has been acknowledged that the proposed re-location of the car park may impact localised junctions. As such, a junction capacity assessment has been conducted which found that;
  - Fisherton Street / Site Entrance Priority Controlled T-Junction did not have any capacity issues in the network AM or PM peaks.
  - Fisherton Street / St Paul's Road / Windsor Road Priority Controlled Crossroads did not have any capacity issues in the network AM or PM peaks.
- It has been established that the development will not create a detrimental impact the operation nor safety of the local highway network.
- As a result of this TS, any ongoing LHA concerns raised within previous correspondence has been addressed.

7.2 Conclusions

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.

It is therefore considered that the proposed development is acceptable from a highway perspective, and is compliant with Paragraph 115 of the NPPF, which states that '*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

Appendix A
LHA Comments

Highway Development Control Consultation Response

Planning Application Ref: PL/2023/10726

Site Address: Salisbury East Goods Yard

Proposal: Provision of car parking facility close to station

Date of Consultation Response: 08/02/24

Dear Joe,

I would expect a Transport Statement to be included with a proposal of this nature as the potential impact of the car park on the surrounding road network requires further assessment. The Transport Statement should include the following:-

- Assess the traffic movements on Spire View and St Pauls Road – to include queue lengths on St Pauls Road generated by vehicles waiting to turn onto Fisherton Street from St Pauls Road particularly at peak times.
- The junction impact assessment needs to assess the junction for a growth year (the end of the 3 year period of the temporary car park).
- Consideration of how pedestrians will safely and conveniently cross Fisherton Street.

Kind regards,
Julie Cleave – Highway Development Control

Appendix B
FHSF Consultation Leaflet

FUTURE HIGH STREETS FUND SALISBURY

SALISBURY



HM Government

SALISBURY CITY COUNCIL

South Western Railway

Wiltshire Council

Contents

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Background



Salisbury city centre is a fantastic place to live, visit and work. However, it has and continues to face challenges which threaten its vibrancy and the livelihoods of those that depend on it. Challenges such as:

- the nerve agent attack of 2018 impacting on the city's reputation
- changes in the economy and people's way of life resulting from the COVID-19 pandemic
- wider changes in shopping habits affecting city centre retail.



The council endorsed the Salisbury Central Area Framework (CAF) in August 2020, a strategy to shape the future of the city centre and enable positive responses to these challenges. The CAF recommends initiatives and policies for the city centre to bring positive change to the city to make it an even more vibrant, attractive and sustainable place to live, work and visit.

In parallel with the preparation of the CAF, officers prepared and submitted a bid to central government under the Future High Streets Fund (FHSF) for funding to deliver some of the key aims recommended by the CAF.

A bid for £13.5 million was submitted in July 2020 and a provisional funding award was received in December 2020. The funding award was reduced to £9.4 million, necessitating a scope reduction. This meant that the extents of the scheme had to be reduced and certain items (e.g. murals and architectural lighting) had to be removed from scope. However plans are underway to bring these items back into scope with alternative funding or as a future phase. The final grant offer was received in June 2021 and the design work commenced a month later. The funding is split between the three projects as follows: Heritage Living £800,000, Fisherton Gateway £3.2 million and Station Forecourt £5.3 million.



In June 2020 we consulted extensively as part of the bid preparation. More than 60 events were held and more than 2,000 people and organisations were consulted.

The Heritage Living project involves redeveloping a vacant listed building and creating a number of apartments in unoccupied spaces above shops, to encourage investor confidence to redevelop sensitive and underused sites in the city's medieval core. The project is being developed in partnership with Salisbury City Council and independently of the other two projects. Updates will be provided as the scheme develops.

At the end of 2021 we asked residents and businesses in the Fisherton Street area to complete a survey so that we can understand how Fisherton Street is being used for access, deliveries, parking etc. The results of the survey will inform the design going forward.

The design has now progressed sufficiently for us to consult again on more detailed proposals.

CAF consultation 60+ events 2000+ people consulted

This consultation will focus on two of the three projects, namely Fisherton Gateway and Station Forecourt, which are being progressed concurrently.

Survey of servicing needs

WE ARE HERE

1 FHSF fund announced Jul 2019
2 Bid submission Jul 2020
3 Provisional funding award Dec 2020
4 Grant offer letter Jun 2021
5 Design commenced Jul 2021
6 Public consultation launched Mar 2022

Strategic objectives

These are the strategic objectives of the schemes.

Ensure a great experience on the high street

Enabling and promoting increased vibrancy within the city centre, supporting 'experience' visits, encouraging return visits, increased footfall and spend.

Tourist destination

Supporting and enhancing the city's reputation as a destination of choice for the tourism industry by highlighting the city's heritage and making use of its proximity to the Stonehenge World Heritage Site.

Bring young people into the city

Supporting a diverse city centre economy which draws in young people to live, work and socialise, and encourages them to stay in the city.

Support businesses growth

Enabling existing and new businesses to thrive in the city.









Wider context





Why does the Station Forecourt need to be improved?

Visitors arriving by train can struggle to find the best way to the city centre.

Inadequate bus/coach parking



Poor sense of arrival for tourists



Lack of good quality pedestrian areas and waiting areas for tourists



Improvements were supported by 88% of those who responded to the CAF consultation in June 2020

Station Forecourt emerging proposal

The enhanced public realm and improved wayfinding will encourage tourists and visitors into the city centre, increasing dwell time and increasing spend.

* Bike hub and e-bike docks are being provided by SWR as a separate scheme and will be constructed in 2022 ahead of the main forecourt scheme.



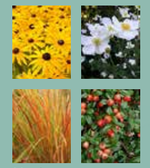
Corylus Colurna in soft landscape



Pyrus Calleryana ‘Chanticleer’ in front of station and central area



Shrubs and ground cover in soft landscape



Herbaceous planting in soft landscape



Wayfinding totem and finger post (example only)

- New hard and soft landscaping
- New lighting
- New street furniture
- New wayfinding
- New bus interchange

Kerbs

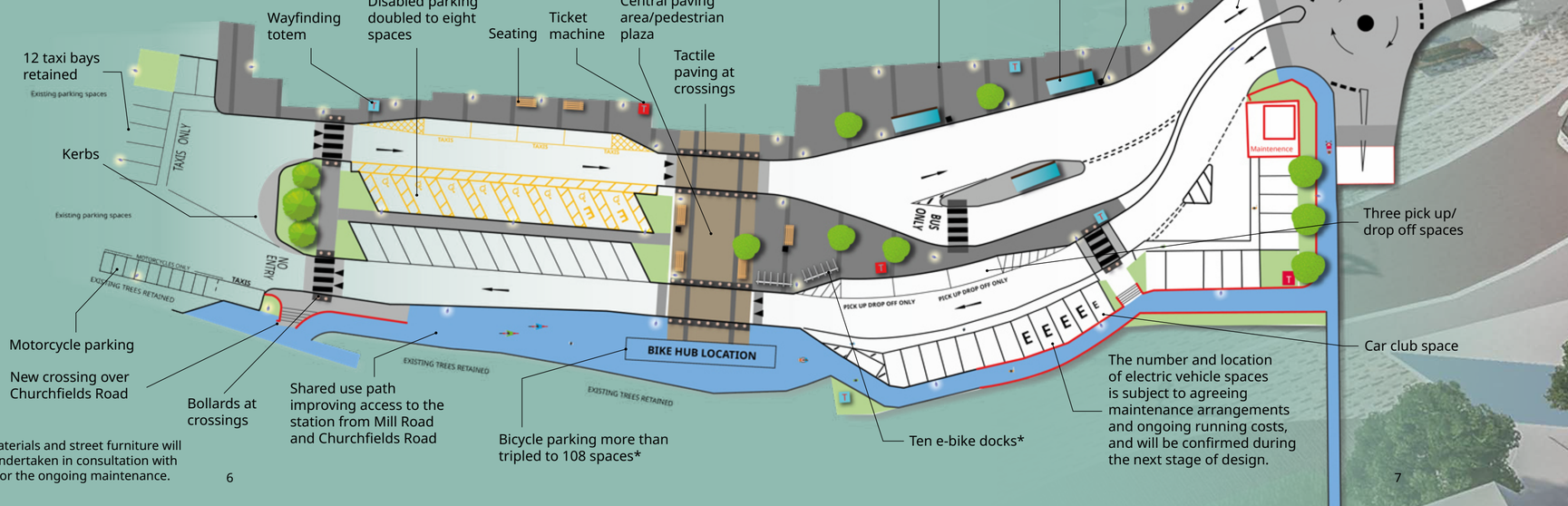
Central paving area

Paving bands

Paving to remaining pedestrian areas

Tactile paving at crossings

Asphalt paving to road

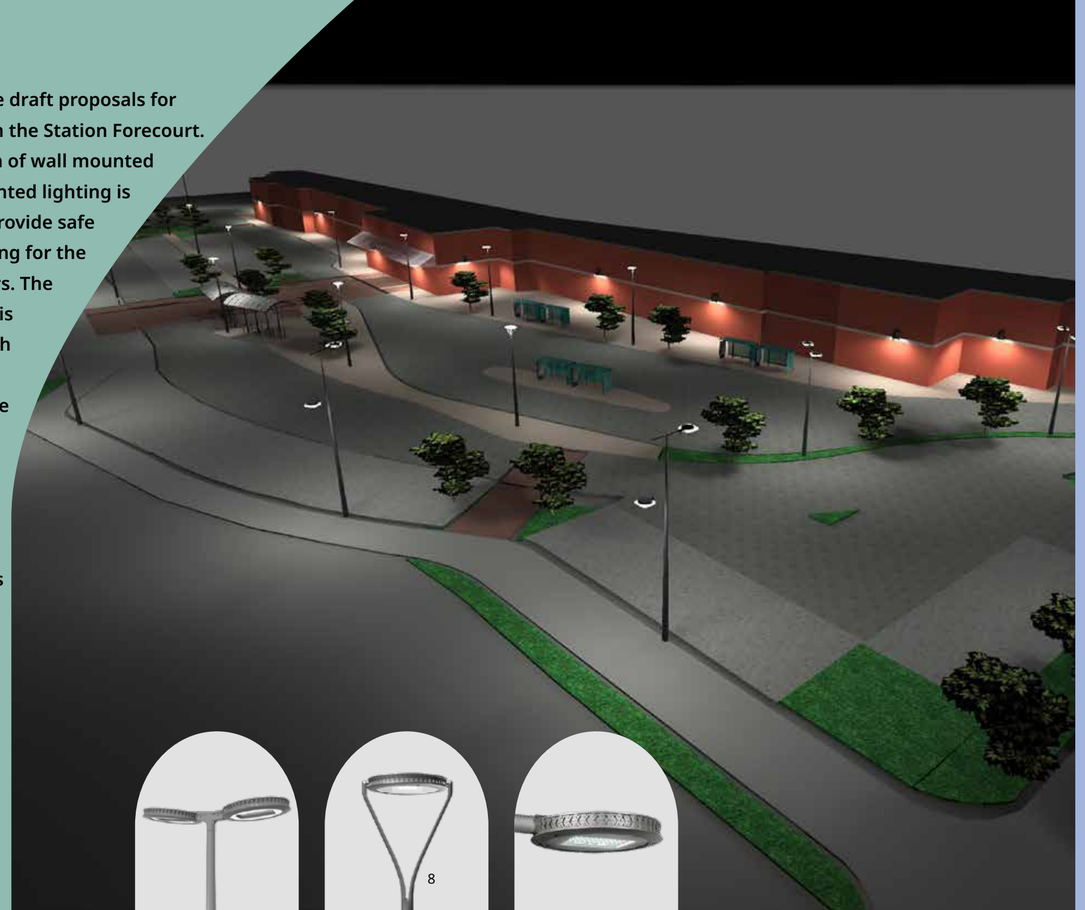


The redevelopment of the forecourt will provide more sustainable travel facilities such as bus stops, bicycle parking and improved walking and cycling access to the station, but it will also result in the loss of car parking spaces. We are working with SWR to identify a suitable location for replacement parking.

It should be noted that the final selection of materials and street furniture will be based on the budget available and will be undertaken in consultation with key stakeholders who will also be responsible for the ongoing maintenance.

This shows the draft proposals for lighting within the Station Forecourt. A combination of wall mounted and pole mounted lighting is proposed to provide safe levels of lighting for the forecourt users. The style selected is in keeping with the historic setting and the requirements of SWR.

Please note that other details such as planting and bus shelters are indicative and some detail has been omitted for clarity.





Why does Fisherton Street need to be improved?

On exiting the Station Forecourt, South Western Road and Fisherton Street is unwelcoming with narrow pavements and dominated by vehicles in the area.

South Western Road



Fisherton Street

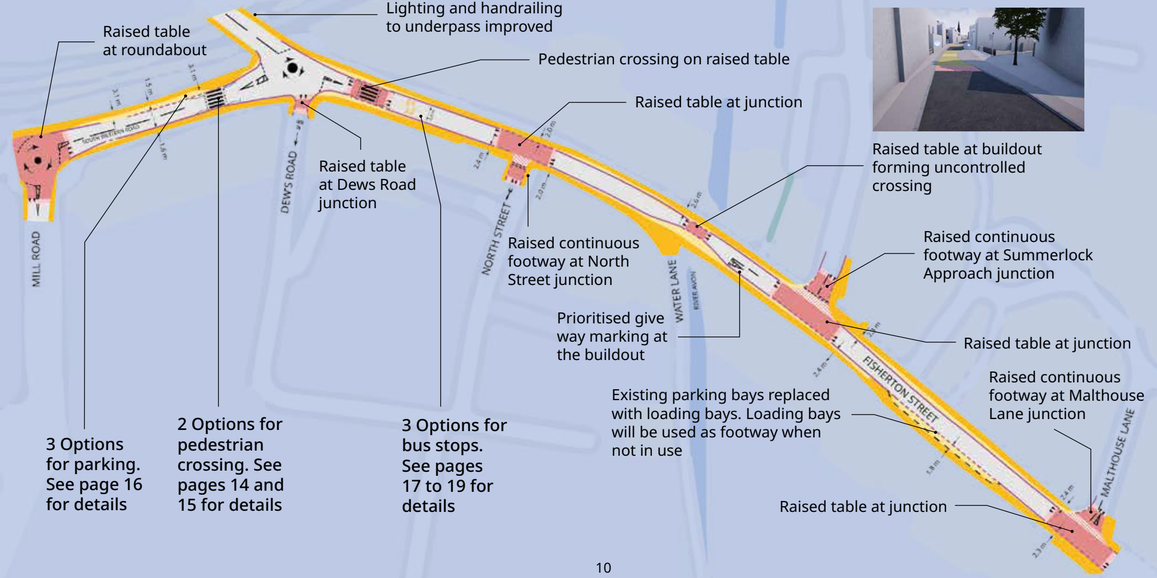


Fisherton Street



The project was initiated by the Fisherton Street Traders Association and the bid was developed in collaboration with them. Improvements were supported by 84% of those who responded to the CAF consultation in June 2020. 108 letters of support were received with businesses making up the largest number at 52.

Fisherton Gateway emerging proposal



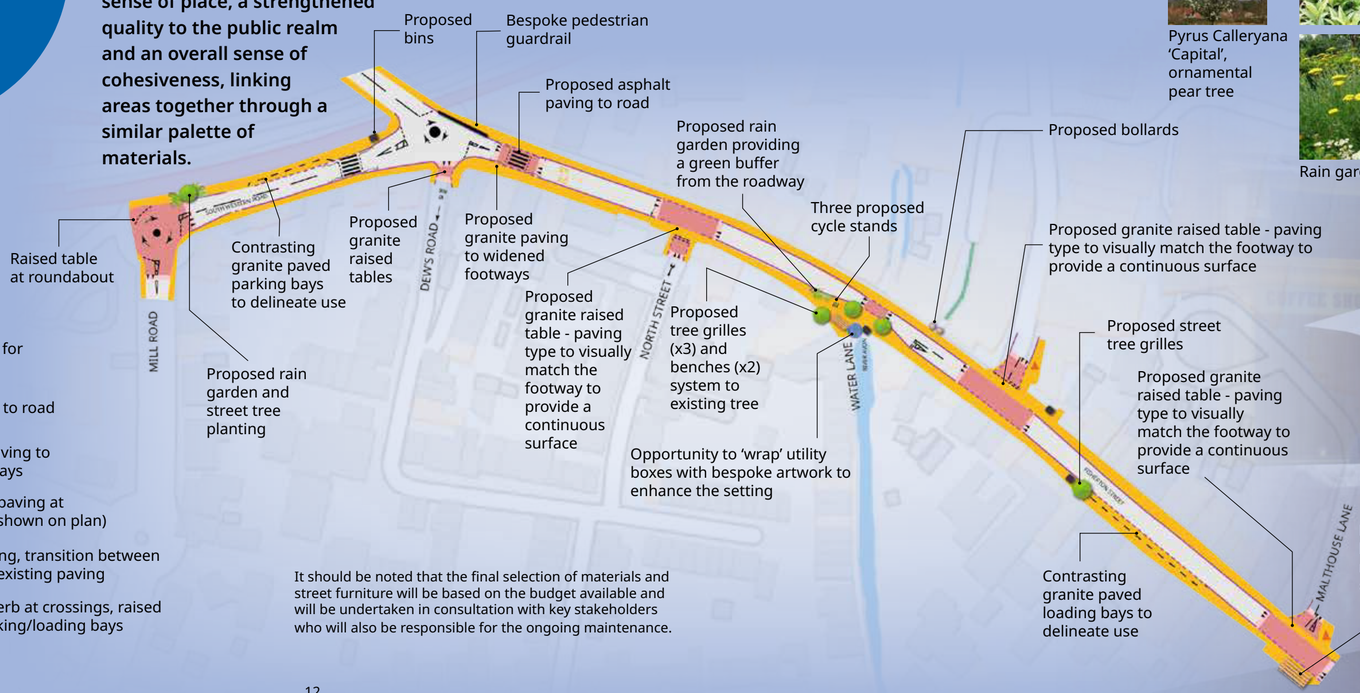
- New hard and soft landscaping.
- New street lighting.
- New wayfinding.
- Widened footways.
- New street furniture and footways decluttered.
- Continuous footways at junctions providing a level crossing and giving pedestrians priority.
- Access to Central Car Park is maintained.
- Raised tables and buildouts positioned considering access to off-street parking and existing crossing points.
- No change to blue badge spaces.
- Loading bays on pavement to allow use by pedestrians when not in use.
- The design will be informed by the recent survey of servicing needs completed by residents and businesses.

Proposed kerb line
Proposed kerbline flush with carriageway/footway
Existing kerb
Proposed footway widening
Existing footway
Raised paved area
Textured/paved area
Carriageway resurfacing
Continuous footway at raised table

The enhanced public realm and improved pedestrian areas will make it easier, safer and more convenient to travel into the city centre, increasing dwell time and increasing spend.

Fisherton Gateway landscaping proposal

An enhanced hard and soft landscape and new street furniture will help to create a sense of place, a strengthened quality to the public realm and an overall sense of cohesiveness, linking areas together through a similar palette of materials.



Granite kerb

Granite paving for raised tables

Asphalt paving to road

Granite slab paving to widened footways

Granite tactile paving at crossings (not shown on plan)

Yorkstone paving, transition between proposed and existing paving

Granite drop kerb at crossings, raised tables and parking/loading bays

It should be noted that the final selection of materials and street furniture will be based on the budget available and will be undertaken in consultation with key stakeholders who will also be responsible for the ongoing maintenance.



Pyrus Calleryana 'Capital', ornamental pear tree



Rain garden planting



Proposed bin with recycling facilities



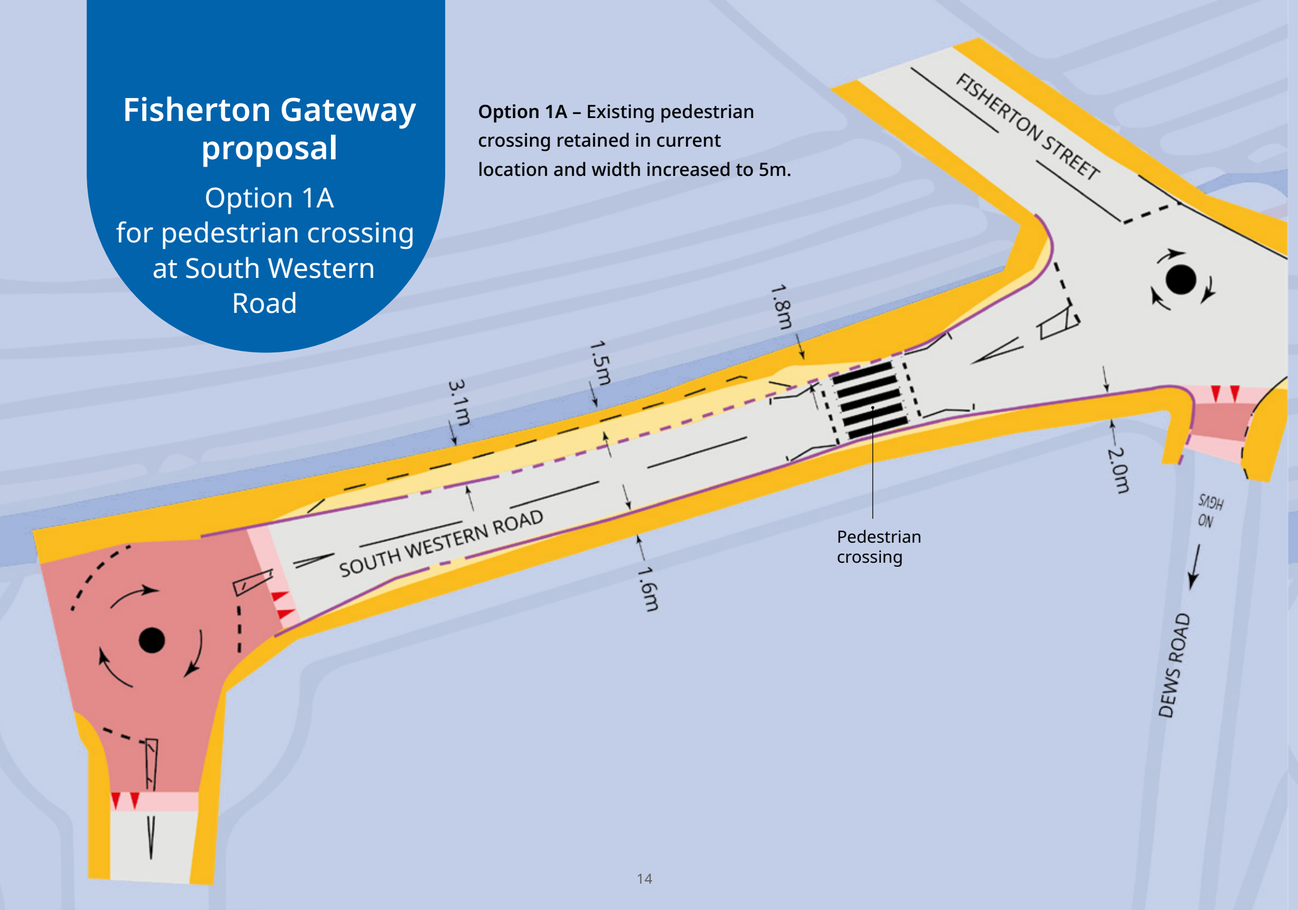
'Wrap' utility boxes with bespoke artwork to enhance the setting (example only)



Fisherton Gateway proposal

Option 1A
for pedestrian crossing
at South Western
Road

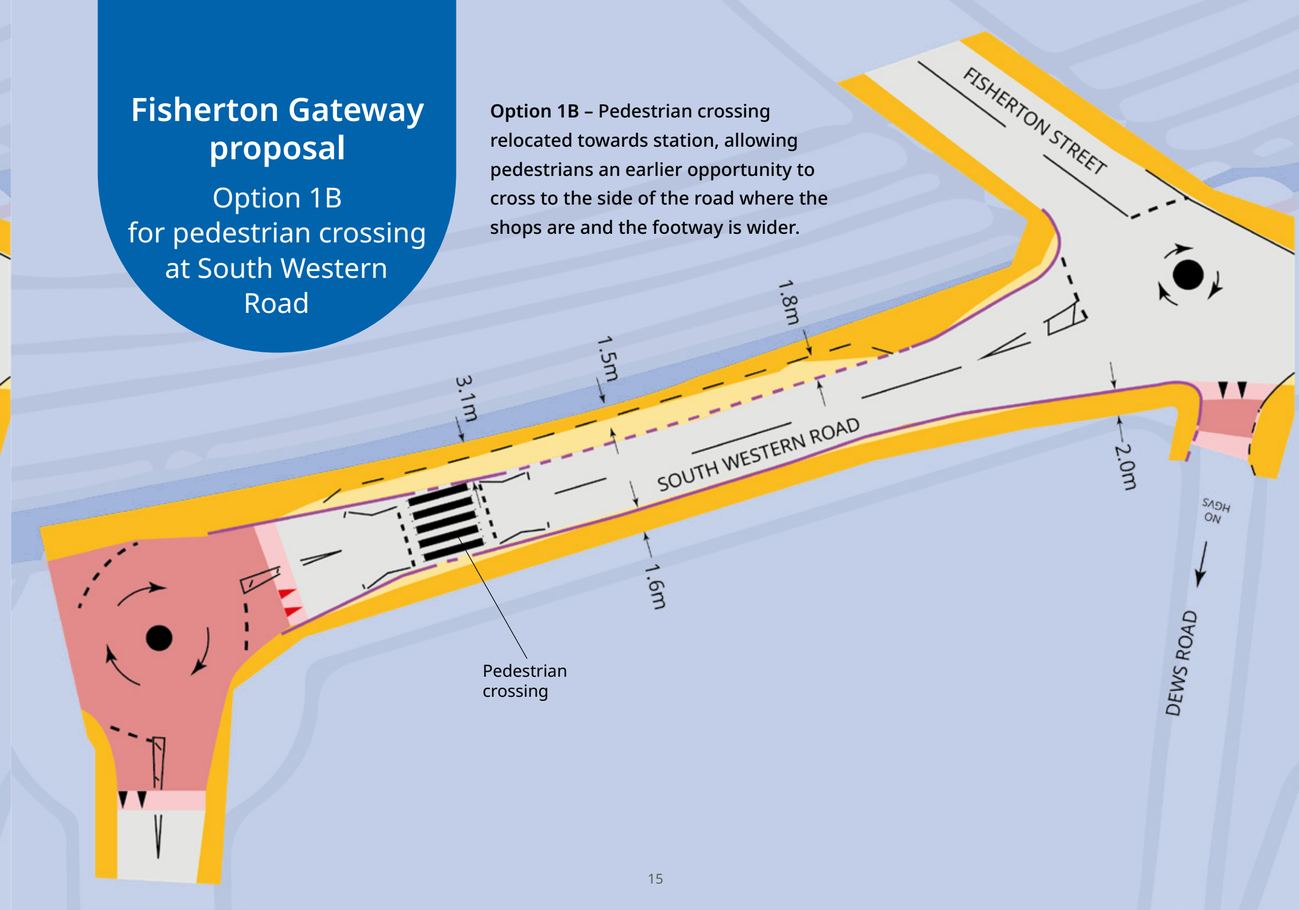
Option 1A – Existing pedestrian crossing retained in current location and width increased to 5m.



Fisherton Gateway proposal

Option 1B
for pedestrian crossing
at South Western
Road

Option 1B – Pedestrian crossing relocated towards station, allowing pedestrians an earlier opportunity to cross to the side of the road where the shops are and the footway is wider.



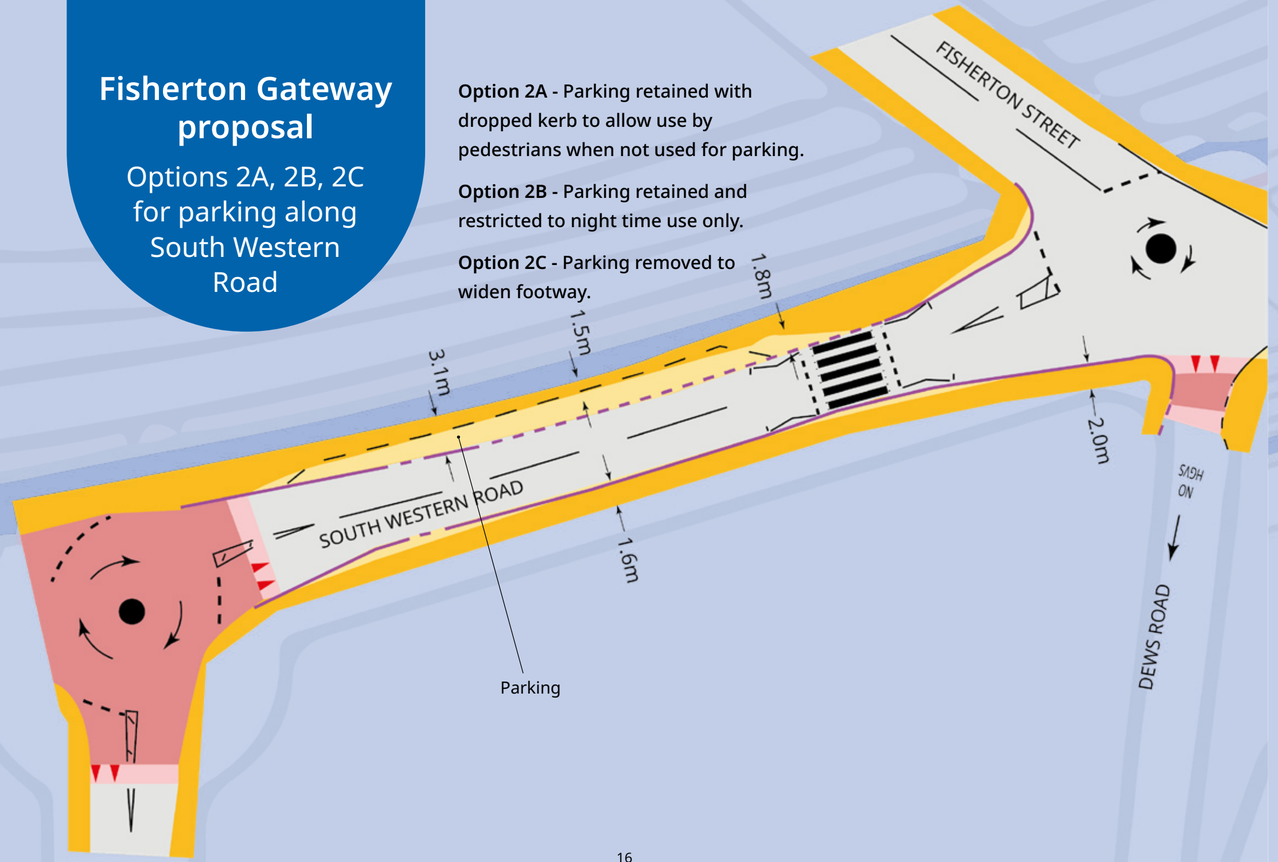
Fisherton Gateway proposal

Options 2A, 2B, 2C for parking along South Western Road

Option 2A - Parking retained with dropped kerb to allow use by pedestrians when not used for parking.

Option 2B - Parking retained and restricted to night time use only.

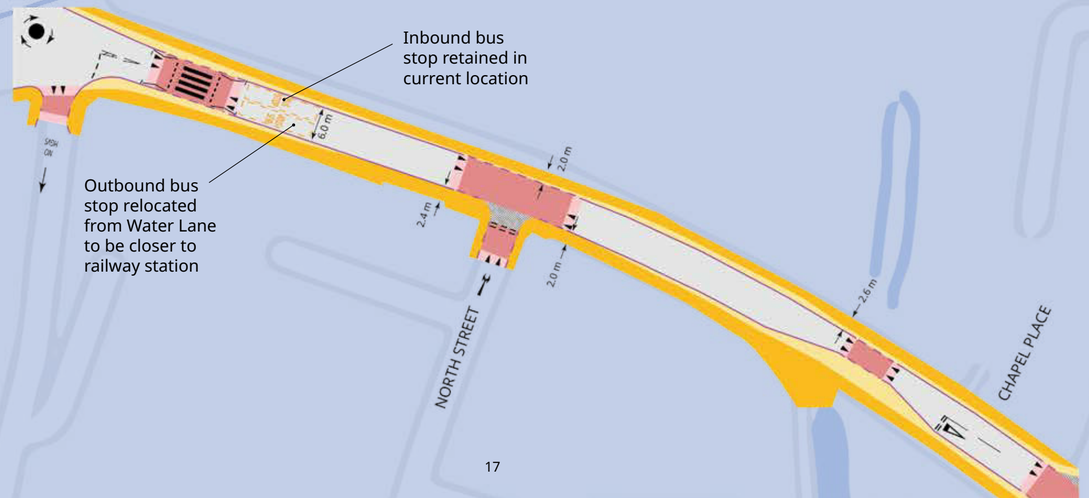
Option 2C - Parking removed to widen footway.



Fisherton Gateway proposal

Option 3A for bus stops on Fisherton Street

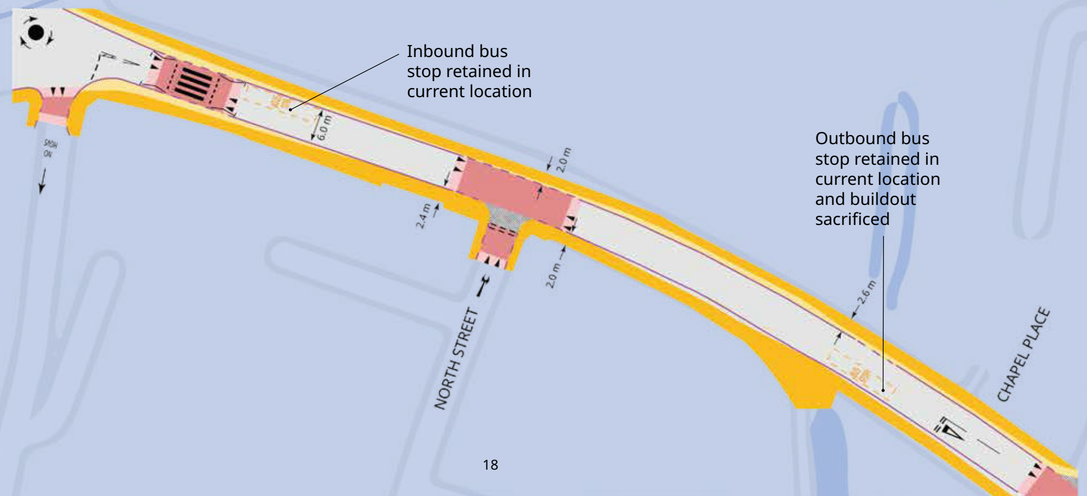
Option 3A – Bus stops opposite each other. This may block the road occasionally when both bus stops are in use.



Fisherton Gateway proposal

Option 3B
for bus stops on
Fisherton
Street

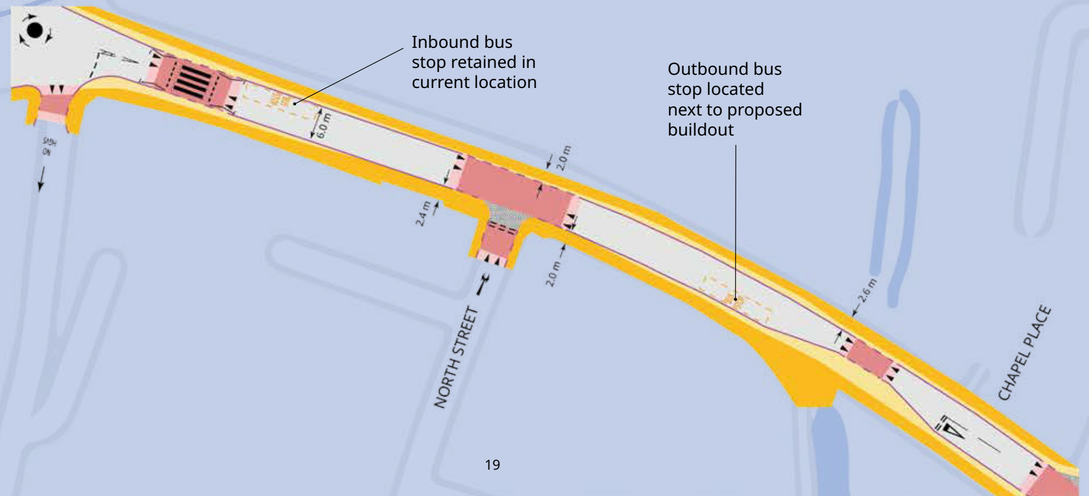
Option 3B – Outbound bus stops retained in current location at Water Lane and buildout sacrificed.



Fisherton Gateway proposal

Option 3C
for bus stops on
Fisherton
Street

Option 3C – Outbound bus stop located next to buildout. This may affect visibility for users of the adjacent car park and the access/ egress across the road, when the bus stop is in use.



Next steps

- The responses to the scheme from the public and interested organisations will be considered as the proposals are developed further.
- This information and feedback, together with the servicing survey information, will be used to prepare the detailed design.
- Construction is likely to start in early 2023 and is expected to take about a year.
- It should be noted that the dates are subject to third party approvals and may change if these take longer than anticipated.



How to give your views

You can find out more about the proposals and give your views by completing the survey by visiting the Wiltshire Council website at:

https://www.wiltshire.gov.uk/fhsf-salisbury

Or by emailing:

majorhighwayprojects@wiltshire.gov.uk

Or writing to:

Major Highway Projects
Wiltshire Council
Bythesea Road
Trowbridge
Wiltshire
BA14 8JN

The public consultation will run for just over 6 weeks and closes at 5pm on Tuesday 19 April 2022.

Help us shape these projects by completing the survey!

Contact us

Information about the Salisbury Future High Streets Fund projects can be made available on request in other languages including BSL and formats such as large print and audio.

Please contact Wiltshire Council on **0300 456 0100**

or by email on **customerservices@wiltshire.gov.uk**



Appendix C
Fisherton Street Proposed Pedestrian Refuge Island



NOTES:

1. Do not scale this drawing. All dimensions are in meters unless stated otherwise.
2. The minimum lane width adjacent to refuge island shall be 3.2m. Absolute minimum lane width 3.0m (less than 5% HGV) lightly trafficked. Minimum kerb to kerb width for snow plough 3.5m. Lane widths between 3.2m - 4.0m are to be avoided.
3. Road markings warning line offset from refuge to be 300mm. This may be reduced to a minimum of 150mm where speed limit is 40mph or less.
4. Where refuge islands are proposed close to side road junctions or vehicular accesses full swept path analysis must first be undertaken.
5. In accordance with 'The TSRGD 2016' (Regulation 8) all upright signs are to be reflectorised. Illumination of signs to Diagram 610 is no longer legally required. Bollards must however be fully self righting & retroreflectorised as recommended in table NA1 of the National Annex of BS EN 12899-1:2007 and have drive-through performance proven to Performance Standard NE/4100 in testing by TRL . Diagram 610 to be 300mm Ø min. Refer to 'Wiltshire Council Policy on illumination of Self righting bollards' May 2018
6. The use internally illuminated bollards are recommended on all 'A' class roads with 30mph speed limit or more and where a system of street lighting exists and /or a suitable power source is available. The approved bollard is the Glasdon LED 'Signmaster' although other manufacturers bollards may still be permissible (subject to approval) Specifications for illuminated bollards to be accordance with Atkins Street Lighting / SSE requirements. Refer to WC engineer for confirmation of illumination requirements prior to specification.
7. All road markings (thermoplastic, screed, spray, extrusion) must meet the requirements of BS EN1436.
8. The work shown on this drawing could affect statutory undertakers apparatus and the contractor is required to verify the location and depth prior to the commencement of work and take all precautions necessary when working in the vicinity of such apparatus. Utility Information is produced from a digital source and no guarantee can be given regarding its accuracy. It is the recipients responsibility to check the accuracy of measurements given. Should discrepancy occur please contact the issuing authority to seek clarification.
9. The use of this drawing does not absolve the client of their responsibilities under Health & Safety: The Construction (Design & Management) Regulations 2015

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Wiltshire Council (100049050) 2023

Wiltshire Council

Traffic & Network Management

County Hall, Bythesea Road, Trowbridge
Wiltshire, BA14 8JD

Tel: 0300 4560100
Website: www.wiltshire.gov.uk

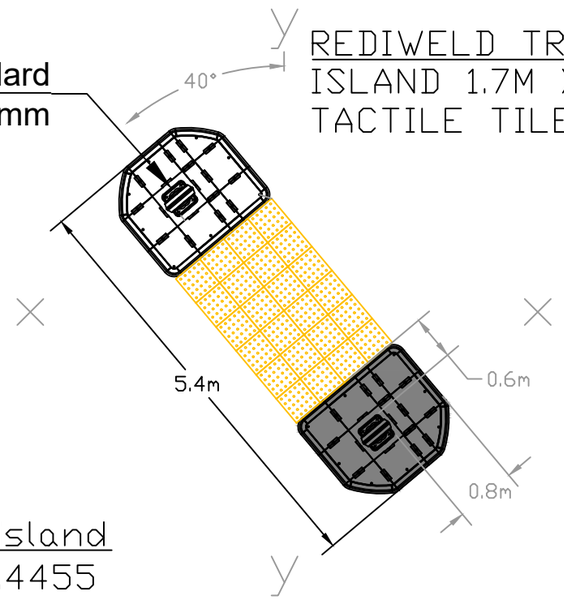
Fisherton street - Pedestrian crossing

Buff coloured tactile paving

125mm x 255mm BN KERB (MAX 6MM UPSTAND)

125mm x 255mm DL1 OR DR1 KERB (MAX 6MM UPSTAND)

EVO-N Rebound Traffic Bollard
370 × 923 × 90 mm



REDIWELD TRAFFIC ISLAND
ISLAND 1.7M X 1.5M (X2)
TACTILE TILES 0.4M X 0.4M (X24)

Approx center of island
413835.4509, 130192.4455

REV	DATE	DRAWN	CHECK	APPRV	DESCRIPTION
F					
E					
D					
C					
B					
A					
0	31/10/23	BL	PS	CVN	ORIGINAL

DRAWING PURPOSE:

Construction

PROJECT:

Salisbury Station Forecourt Improvements

DRAWING TITLE:

Pedestrian Crossign Refuge
Fisherton Street, Salisbury

SCALES:	NOT TO SCALE	SHEET SIZE	A3
DRAWING No	SSFI.FSPR.DD.0001	REVISION:	0
FILE REF:	TBC		

Appendix D
Crash Map Data Outputs

crashmap.co.uk

Validated Data

Crash Date:	Saturday, May 01, 2021	**Time of Crash:**	10:22:00 AM	**Crash Reference:**	**2021544109521**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413868 130158
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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

powered by agilysis

Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	6	Female	36 - 45	Vehicle is moving off	Front	Unknown	None	None
2	Motorcycle over 50cc and up to 125cc	2	Male	46 - 55	Vehicle is moving off	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Thursday, January 16, 2020	**Time of Crash:**	6:52:00 PM	**Crash Reference:**	**2020540538520**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413873 130155
Weather Description:	Raining with high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	4	Male	46 - 55	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, June 01, 2019	**Time of Crash:**	5:00:00 PM	**Crash Reference:**	**2019545267719**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413876 130155
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	21 - 25	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Tuesday, September 15, 2020	**Time of Crash:**	7:35:00 AM	**Crash Reference:**	**2020549288120**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	1
Local Authority:	Wiltshire			**OS Grid Reference:**	413880 130151
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Unknown				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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To subscribe to unlimited reports using CrashMap Pro visit *www.crashmap.co.uk/Home/Premium_Services*

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Unknown	26 - 35	Vehicle is in the act of turning left	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	56 - 65	On footway or verge	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 16, 2021	**Time of Crash:**	12:16:00 PM	**Crash Reference:**	**202154A115921**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413877 130158
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Motorcycle over 500cc	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Friday, December 03, 2021	**Time of Crash:**	7:05:00 PM	**Crash Reference:**	**202154B801921**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413873 130160
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Car (excluding private hire)	9	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, June 15, 2020	**Time of Crash:**	5:22:00 PM	**Crash Reference:**	**2020545705220**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413870 130165
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	18	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Saturday, October 12, 2019	**Time of Crash:**	7:55:00 PM	**Crash Reference:**	**201954A170119**

Highest Injury Severity:	Slight	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	2
Local Authority:	Wiltshire			**OS Grid Reference:**	413868 130166
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	19	Male	36 - 45	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None
2	Car (excluding private hire)	15	Male	Unknown	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

crashmap.co.uk

Validated Data

Crash Date:	Monday, April 23, 2018	**Time of Crash:**	8:44:00 AM	**Crash Reference:**	**2018543553318**

Highest Injury Severity:	Serious	**Road Number:**	U0	**Number of Casualties:**	1
Highway Authority:	Wiltshire			**Number of Vehicles:**	3
Local Authority:	Wiltshire			**OS Grid Reference:**	413865 130160
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	20				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Mini roundabout				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Roundabout				
Junction Control:	Give way or uncontrolled				

Map temporarily unavailable.

Once map functionality is restored CrashMap will automatically email an updated report to you.

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

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Validated Data

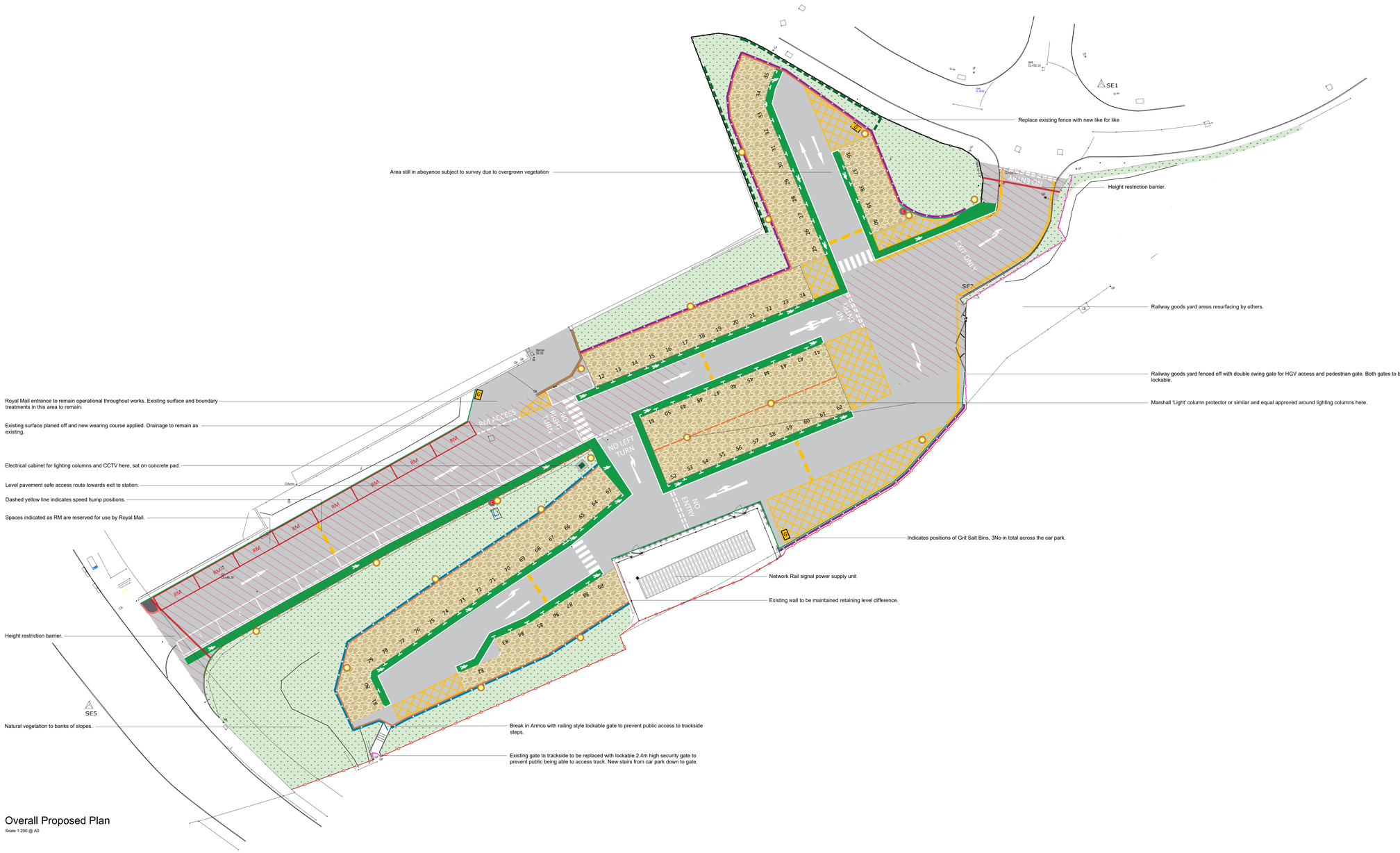
Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc	18	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under	2	Male	21 - 25	Vehicle is in the act of turning left	Front	Journey as part of work	None	None
3	Car (excluding private hire)	12	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

Appendix E
Proposed Site Layout



Overall Proposed Plan

Scale 1:200 @ A0

Key

- Denotes existing palisade fence to remain.
- Denotes proposed new palisade fencing.
- Denotes proposed new Armco barrier.
- Denotes proposed new New Armco 760HR Safety Barrier with integrated handrail.
- Denotes new masonry retaining wall.
- Denotes proposed new HB2 kerbs.
- Denotes existing kerbs to remain.
- Denotes proposed new railway sleeper kerbs.
- Denotes proposed new height restriction.
- Denotes proposed new wooden panel fence.
- Denotes speeds humps.
- Denotes extents of gravel parking bays.
- Denotes extents of proposed new tarmac.
- Denotes extents of tarmac to be re-surfaced.
- Denotes natural vegetation to banks of slopes.
- Denotes proposed lighting columns.
- Denotes proposed CCTV position, attached to lighting column.

Notes

See Fairhurst drawing package for surfacing details, drainage details and boundary treatment details.

Total Number of Parking Spaces - 89

Parking spaces have been numbered on the drawing to allow for easier discussion of specific areas throughout design.

Rev	Description	Date	Dr by	App by
G	Issued for Tender	11.12.23	JLH	ND
F	Vehicle gates opening size increased	07.12.23	JLH	ND
E	Issued for Planning Approval	05.12.23	JLH	ND
D	Notes amended following comments	15.11.23	JLH	ND
C	New layout	14.11.23	JLH	ND
B	WIP New layout	10.11.23	JLH	ND
A	Revised following returned comments	20.10.23	JLH	ND

original by: JLH | date created: 11.10.23 | Approved by: ND

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client: South Western Railway

project: **Salisbury Railway Station**
Salisbury East Goods Yard Temporary Car park

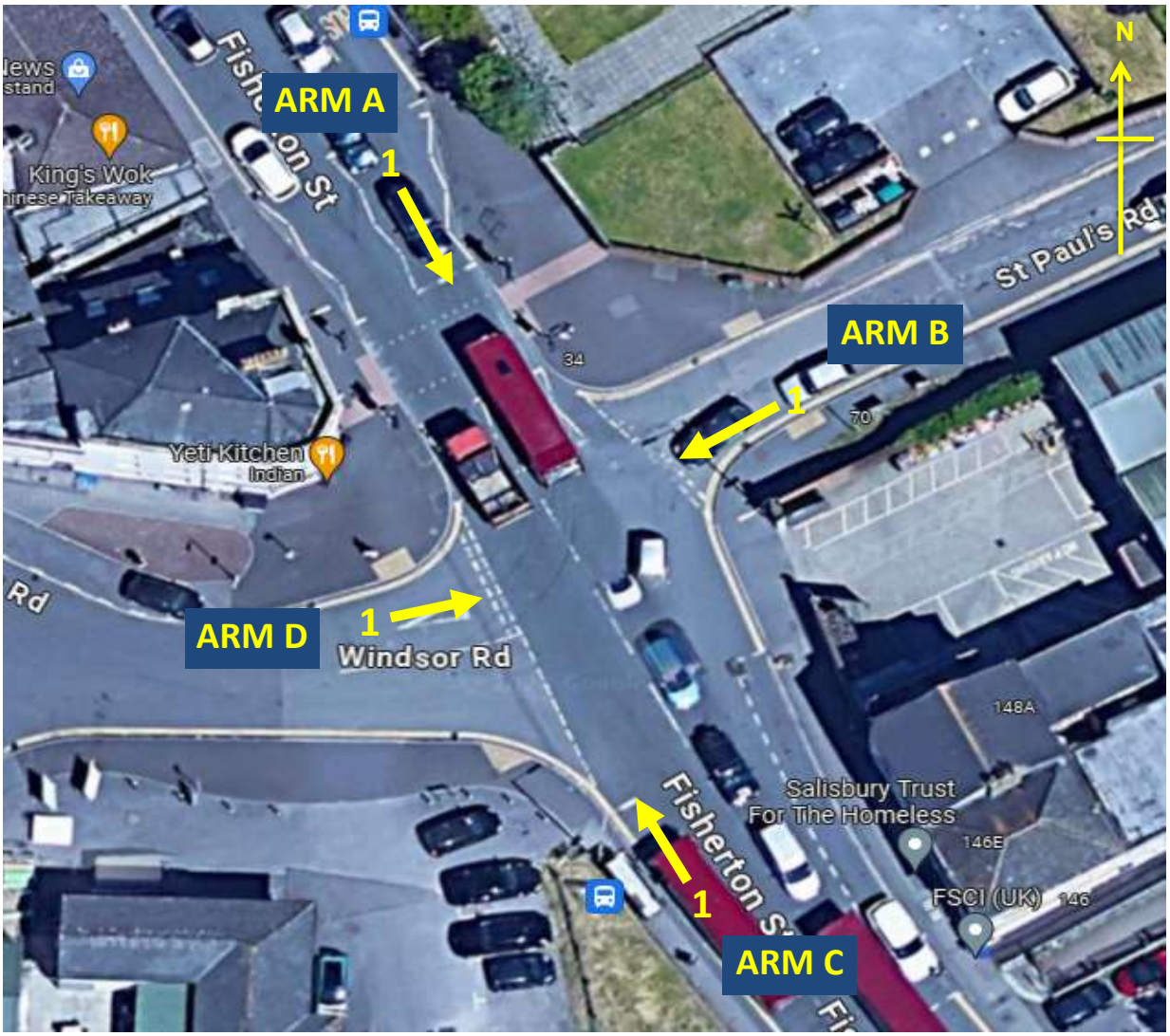
drawing: **Planning Issue**
General Arrangement

project number	scale	
2023.00549.001	1:200	@A0
drawing number: SAL-AHR-S1-00-DR-A-20000	rev: G	issue status: Tender

This drawing is to be read in conjunction with all related drawings. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy. This drawing is copyright and remains the property of AHR.

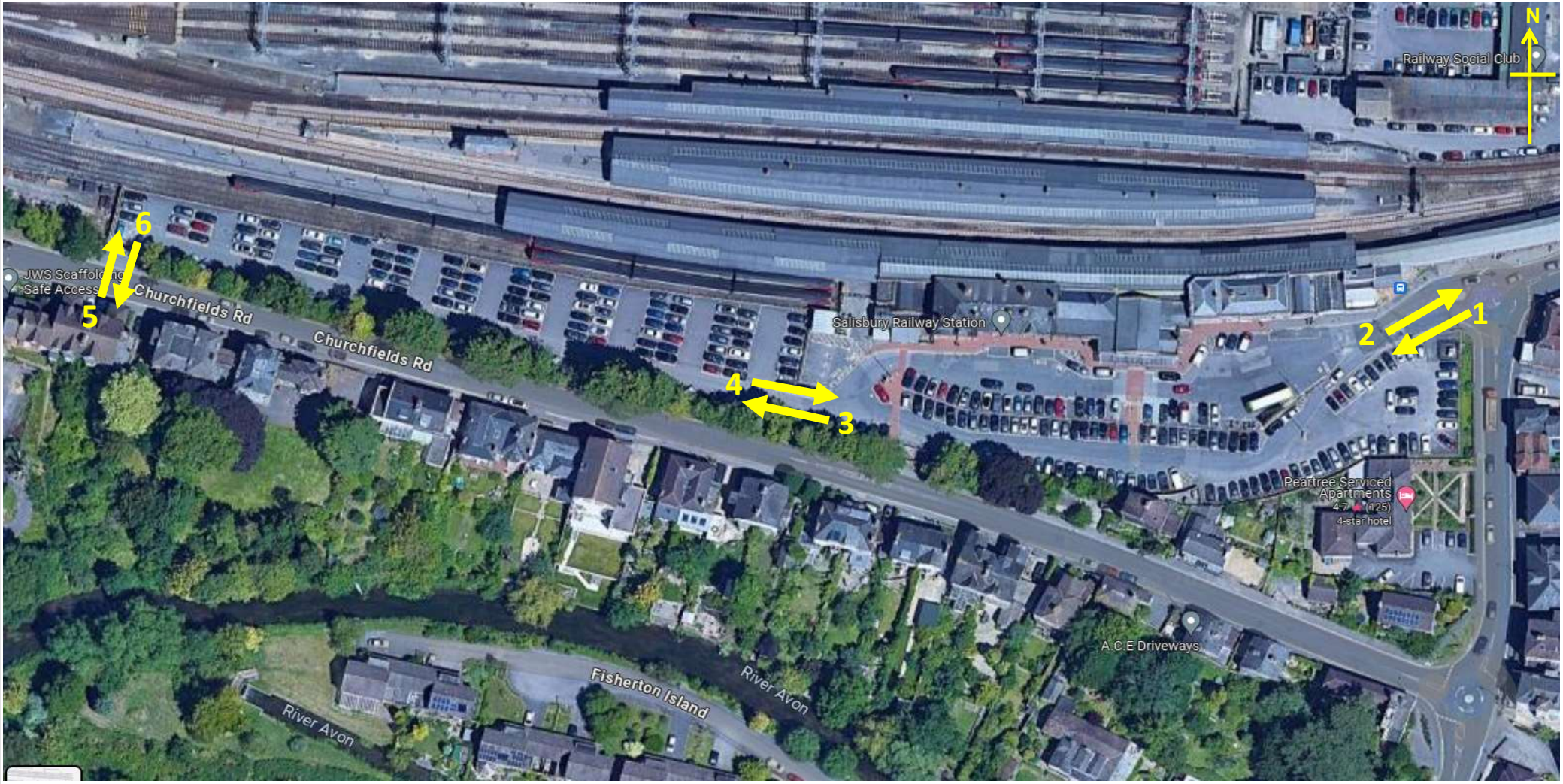
Appendix F
MTC Survey Data

SITE:		DATE:
1	AUTO SURVEYS LTD	22/02/2024
LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
SALISBURY		13124

SITE:		DATE:
2	AUTO SURVEYS LTD	22/02/2024
LOCATION:		DAY:
		THURSDAY



JOB TITLE:		JOB NUMBER:
SALISBURY		13124

QUEUE LENGTHS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:**

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:**

NOTE: Queue Lengths recorded by the number of vehicles queuing at each 5-minute interval, by lane

TIME	ARM A FISHERTON STREET (N) LANE 1	ARM B ST PAUL'S ROAD LANE 1	ARM C FISHERTON STREET (S) LANE 1	ARM D WINDSOR ROAD LANE 1
07:00	2	1	0	2
07:05	0	0	0	0
07:10	0	0	0	0
07:15	2	0	0	0
07:20	2	0	0	1
07:25	1	2	4	1
07:30	5	1	1	1
07:35	1	1	0	1
07:40	1	1	0	0
07:45	2	1	3	1
07:50	2	0	0	1
07:55	6	0	3	1
08:00	4	0	0	1
08:05	5	0	3	1
08:10	6	1	2	0
08:15	11+	0	5+	1
08:20	10+	0	2	1
08:25	10+	0	6+	1
08:30	6	1	5+	1
08:35	7+	1	4+	1
08:40	6+	1	5+	1
08:45	4	3	6+	2
08:50	8+	2	7+	1
08:55	6+	3	5+	2
09:00	9+	1	5+	2
09:05	5+	3	2+	1
09:10	7+	1	1	1
09:15	6+	1	1	1
09:20	8	1	2	0
09:25	9	1	3	1
09:30	8	0	0	0
09:35	7	1	2	1
09:40	8	1	0	1
09:45	9	1	3	1
09:50	7	1	0	1
09:55	6	1	0	1

TIME	ARM A FISHERTON STREET (N) LANE 1	ARM B ST PAUL'S ROAD LANE 1	ARM C FISHERTON STREET (S) LANE 1
16:00	7+	1	5+
16:05	8+	0	3+
16:10	3	3	6+
16:15	7	1	6+
16:20	6	2	5+
16:25	5	1	5+
16:30	8	1	4
16:35	9	0	2
16:40	8	1	5+
16:45	6	0	5+
16:50	9	0	4+
16:55	11	0	7
17:00	8	2	5+
17:05	7	3	9+
17:10	4	1	3+
17:15	4	1	7+
17:20	5	4	5+
17:25	6+	1	8+
17:30	11	2	6+
17:35	10	1	6+
17:40	10	2	9+
17:45	6	1	5+
17:50	11	1	7+
17:55	9	1	9+
18:00	6	2	6+
18:05	6	2	6+
18:10	6+	0	8
18:15	6+	1	0
18:20	4	2	0
18:25	8+	2	4+
18:30	8	1	5
18:35	2	1	0
18:40	7	1	1
18:45	6	1	0
18:50	0	1	1
18:55	2	6	0

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	A TO B FROM FISHERTON STREET (N) TO ST PAUL'S ROAD								A TO C FROM FISHERTON STREET (N) TO FISHERTON STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	1	0	1	0	0	3	68	8	7	0	3	0	1	87
07:15	3	0	0	0	0	0	0	3	107	17	1	0	3	0	3	131
07:30	4	1	0	0	0	0	0	5	82	21	4	0	4	1	2	114
07:45	2	0	0	0	0	0	0	2	105	21	4	1	2	1	1	135
H/TOT	10	1	1	0	1	0	0	13	362	67	16	1	12	2	7	467
08:00	4	0	0	0	0	0	0	4	112	11	10	0	2	1	2	138
08:15	2	0	0	0	0	0	0	2	107	12	5	1	5	0	4	134
08:30	2	1	0	0	0	0	0	3	135	11	6	0	1	0	3	156
08:45	2	0	0	0	0	0	0	2	123	15	4	0	2	3	3	150
H/TOT	10	1	0	0	0	0	0	11	477	49	25	1	10	4	12	578
09:00	5	1	0	0	0	0	0	6	118	6	10	0	2	0	1	137
09:15	3	0	0	0	1	0	0	4	129	13	12	0	4	1	1	160
09:30	6	0	0	0	0	0	0	6	101	20	5	0	2	1	0	129
09:45	4	1	0	0	0	0	0	5	97	15	10	2	4	0	3	131
H/TOT	18	2	0	0	1	0	0	21	445	54	37	2	12	2	5	557
P/TOT	38	4	1	0	2	0	0	45	1284	170	78	4	34	8	24	1602

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	A TO B FROM FISHERTON STREET (N) TO ST PAUL'S ROAD								A TO C FROM FISHERTON STREET (N) TO FISHERTON STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	1	0	4	98	11	5	1	2	0	1	118
16:15	6	0	0	0	0	0	0	6	105	16	5	0	5	0	1	132
16:30	4	0	0	0	0	0	0	4	109	14	4	1	1	1	1	131
16:45	5	0	0	0	0	0	0	5	120	16	5	0	4	0	2	147
H/TOT	17	1	0	0	0	1	0	19	432	57	19	2	12	1	5	528
17:00	4	1	0	0	0	0	0	5	97	4	2	1	2	0	1	107
17:15	4	3	0	0	0	0	0	7	133	10	0	0	5	0	3	151
17:30	5	1	0	0	0	0	0	6	102	10	0	0	2	2	1	117
17:45	6	0	0	0	0	0	0	6	126	2	2	0	2	1	0	133
H/TOT	19	5	0	0	0	0	0	24	458	26	4	1	11	3	5	508
18:00	3	0	0	0	0	0	0	3	115	6	1	1	5	0	2	130
18:15	6	0	1	0	0	0	0	7	103	6	0	0	5	0	2	116
18:30	5	0	0	0	0	0	0	5	104	2	1	0	4	0	2	113
18:45	7	0	0	0	0	0	0	7	104	3	0	0	2	0	1	110
H/TOT	21	0	1	0	0	0	0	22	426	17	2	1	16	0	7	469
P/TOT	57	6	1	0	0	1	0	65	1316	100	25	4	39	4	17	1505

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	A TO D FROM FISHERTON STREET (N) TO WINDSOR ROAD									B TO A FROM ST PAUL'S ROAD TO FISHERTON STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
07:15	2	1	0	0	0	0	0	3	0	4	1	0	0	0	0	0	5
07:30	6	1	0	0	0	1	0	8	0	6	0	0	0	0	0	0	6
07:45	4	1	0	0	0	0	0	5	0	8	0	0	0	0	0	0	8
H/TOT	12	3	0	0	0	1	0	16	0	20	1	0	0	1	0	0	22
08:00	6	1	1	0	0	0	0	8	0	9	1	0	0	0	0	0	10
08:15	5	1	0	0	0	0	0	6	0	6	2	1	0	0	0	0	9
08:30	3	0	0	0	0	0	0	3	0	8	8	0	0	0	0	0	16
08:45	6	1	1	0	0	0	0	8	0	5	8	0	0	0	0	0	13
H/TOT	20	3	2	0	0	0	0	25	0	28	19	1	0	0	0	0	48
09:00	5	1	0	0	0	0	0	6	0	2	4	0	0	0	0	0	6
09:15	7	1	0	1	0	0	0	9	0	0	9	0	0	1	0	0	10
09:30	4	1	0	0	0	0	0	5	0	2	3	1	0	0	0	0	6
09:45	1	1	0	0	0	0	0	2	0	4	0	0	0	0	0	0	4
H/TOT	17	4	0	1	0	0	0	22	0	8	16	1	0	1	0	0	26
P/TOT	49	10	2	1	0	1	0	63	0	56	36	2	0	2	0	0	96

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	A TO D FROM FISHERTON STREET (N) TO WINDSOR ROAD								B TO A FROM ST PAUL'S ROAD TO FISHERTON STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1	5	2	0	0	0	0	0	7
16:15	8	0	1	0	0	0	0	9	8	0	0	0	0	0	0	8
16:30	3	1	0	0	0	0	0	4	8	0	0	0	1	0	0	9
16:45	8	2	0	0	0	0	0	10	17	1	0	0	0	0	0	18
H/TOT	20	3	1	0	0	0	0	24	38	3	0	0	1	0	0	42
17:00	8	1	0	0	0	0	0	9	8	1	0	0	0	0	0	9
17:15	5	0	0	0	0	0	0	5	6	1	1	0	0	0	0	8
17:30	6	0	0	0	0	0	0	6	8	0	0	0	0	0	1	9
17:45	5	1	0	0	0	0	0	6	9	0	0	0	0	0	0	9
H/TOT	24	2	0	0	0	0	0	26	31	2	1	0	0	0	1	35
18:00	8	0	0	0	0	0	0	8	9	0	0	0	0	0	0	9
18:15	6	0	1	0	0	0	0	7	5	1	0	0	0	0	0	6
18:30	7	2	0	0	0	0	0	9	7	0	1	0	0	0	0	8
18:45	8	0	0	0	0	0	0	8	7	1	0	0	0	0	2	10
H/TOT	29	2	1	0	0	0	0	32	28	2	1	0	0	0	2	33
P/TOT	73	7	2	0	0	0	0	82	97	7	2	0	1	0	3	110

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	B TO C FROM ST PAUL'S ROAD TO FISHERTON STREET (S)								B TO D FROM ST PAUL'S ROAD TO WINDSOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	1	5	0	0	0	0	0	0	0	0
07:15	5	0	1	0	0	0	3	9	0	0	0	0	0	0	0	0
07:30	9	0	0	0	0	0	1	10	0	0	0	0	0	0	0	0
07:45	8	0	1	0	0	0	2	11	0	0	0	0	0	0	0	0
H/TOT	25	1	2	0	0	0	7	35	0	0	0	0	0	0	0	0
08:00	4	1	1	0	0	0	1	7	0	0	0	0	0	0	0	0
08:15	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
08:30	6	9	0	0	0	0	1	16	1	0	0	0	0	0	0	1
08:45	10	9	0	0	0	0	0	19	0	0	0	0	0	0	0	0
H/TOT	27	20	1	0	0	0	2	50	1	0	0	0	0	0	0	1
09:00	8	3	0	0	0	0	1	12	0	0	0	0	0	0	0	0
09:15	6	0	0	0	0	0	0	6	1	0	0	0	0	0	0	1
09:30	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
09:45	3	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0
H/TOT	22	3	0	0	0	0	2	27	1	0	0	0	0	0	0	1
P/TOT	74	24	3	0	0	0	11	112	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	B TO C FROM ST PAUL'S ROAD TO FISHERTON STREET (S)								B TO D FROM ST PAUL'S ROAD TO WINDSOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	5	1	1	0	0	0	1	8	0	0	0	0	0	0	0	0
16:15	11	0	0	0	0	1	2	14	0	0	0	0	0	0	0	0
16:30	10	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
16:45	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
H/TOT	31	1	1	0	0	1	3	37	0	0	0	0	0	0	0	0
17:00	7	1	0	0	0	0	0	8	0	0	0	0	0	0	0	0
17:15	22	3	0	0	0	0	0	25	0	0	0	0	0	0	0	0
17:30	9	1	0	0	0	0	0	10	2	0	0	0	0	0	0	2
17:45	6	2	0	0	0	0	0	8	0	0	0	0	0	0	0	0
H/TOT	44	7	0	0	0	0	0	51	2	0	0	0	0	0	0	2
18:00	7	2	0	0	0	0	1	10	0	0	0	0	0	0	0	0
18:15	5	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
18:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
18:45	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
H/TOT	25	2	0	0	0	0	1	28	0	0	0	0	0	0	0	0
P/TOT	100	10	1	0	0	1	4	116	2	0	0	0	0	0	0	2

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	C TO A FROM FISHERTON STREET (S) TO FISHERTON STREET (N)								C TO B FROM FISHERTON STREET (S) TO ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	36	5	7	0	1	0	0	49	0	0	0	0	0	0	2	2
07:15	26	6	6	1	0	0	1	40	0	0	0	0	0	0	0	0
07:30	28	17	6	2	0	0	0	53	1	1	0	0	0	0	0	2
07:45	35	11	8	0	0	0	0	54	1	1	0	0	0	0	0	2
H/TOT	125	39	27	3	1	0	1	196	2	2	0	0	0	0	2	6
08:00	63	15	6	0	0	0	1	85	0	1	0	0	0	0	0	1
08:15	56	15	4	0	1	0	0	76	3	1	0	0	0	0	0	4
08:30	49	9	3	1	0	0	0	62	0	5	0	0	0	0	1	6
08:45	50	19	8	0	1	1	2	81	1	2	0	0	0	0	0	3
H/TOT	218	58	21	1	2	1	3	304	4	9	0	0	0	0	1	14
09:00	45	15	3	1	0	0	0	64	6	1	0	0	0	0	0	7
09:15	56	12	7	0	0	1	0	76	2	0	0	0	0	0	0	2
09:30	46	7	8	0	1	0	0	62	1	0	0	0	0	0	0	1
09:45	53	21	5	1	1	0	0	81	1	1	0	0	0	0	0	2
H/TOT	200	55	23	2	2	1	0	283	10	2	0	0	0	0	0	12
P/TOT	543	152	71	6	5	2	4	783	16	13	0	0	0	0	3	32

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	C TO A FROM FISHERTON STREET (S) TO FISHERTON STREET (N)								C TO B FROM FISHERTON STREET (S) TO ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	11	1	0	1	0	0	63	1	1	0	0	0	0	0	2
16:15	79	6	0	0	0	0	0	85	5	0	0	0	0	0	0	5
16:30	75	12	1	0	1	3	4	96	4	1	0	0	0	0	1	6
16:45	68	8	1	0	0	0	1	78	2	0	0	0	0	0	0	2
H/TOT	272	37	3	0	2	3	5	322	12	2	0	0	0	0	1	15
17:00	70	8	0	1	0	0	3	82	2	0	0	0	0	0	0	2
17:15	75	6	1	0	0	1	2	85	0	0	0	0	0	0	0	0
17:30	87	4	1	0	0	0	0	92	2	1	0	0	0	0	0	3
17:45	70	4	1	1	0	0	1	77	2	1	0	0	0	0	0	3
H/TOT	302	22	3	2	0	1	6	336	6	2	0	0	0	0	0	8
18:00	73	2	0	0	0	0	3	78	1	0	0	0	0	0	0	1
18:15	75	6	0	0	0	0	3	84	2	1	0	0	0	0	1	4
18:30	55	4	2	0	0	0	0	61	3	0	0	0	0	0	1	4
18:45	71	4	0	0	0	0	6	81	1	0	0	0	0	0	0	1
H/TOT	274	16	2	0	0	0	12	304	7	1	0	0	0	0	2	10
P/TOT	848	75	8	2	2	4	23	962	25	5	0	0	0	0	3	33

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	C TO D FROM FISHERTON STREET (S) TO WINDSOR ROAD								D TO A FROM WINDSOR ROAD TO FISHERTON STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	12	1	0	0	0	0	0	13
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
07:45	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7
H/TOT	7	1	0	0	0	0	0	8	24	1	0	0	0	0	0	25
08:00	2	0	0	0	0	0	0	2	4	0	0	0	0	0	0	4
08:15	2	0	0	0	0	0	0	2	5	0	0	0	0	0	0	5
08:30	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2	8	0	0	0	0	0	0	8
H/TOT	7	2	0	0	0	0	0	9	17	0	0	0	0	0	0	17
09:00	0	1	0	0	0	0	0	1	3	1	0	0	0	0	0	4
09:15	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
09:45	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
H/TOT	2	1	0	0	0	0	0	3	10	2	0	0	0	0	0	12
P/TOT	16	4	0	0	0	0	0	20	51	3	0	0	0	0	0	54

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	C TO D FROM FISHERTON STREET (S) TO WINDSOR ROAD								D TO A FROM WINDSOR ROAD TO FISHERTON STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	0	0	0	0	0	1	3	8	2	0	0	0	0	0	10
16:15	1	0	0	0	0	0	0	1	9	0	0	0	0	0	0	9
16:30	1	0	0	0	0	0	0	1	4	0	0	0	0	0	0	4
16:45	1	0	0	0	0	0	0	1	6	0	0	0	0	0	0	6
H/TOT	5	0	0	0	0	0	1	6	27	2	0	0	0	0	0	29
17:00	1	0	0	0	0	0	0	1	10	0	1	0	1	0	0	12
17:15	1	0	0	0	0	0	1	2	6	1	0	0	0	0	0	7
17:30	1	0	0	0	0	0	1	2	5	0	0	0	0	0	0	5
17:45	1	0	0	0	0	0	0	1	7	0	0	0	0	0	0	7
H/TOT	4	0	0	0	0	0	2	6	28	1	1	0	1	0	0	31
18:00	4	0	0	0	0	0	0	4	6	1	0	0	0	0	0	7
18:15	2	0	0	0	0	0	0	2	11	1	1	0	0	0	0	13
18:30	3	0	0	0	0	0	1	4	3	0	0	0	0	0	0	3
18:45	0	1	0	0	0	0	0	1	6	1	0	0	0	0	0	7
H/TOT	9	1	0	0	0	0	1	11	26	3	1	0	0	0	0	30
P/TOT	18	1	0	0	0	0	4	23	81	6	2	0	1	0	0	90

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	D TO B FROM WINDSOR ROAD TO ST PAUL'S ROAD								D TO C FROM WINDSOR ROAD TO FISHERTON STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
07:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	0	0	0	0	0	0	0	0	9	2	0	0	0	0	0	11
08:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
08:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
H/TOT	1	0	0	0	0	0	0	1	9	2	0	0	0	0	0	11
09:00	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0	6
09:15	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
09:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
H/TOT	0	0	0	0	0	0	0	0	7	2	2	0	0	0	1	12
P/TOT	1	0	0	0	0	0	0	1	25	6	2	0	0	0	1	34

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	D TO B FROM WINDSOR ROAD TO ST PAUL'S ROAD								D TO C FROM WINDSOR ROAD TO FISHERTON STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
16:30	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
H/TOT	0	0	0	0	0	0	0	0	14	1	0	0	0	0	0	15
17:00	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
17:15	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	2	0	0	0	0	1	1	4
H/TOT	1	0	0	0	0	0	0	1	8	0	0	0	0	1	1	10
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
18:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
H/TOT	1	0	0	0	0	0	0	1	6	0	0	0	0	0	3	9
P/TOT	2	0	0	0	0	0	0	2	28	1	0	0	0	1	4	34

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM A FISHERTON STREET (N)								FROM ARM A FISHERTON STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	50	6	7	0	2	0	0	65	69	8	8	0	4	0	1	90
07:15	31	7	6	1	0	0	1	46	112	18	1	0	3	0	3	137
07:30	38	17	6	2	0	0	0	63	92	23	4	0	4	2	2	127
07:45	50	11	8	0	0	0	0	69	111	22	4	1	2	1	1	142
H/TOT	169	41	27	3	2	0	1	243	384	71	17	1	13	3	7	496
08:00	76	16	6	0	0	0	1	99	122	12	11	0	2	1	2	150
08:15	67	17	5	0	1	0	0	90	114	13	5	1	5	0	4	142
08:30	57	17	3	1	0	0	0	78	140	12	6	0	1	0	3	162
08:45	63	27	8	0	1	1	2	102	131	16	5	0	2	3	3	160
H/TOT	263	77	22	1	2	1	3	369	507	53	27	1	10	4	12	614
09:00	50	20	3	1	0	0	0	74	128	8	10	0	2	0	1	149
09:15	57	21	7	0	1	1	0	87	139	14	12	1	5	1	1	173
09:30	50	11	9	0	1	0	0	71	111	21	5	0	2	1	0	140
09:45	61	21	5	1	1	0	0	89	102	17	10	2	4	0	3	138
H/TOT	218	73	24	2	3	1	0	321	480	60	37	3	13	2	5	600
P/TOT	650	191	73	6	7	2	4	933	1371	184	81	5	36	9	24	1710

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM A FISHERTON STREET (N)								FROM ARM A FISHERTON STREET (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	63	15	1	0	1	0	0	80	101	12	5	1	2	1	1	123
16:15	96	6	0	0	0	0	0	102	119	16	6	0	5	0	1	147
16:30	87	12	1	0	2	3	4	109	116	15	4	1	1	1	1	139
16:45	91	9	1	0	0	0	1	102	133	18	5	0	4	0	2	162
H/TOT	337	42	3	0	3	3	5	393	469	61	20	2	12	2	5	571
17:00	88	9	1	1	1	0	3	103	109	6	2	1	2	0	1	121
17:15	87	8	2	0	0	1	2	100	142	13	0	0	5	0	3	163
17:30	100	4	1	0	0	0	1	106	113	11	0	0	2	2	1	129
17:45	86	4	1	1	0	0	1	93	137	3	2	0	2	1	0	145
H/TOT	361	25	5	2	1	1	7	402	501	33	4	1	11	3	5	558
18:00	88	3	0	0	0	0	3	94	126	6	1	1	5	0	2	141
18:15	91	8	1	0	0	0	3	103	115	6	2	0	5	0	2	130
18:30	65	4	3	0	0	0	0	72	116	4	1	0	4	0	2	127
18:45	84	6	0	0	0	0	8	98	119	3	0	0	2	0	1	125
H/TOT	328	21	4	0	0	0	14	367	476	19	4	1	16	0	7	523
P/TOT	1026	88	12	2	4	4	26	1162	1446	113	28	4	39	5	17	1652

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM B ST PAUL'S ROAD								FROM ARM B ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	1	0	1	0	2	5	5	1	0	0	1	0	1	8
07:15	3	0	0	0	0	0	0	3	9	1	1	0	0	0	3	14
07:30	5	2	0	0	0	0	0	7	15	0	0	0	0	0	1	16
07:45	3	1	0	0	0	0	0	4	16	0	1	0	0	0	2	19
H/TOT	12	3	1	0	1	0	2	19	45	2	2	0	1	0	7	57
08:00	4	1	0	0	0	0	0	5	13	2	1	0	0	0	1	17
08:15	6	1	0	0	0	0	0	7	13	3	1	0	0	0	0	17
08:30	2	6	0	0	0	0	1	9	15	17	0	0	0	0	1	33
08:45	3	2	0	0	0	0	0	5	15	17	0	0	0	0	0	32
H/TOT	15	10	0	0	0	0	1	26	56	39	2	0	0	0	2	99
09:00	11	2	0	0	0	0	0	13	10	7	0	0	0	0	1	18
09:15	5	0	0	0	1	0	0	6	7	9	0	0	1	0	0	17
09:30	7	0	0	0	0	0	0	7	7	3	1	0	0	0	0	11
09:45	5	2	0	0	0	0	0	7	7	0	0	0	0	0	1	8
H/TOT	28	4	0	0	1	0	0	33	31	19	1	0	1	0	2	54
P/TOT	55	17	1	0	2	0	3	78	132	60	5	0	2	0	11	210

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM B ST PAUL'S ROAD								FROM ARM B ST PAUL'S ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	2	0	0	0	1	0	6	10	3	1	0	0	0	1	15
16:15	11	0	0	0	0	0	0	11	19	0	0	0	0	1	2	22
16:30	8	1	0	0	0	0	1	10	18	0	0	0	1	0	0	19
16:45	7	0	0	0	0	0	0	7	22	1	0	0	0	0	0	23
H/TOT	29	3	0	0	0	1	1	34	69	4	1	0	1	1	3	79
17:00	6	1	0	0	0	0	0	7	15	2	0	0	0	0	0	17
17:15	5	3	0	0	0	0	0	8	28	4	1	0	0	0	0	33
17:30	7	2	0	0	0	0	0	9	19	1	0	0	0	0	1	21
17:45	8	1	0	0	0	0	0	9	15	2	0	0	0	0	0	17
H/TOT	26	7	0	0	0	0	0	33	77	9	1	0	0	0	1	88
18:00	4	0	0	0	0	0	0	4	16	2	0	0	0	0	1	19
18:15	9	1	1	0	0	0	1	12	10	1	0	0	0	0	0	11
18:30	8	0	0	0	0	0	1	9	14	0	1	0	0	0	0	15
18:45	8	0	0	0	0	0	0	8	13	1	0	0	0	0	2	16
H/TOT	29	1	1	0	0	0	2	33	53	4	1	0	0	0	3	61
P/TOT	84	11	1	0	0	1	3	100	199	17	3	0	1	1	7	228

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM C FISHERTON STREET (S)								FROM ARM C FISHERTON STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	10	7	0	3	0	2	96	36	5	7	0	1	0	2	51
07:15	114	17	2	0	3	0	6	142	26	6	6	1	0	0	1	40
07:30	93	22	4	0	4	1	3	127	30	18	6	2	0	0	0	56
07:45	115	21	5	1	2	1	3	148	42	13	8	0	0	0	0	63
H/TOT	396	70	18	1	12	2	14	513	134	42	27	3	1	0	3	210
08:00	119	12	11	0	2	1	3	148	65	16	6	0	0	0	1	88
08:15	116	13	5	1	5	0	4	144	61	16	4	0	1	0	0	82
08:30	143	22	6	0	1	0	4	176	50	16	3	1	0	0	1	71
08:45	135	24	4	0	2	3	3	171	53	21	8	0	1	1	2	86
H/TOT	513	71	26	1	10	4	14	639	229	69	21	1	2	1	4	327
09:00	129	11	11	0	2	0	2	155	51	17	3	1	0	0	0	72
09:15	137	13	13	0	4	1	1	169	60	12	7	0	0	1	0	80
09:30	107	20	5	0	2	1	1	136	47	7	8	0	1	0	0	63
09:45	101	15	10	2	4	0	4	136	54	22	5	1	1	0	0	83
H/TOT	474	59	39	2	12	2	8	596	212	58	23	2	2	1	0	298
P/TOT	1383	200	83	4	34	8	36	1748	575	169	71	6	5	2	7	835

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM C FISHERTON STREET (S)								FROM ARM C FISHERTON STREET (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	105	12	6	1	2	0	2	128	53	12	1	0	1	0	1	68
16:15	120	17	5	0	5	1	3	151	85	6	0	0	0	0	0	91
16:30	124	14	4	1	1	1	1	146	80	13	1	0	1	3	5	103
16:45	128	16	5	0	4	0	2	155	71	8	1	0	0	0	1	81
H/TOT	477	59	20	2	12	2	8	580	289	39	3	0	2	3	7	343
17:00	108	5	2	1	2	0	1	119	73	8	0	1	0	0	3	85
17:15	156	13	0	0	5	0	3	177	76	6	1	0	0	1	3	87
17:30	112	11	0	0	2	2	1	128	90	5	1	0	0	0	1	97
17:45	134	4	2	0	2	2	1	145	73	5	1	1	0	0	1	81
H/TOT	510	33	4	1	11	4	6	569	312	24	3	2	0	1	8	350
18:00	124	8	1	1	5	0	4	143	78	2	0	0	0	0	3	83
18:15	110	6	0	0	5	0	2	123	79	7	0	0	0	0	4	90
18:30	113	2	1	0	4	0	3	123	61	4	2	0	0	0	2	69
18:45	110	3	0	0	2	0	2	117	72	5	0	0	0	0	6	83
H/TOT	457	19	2	1	16	0	11	506	290	18	2	0	0	0	15	325
P/TOT	1444	111	26	4	39	6	25	1655	891	81	8	2	2	4	30	1018

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM D WINDSOR ROAD								FROM ARM D WINDSOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	15	2	0	0	0	0	0	17
07:15	2	1	0	0	0	0	0	3	3	0	0	0	0	0	0	3
07:30	7	1	0	0	0	1	0	9	6	1	0	0	0	0	0	7
07:45	10	2	0	0	0	0	0	12	9	0	0	0	0	0	0	9
H/TOT	19	4	0	0	0	1	0	24	33	3	0	0	0	0	0	36
08:00	8	1	1	0	0	0	0	10	7	0	0	0	0	0	0	7
08:15	7	1	0	0	0	0	0	8	8	0	0	0	0	0	0	8
08:30	5	2	0	0	0	0	0	7	2	2	0	0	0	0	0	4
08:45	8	1	1	0	0	0	0	10	10	0	0	0	0	0	0	10
H/TOT	28	5	2	0	0	0	0	35	27	2	0	0	0	0	0	29
09:00	5	2	0	0	0	0	0	7	6	3	1	0	0	0	0	10
09:15	10	1	0	1	0	0	0	12	3	0	1	0	0	0	0	4
09:30	4	1	0	0	0	0	0	5	3	1	0	0	0	0	1	5
09:45	1	1	0	0	0	0	0	2	5	0	0	0	0	0	0	5
H/TOT	20	5	0	1	0	0	0	26	17	4	2	0	0	0	1	24
P/TOT	67	14	2	1	0	1	0	85	77	9	2	0	0	0	1	89

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 1 **DATE:** 22/02/2024

LOCATION: FISHERTON STREET (N) / ST PAUL'S ROAD / FISHERTON STREET (S) / WINDSOR ROAD **DAY:** THURSDAY

TIME	TO ARM D WINDSOR ROAD								FROM ARM D WINDSOR ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	0	0	0	0	0	1	4	10	2	0	0	0	0	0	12
16:15	9	0	1	0	0	0	0	10	13	1	0	0	0	0	0	14
16:30	4	1	0	0	0	0	0	5	9	0	0	0	0	0	0	9
16:45	9	2	0	0	0	0	0	11	9	0	0	0	0	0	0	9
H/TOT	25	3	1	0	0	0	1	30	41	3	0	0	0	0	0	44
17:00	9	1	0	0	0	0	0	10	14	0	1	0	1	0	0	16
17:15	6	0	0	0	0	0	1	7	8	1	0	0	0	0	0	9
17:30	9	0	0	0	0	0	1	10	6	0	0	0	0	0	0	6
17:45	6	1	0	0	0	0	0	7	9	0	0	0	0	1	1	11
H/TOT	30	2	0	0	0	0	2	34	37	1	1	0	1	1	1	42
18:00	12	0	0	0	0	0	0	12	8	1	0	0	0	0	1	10
18:15	8	0	1	0	0	0	0	9	14	1	1	0	0	0	0	16
18:30	10	2	0	0	0	0	1	13	5	0	0	0	0	0	1	6
18:45	8	1	0	0	0	0	0	9	6	1	0	0	0	0	1	8
H/TOT	38	3	1	0	0	0	1	43	33	3	1	0	0	0	3	40
P/TOT	93	8	2	0	0	0	4	107	111	7	2	0	1	1	4	126

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 2 **DATE:** 22/02/2024

LOCATION: SALISBURY STATION CAR PARK **DAY:** THURSDAY

TIME	MOVE 1								MOVE 2							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	37	1	0	0	1	0	5	44	30	1	0	0	1	0	1	33
07:15	28	1	0	0	0	0	3	32	18	1	0	0	0	0	0	19
07:30	14	1	0	0	1	0	6	22	9	2	0	0	1	0	2	14
07:45	19	1	0	0	0	0	1	21	7	0	0	0	0	0	3	10
H/TOT	98	4	0	0	2	0	15	119	64	4	0	0	2	0	6	76
08:00	27	2	0	0	0	0	4	33	19	0	0	0	0	0	1	20
08:15	13	0	0	0	1	0	3	17	9	1	0	0	0	0	1	11
08:30	15	1	0	0	0	0	3	19	9	1	0	0	1	0	1	12
08:45	21	4	0	0	0	0	1	26	12	0	0	0	0	1	3	16
H/TOT	76	7	0	0	1	0	11	95	49	2	0	0	1	1	6	59
09:00	19	1	0	0	0	0	2	22	7	2	0	0	0	0	1	10
09:15	27	0	1	0	1	0	0	29	20	0	1	0	0	0	2	23
09:30	20	1	0	0	0	1	1	23	15	0	0	0	1	0	2	18
09:45	18	0	0	0	1	0	0	19	17	0	0	0	0	0	1	18
H/TOT	84	2	1	0	2	1	3	93	59	2	1	0	1	0	6	69
P/TOT	258	13	1	0	5	1	29	307	172	8	1	0	4	1	18	204

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 2 **DATE:** 22/02/2024

LOCATION: SALISBURY STATION CAR PARK **DAY:** THURSDAY

TIME	MOVE 1								MOVE 2							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	21	1	0	0	0	0	1	23	6	3	0	0	1	0	1	11
16:15	27	2	0	0	1	0	1	31	31	0	0	0	0	0	2	33
16:30	34	0	0	0	0	0	3	37	27	1	0	0	1	0	2	31
16:45	18	0	0	0	0	0	1	19	25	0	0	0	0	0	1	26
H/TOT	100	3	0	0	1	0	6	110	89	4	0	0	2	0	6	101
17:00	24	1	0	0	0	0	0	25	10	0	0	0	0	0	1	11
17:15	25	3	0	0	1	0	0	29	34	2	0	0	1	1	1	39
17:30	16	0	0	0	0	0	0	16	18	1	0	0	0	0	4	23
17:45	23	1	0	0	0	0	0	24	31	0	0	0	0	0	3	34
H/TOT	88	5	0	0	1	0	0	94	93	3	0	0	1	1	9	107
18:00	31	3	0	0	0	0	0	34	12	1	0	0	0	0	0	13
18:15	33	2	0	0	0	0	3	38	44	2	0	0	0	0	6	52
18:30	27	1	0	0	1	0	0	29	27	2	0	0	1	0	1	31
18:45	26	2	0	0	0	0	0	28	38	2	0	0	0	0	5	45
H/TOT	117	8	0	0	1	0	3	129	121	7	0	0	1	0	12	141
P/TOT	305	16	0	0	3	0	9	333	303	14	0	0	4	1	27	349

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 2 **DATE:** 22/02/2024

LOCATION: SALISBURY STATION CAR PARK **DAY:** THURSDAY

TIME	MOVE 3								MOVE 4							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	13	0	0	0	0	0	2	15	0	0	0	0	0	0	2	2
07:15	10	0	0	0	0	0	1	11	0	0	0	0	0	0	0	0
07:30	6	0	0	0	0	0	1	7	0	0	0	0	0	0	2	2
07:45	8	1	0	0	0	0	2	11	0	0	0	0	0	0	4	4
H/TOT	37	1	0	0	0	0	6	44	0	0	0	0	0	0	8	8
08:00	5	1	0	0	0	0	1	7	0	0	0	0	0	0	1	1
08:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	2	2
08:30	7	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
08:45	4	1	0	0	0	0	1	6	1	0	0	0	0	0	0	1
H/TOT	22	2	0	0	0	0	2	26	1	0	0	0	0	0	3	4
09:00	9	0	0	0	0	0	0	9	1	0	0	0	0	0	2	3
09:15	6	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
09:30	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
09:45	4	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
H/TOT	23	0	0	0	0	0	0	23	1	0	0	0	0	0	2	3
P/TOT	82	3	0	0	0	0	8	93	2	0	0	0	0	0	13	15

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 2 **DATE:** 22/02/2024

LOCATION: SALISBURY STATION CAR PARK **DAY:** THURSDAY

TIME	MOVE 3								MOVE 4							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	0	0	0	0	0	0	9	0	0	0	0	0	0	1	1
16:15	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	1
16:30	4	0	0	0	0	0	1	5	1	0	0	0	0	0	1	2
16:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1
H/TOT	17	0	0	0	0	0	1	18	2	0	0	0	0	0	3	5
17:00	3	1	0	0	0	0	0	4	0	0	0	0	0	0	1	1
17:15	8	0	0	0	0	0	1	9	2	0	0	0	0	0	0	2
17:30	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2
17:45	2	0	0	0	0	0	1	3	2	0	0	0	0	0	0	2
H/TOT	15	1	0	0	0	0	2	18	6	0	0	0	0	0	1	7
18:00	3	0	0	0	0	0	0	3	1	0	0	0	0	0	0	1
18:15	10	0	0	0	0	0	0	10	3	0	0	0	0	0	1	4
18:30	5	0	0	0	0	0	0	5	1	0	0	0	0	0	0	1
18:45	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
H/TOT	21	0	0	0	0	0	0	21	5	0	0	0	0	0	1	6
P/TOT	53	1	0	0	0	0	3	57	13	0	0	0	0	0	5	18

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

SITE: 2 **DATE:** 22/02/2024

LOCATION: SALISBURY STATION CAR PARK **DAY:** THURSDAY

TIME	MOVE 5								MOVE 6							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	1	2	0	0	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	3
07:30	1	0	0	0	0	0	1	2	0	0	0	0	0	0	2	2
07:45	0	0	0	0	0	0	4	4	2	1	0	0	0	0	2	5
H/TOT	2	0	0	0	0	0	6	8	4	1	0	0	0	0	6	11
08:00	1	0	0	0	0	0	1	2	1	0	0	0	0	0	1	2
08:15	1	1	0	0	0	0	1	3	2	1	0	0	0	0	0	3
08:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	1	4
H/TOT	3	1	0	0	0	0	3	7	5	2	0	0	0	0	2	9
09:00	2	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	2	4	3	0	0	0	0	0	0	3
P/TOT	7	1	0	0	0	0	11	19	12	3	0	0	0	0	8	23

MANUAL CLASSIFIED COUNTS

JOB REF: 13124

JOB NAME: SALISBURY

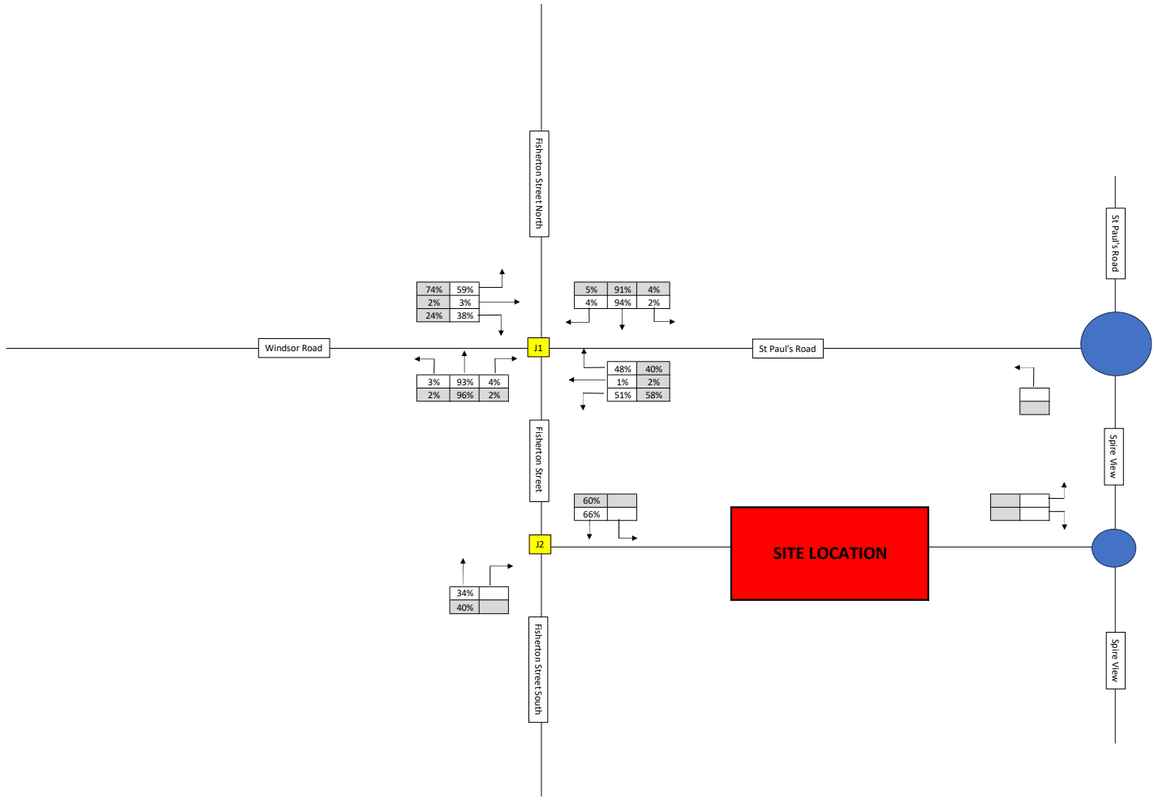
SITE: 2 **DATE:** 22/02/2024

LOCATION: SALISBURY STATION CAR PARK **DAY:** THURSDAY

TIME	MOVE 5								MOVE 6							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	1	1	6	0	0	0	0	0	0	6
16:15	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
16:30	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	4
16:45	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	9
H/TOT	0	0	0	0	0	0	3	3	24	0	0	0	0	0	0	24
17:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1
17:15	1	0	0	0	0	0	0	1	17	1	0	0	0	0	0	18
17:30	0	0	0	0	0	0	1	1	8	0	0	0	0	0	0	8
17:45	0	0	0	0	0	0	0	0	8	0	0	0	0	0	1	9
H/TOT	1	0	0	0	0	0	2	3	34	1	0	0	0	0	1	36
18:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	13	1	0	0	0	0	2	16
18:30	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	13
18:45	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	11
H/TOT	0	0	0	0	0	0	0	0	38	1	0	0	0	0	3	42
P/TOT	1	0	0	0	0	0	5	6	96	2	0	0	0	0	4	102

Appendix G
Traffic Flow Diagram

AM	
PM	

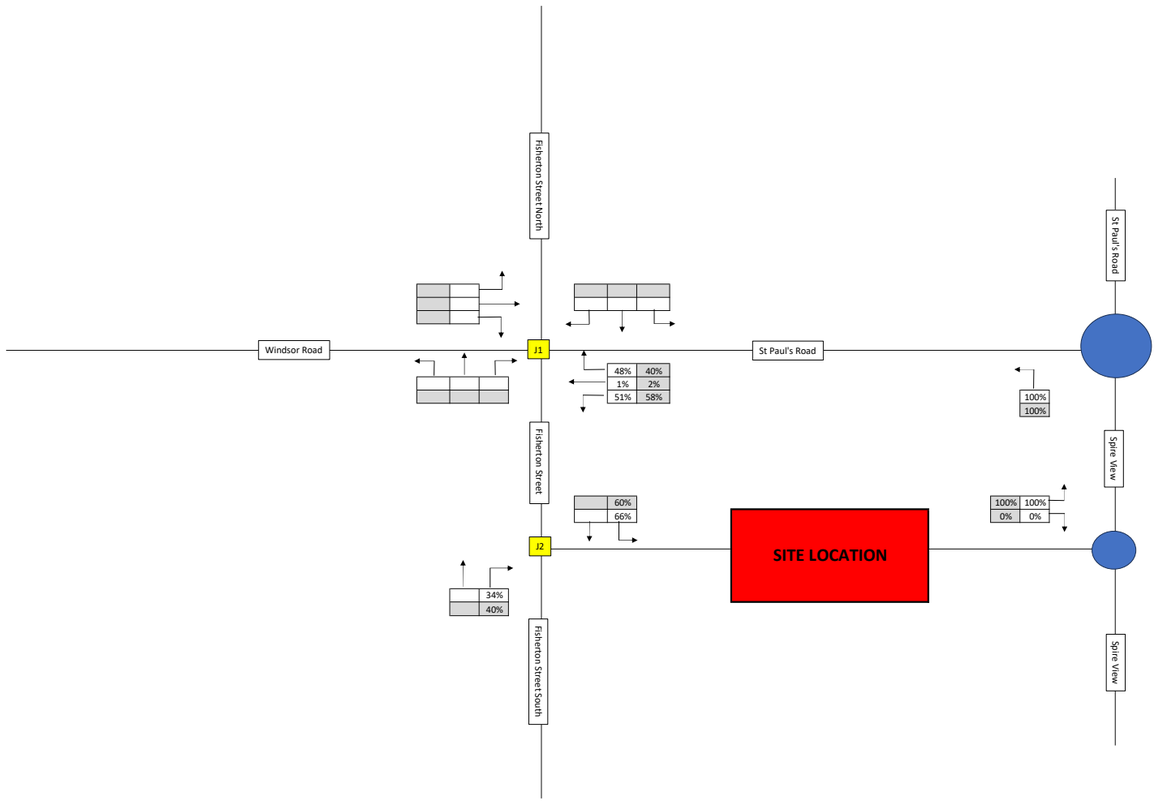


D

210957 - Salisbury East Goods Yard Existing Distribution

the transportation consultancy

AM	
PM	

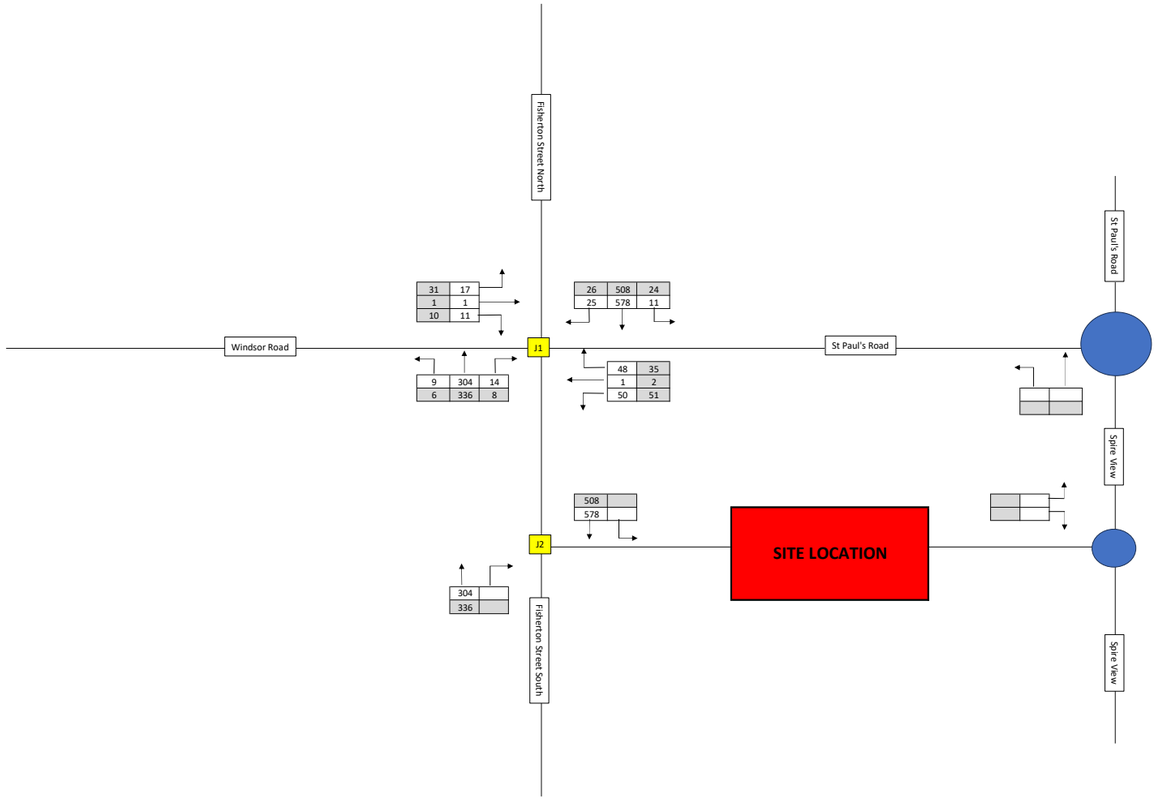




210957 - Salisbury East Goods Yard Development Distribution

the transportation consultancy

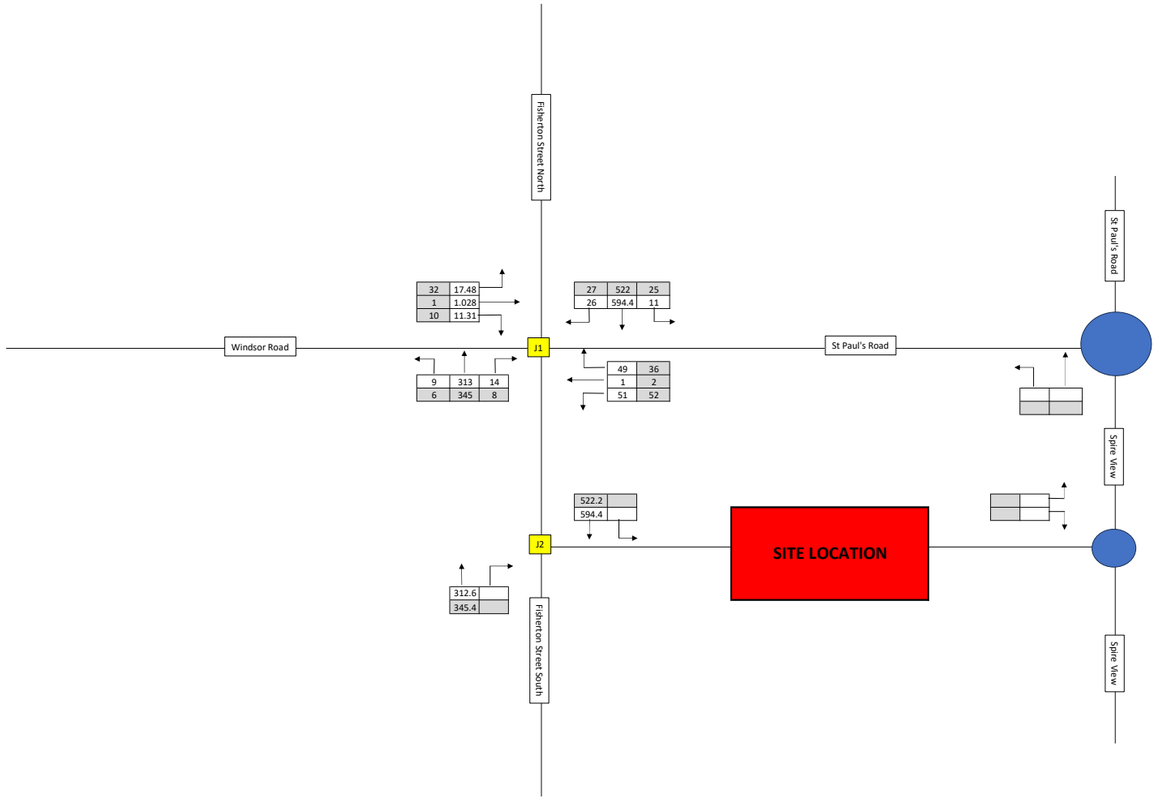
AM	
PM	



210957 - Salisbury East Goods Yard 2024 Base

the transportation consultancy

AM	
PM	

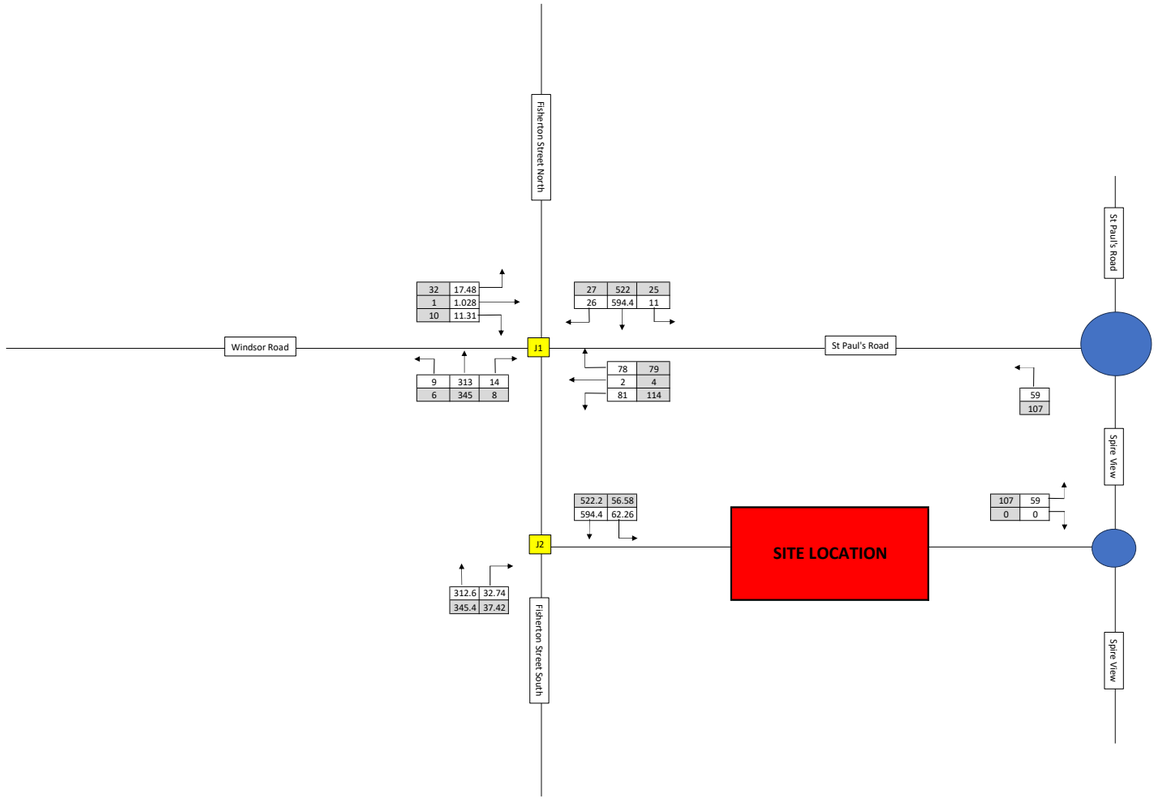




210957 - Salisbury East Goods Yard 2027 Base

the transportation consultancy

AM	
PM	



210957 - Salisbury East Goods Yard 2027 Base + Development

the transportation consultancy

Appendix H
Junction Modelling Results

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: Fisherton Street___St Paul's Road___Windsor Road Priority Controlled Crossroads.j10
Path: C:\Users\BenHill\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210957 - Salisbury Station\Data\Junction Modelling
Report generation date: 29/02/2024 10:12:44

»2024 Base, AM
»2024 Base, PM
»2027 Base, AM
»2027 Base, PM
»2027 Base + Development, AM
»2027 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Base									
Stream B-ACD	D1	0.4	11.96	0.27	B	D2	0.3	10.61	0.22	B
Stream A-BCD		0.1	4.27	0.08	A		0.1	4.43	0.08	A
Stream D-ABC		0.1	7.80	0.06	A		0.1	7.33	0.09	A
Stream C-ABD		0.1	5.35	0.04	A		0.0	5.13	0.02	A
	2027 Base									
Stream B-ACD	D3	0.4	12.24	0.27	B	D4	0.3	10.84	0.23	B
Stream A-BCD		0.2	4.25	0.08	A		0.2	4.41	0.08	A
Stream D-ABC		0.1	7.88	0.07	A		0.1	7.38	0.09	A
Stream C-ABD		0.1	5.34	0.04	A		0.0	5.11	0.02	A
	2027 Base + Development									
Stream B-ACD	D5	0.8	15.81	0.44	C	D6	1.0	16.77	0.50	C
Stream A-BCD		0.2	4.25	0.08	A		0.2	4.41	0.08	A
Stream D-ABC		0.1	8.01	0.07	A		0.1	7.54	0.09	A
Stream C-ABD		0.1	5.34	0.04	A		0.0	5.11	0.02	A

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

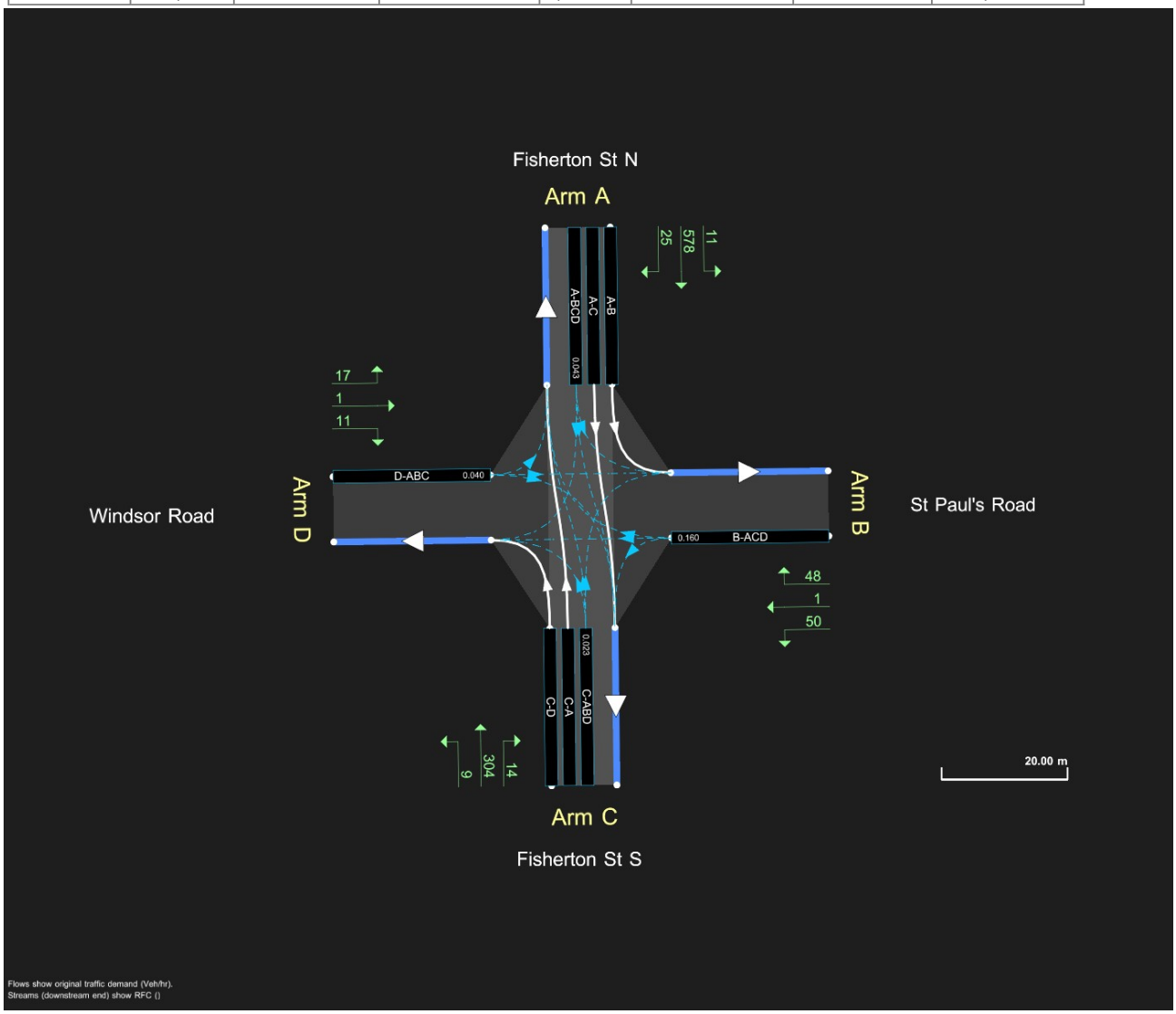
File Description

Title	
Location	
Site number	
Date	28/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BenHill

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



The junction diagram reflects the last run of Junctions.

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	2024 Base	AM	ONE HOUR	08:00	09:30	15
D2	2024 Base	PM	ONE HOUR	00:00	01:30	15
D3	2027 Base	AM	ONE HOUR	08:00	09:30	15
D4	2027 Base	PM	ONE HOUR	00:00	01:30	15
D5	2027 Base + Development	AM	ONE HOUR	08:00	09:30	15
D6	2027 Base + Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Crossroads	Two-way	Two-way	Two-way	Two-way		1.68	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.68	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fisherton Street North		Major
B	St Paul's Road		Minor
C	Fisherton Street South		Major
D	Windsor Road		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A	9.80			100.0	✓	0.00
C	9.80			70.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.36	27	30
D	One lane	4.18	28	30

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	632	-	-	-	-	-	-	0.204	0.292	0.204	-	-	-
B-A	519	0.079	0.199	0.199	-	-	-	0.126	0.285	-	0.199	0.199	0.100
B-C	666	0.085	0.215	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	519	0.079	0.199	0.199	-	-	-	0.126	0.285	0.126	-	-	-
B-D, offside lane	519	0.079	0.199	0.199	-	-	-	0.126	0.285	0.126	-	-	-
C-B	615	0.199	0.199	0.284	-	-	-	-	-	-	-	-	-
D-A	718	-	-	-	-	-	-	0.232	-	0.092	-	-	-
D-B, nearside lane	560	0.135	0.135	0.308	-	-	-	0.215	0.215	0.085	-	-	-
D-B, offside lane	560	0.135	0.135	0.308	-	-	-	0.215	0.215	0.085	-	-	-
D-C	560	-	0.135	0.308	0.108	0.215	0.215	0.215	0.215	0.085	-	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

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	2024 Base	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	614	100.000
B		✓	99	100.000
C		✓	327	100.000
D		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	11	578	25
	B	48	0	50	1
	C	304	14	0	9
	D	17	1	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0
	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.27	11.96	0.4	B
A-BCD	0.08	4.27	0.1	A
A-B				
A-C				
D-ABC	0.06	7.80	0.1	A
C-ABD	0.04	5.35	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	75	466	0.160	74	0.2	9.151	A
A-BCD	38	881	0.043	38	0.1	4.267	A
A-B	8			8			
A-C	416			416			
D-ABC	22	544	0.040	22	0.0	6.895	A
C-ABD	16	688	0.023	16	0.0	5.353	A
C-D	7			7			
C-A	224			224			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	443	0.201	89	0.2	10.156	B
A-BCD	52	932	0.056	52	0.1	4.089	A
A-B	9			9			
A-C	490			490			
D-ABC	26	523	0.050	26	0.1	7.244	A
C-ABD	21	706	0.030	21	0.0	5.257	A
C-D	8			8			
C-A	265			265			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	410	0.266	109	0.4	11.920	B
A-BCD	78	1005	0.078	78	0.1	3.884	A
A-B	11			11			
A-C	587			587			
D-ABC	32	493	0.065	32	0.1	7.798	A
C-ABD	29	731	0.040	29	0.1	5.130	A
C-D	10			10			
C-A	321			321			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	109	410	0.266	109	0.4	11.955	B
A-BCD	78	1005	0.078	78	0.1	3.885	A
A-B	11			11			
A-C	587			587			
D-ABC	32	493	0.065	32	0.1	7.801	A
C-ABD	29	731	0.040	29	0.1	5.133	A
C-D	10			10			
C-A	321			321			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	89	443	0.201	89	0.3	10.199	B
A-BCD	52	933	0.056	52	0.1	4.092	A
A-B	9			9			
A-C	490			490			
D-ABC	26	523	0.050	26	0.1	7.251	A
C-ABD	21	706	0.030	21	0.0	5.261	A
C-D	8			8			
C-A	265			265			

09:15 - 09:30

Stream	Total Demand	Capacity (Veh/hr)	RFC	Throughput	End queue (Veh)	Delay (s)	Unsignalised

	(Veh/hr)			(Veh/hr)			level of service
B-ACD	75	466	0.160	75	0.2	9.201	A
A-BCD	38	881	0.043	38	0.1	4.271	A
A-B	8			8			
A-C	416			416			
D-ABC	22	543	0.040	22	0.0	6.901	A
C-ABD	16	688	0.023	16	0.0	5.354	A
C-D	7			7			
C-A	223			223			

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Crossroads	Two-way	Two-way	Two-way	Two-way		1.52	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.52	A

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	2024 Base	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	558	100.000
B		✓	88	100.000
C		✓	350	100.000
D		✓	42	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	24	508	26
	B	35	0	51	2
	C	336	8	0	6
	D	31	1	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0

	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.22	10.61	0.3	B
A-BCD	0.08	4.43	0.1	A
A-B				
A-C				
D-ABC	0.09	7.33	0.1	A
C-ABD	0.02	5.13	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	488	0.136	66	0.2	8.516	A
A-BCD	37	850	0.044	37	0.1	4.428	A
A-B	17			17			
A-C	366			366			
D-ABC	32	581	0.054	31	0.1	6.544	A
C-ABD	9	711	0.013	9	0.0	5.130	A
C-D	4			4			
C-A	250			250			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	466	0.170	79	0.2	9.288	A
A-BCD	50	895	0.056	50	0.1	4.263	A
A-B	20			20			
A-C	431			431			
D-ABC	38	563	0.067	38	0.1	6.852	A
C-ABD	12	733	0.017	12	0.0	4.997	A
C-D	5			5			
C-A	297			297			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	97	436	0.222	97	0.3	10.592	B
A-BCD	74	958	0.077	74	0.1	4.071	A
A-B	24			24			
A-C	516			516			
D-ABC	46	537	0.086	46	0.1	7.330	A
C-ABD	17	764	0.023	17	0.0	4.821	A
C-D	6			6			
C-A	361			361			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	97	436	0.222	97	0.3	10.612	B
A-BCD	74	959	0.077	74	0.1	4.071	A
A-B	24			24			
A-C	516			516			
D-ABC	46	537	0.086	46	0.1	7.331	A
C-ABD	17	764	0.023	17	0.0	4.823	A
C-D	6			6			
C-A	361			361			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	79	466	0.170	79	0.2	9.316	A
A-BCD	50	895	0.056	51	0.1	4.268	A
A-B	20			20			
A-C	431			431			
D-ABC	38	563	0.067	38	0.1	6.858	A
C-ABD	12	733	0.017	12	0.0	4.998	A
C-D	5			5			
C-A	297			297			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	66	488	0.136	66	0.2	8.549	A
A-BCD	37	850	0.044	37	0.1	4.434	A
A-B	17			17			
A-C	366			366			
D-ABC	32	581	0.054	32	0.1	6.555	A
C-ABD	9	711	0.013	9	0.0	5.131	A
C-D	4			4			
C-A	250			250			

2027 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Crossroads	Two-way	Two-way	Two-way	Two-way		1.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.71	A

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	2027 Base	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	631	100.000
B		✓	101	100.000
C		✓	336	100.000
D		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	11	594	26
	B	49	0	51	1
	C	313	14	0	9
	D	17	1	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0

	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.27	12.24	0.4	B
A-BCD	0.08	4.25	0.2	A
A-B				
A-C				
D-ABC	0.07	7.88	0.1	A
C-ABD	0.04	5.34	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	463	0.164	75	0.2	9.262	A
A-BCD	40	888	0.045	40	0.1	4.243	A
A-B	8			8			
A-C	427			427			
D-ABC	22	541	0.040	22	0.0	6.934	A
C-ABD	16	691	0.023	16	0.0	5.334	A
C-D	7			7			
C-A	230			230			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	439	0.207	91	0.3	10.323	B
A-BCD	56	941	0.059	55	0.1	4.066	A
A-B	9			9			
A-C	502			502			
D-ABC	26	519	0.050	26	0.1	7.297	A
C-ABD	21	709	0.030	21	0.0	5.235	A
C-D	8			8			
C-A	273			273			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	111	405	0.274	111	0.4	12.204	B
A-BCD	83	1016	0.082	83	0.2	3.862	A
A-B	11			11			
A-C	600			600			
D-ABC	32	489	0.065	32	0.1	7.876	A
C-ABD	30	735	0.041	30	0.1	5.103	A
C-D	10			10			
C-A	331			331			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	111	405	0.274	111	0.4	12.245	B
A-BCD	84	1016	0.082	84	0.2	3.864	A
A-B	11			11			
A-C	600			600			
D-ABC	32	489	0.065	32	0.1	7.880	A
C-ABD	30	735	0.041	30	0.1	5.104	A
C-D	10			10			
C-A	331			331			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	91	439	0.207	91	0.3	10.367	B
A-BCD	56	941	0.059	56	0.1	4.068	A
A-B	9			9			
A-C	502			502			
D-ABC	26	519	0.050	26	0.1	7.301	A
C-ABD	21	709	0.030	21	0.0	5.237	A
C-D	8			8			
C-A	273			273			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	76	463	0.164	76	0.2	9.314	A
A-BCD	40	888	0.045	40	0.1	4.247	A
A-B	8			8			
A-C	427			427			
D-ABC	22	541	0.040	22	0.0	6.943	A
C-ABD	16	691	0.024	16	0.0	5.336	A
C-D	7			7			
C-A	230			230			

2027 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Crossroads	Two-way	Two-way	Two-way	Two-way		1.54	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.54	A

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	2027 Base	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	574	100.000
B		✓	90	100.000
C		✓	359	100.000
D		✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	25	522	27
	B	36	0	52	2
	C	345	8	0	6
	D	32	1	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0

	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.23	10.84	0.3	B
A-BCD	0.08	4.41	0.2	A
A-B				
A-C				
D-ABC	0.09	7.38	0.1	A
C-ABD	0.02	5.11	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	484	0.140	67	0.2	8.614	A
A-BCD	39	856	0.046	39	0.1	4.404	A
A-B	18			18			
A-C	375			375			
D-ABC	32	580	0.056	32	0.1	6.564	A
C-ABD	10	714	0.013	10	0.0	5.111	A
C-D	4			4			
C-A	256			256			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	462	0.175	81	0.2	9.430	A
A-BCD	53	903	0.059	53	0.1	4.239	A
A-B	21			21			
A-C	441			441			
D-ABC	39	562	0.069	39	0.1	6.881	A
C-ABD	13	736	0.017	13	0.0	4.976	A
C-D	5			5			
C-A	305			305			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	99	431	0.230	99	0.3	10.818	B
A-BCD	79	969	0.081	79	0.2	4.046	A
A-B	25			25			
A-C	528			528			
D-ABC	47	535	0.088	47	0.1	7.376	A
C-ABD	18	768	0.023	18	0.0	4.795	A
C-D	6			6			
C-A	371			371			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	99	431	0.230	99	0.3	10.841	B
A-BCD	79	969	0.082	79	0.2	4.049	A
A-B	25			25			
A-C	528			528			
D-ABC	47	535	0.088	47	0.1	7.376	A
C-ABD	18	768	0.023	18	0.0	4.796	A
C-D	6			6			
C-A	371			371			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	81	462	0.175	81	0.2	9.458	A
A-BCD	54	903	0.059	54	0.1	4.242	A
A-B	21			21			
A-C	441			441			
D-ABC	39	562	0.069	39	0.1	6.887	A
C-ABD	13	736	0.017	13	0.0	4.979	A
C-D	5			5			
C-A	305			305			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	68	484	0.140	68	0.2	8.650	A
A-BCD	39	856	0.046	39	0.1	4.408	A
A-B	18			18			
A-C	375			375			
D-ABC	32	580	0.056	32	0.1	6.571	A
C-ABD	10	714	0.013	10	0.0	5.114	A
C-D	4			4			
C-A	256			256			

2027 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Crossroads	Two-way	Two-way	Two-way	Two-way		2.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.75	A

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	2027 Base + Development	AM	ONE HOUR	08:00	09:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	631	100.000
B		✓	161	100.000
C		✓	336	100.000
D		✓	29	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	11	594	26
	B	78	0	81	2
	C	313	14	0	9
	D	17	1	11	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0

	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.44	15.81	0.8	C
A-BCD	0.08	4.25	0.2	A
A-B				
A-C				
D-ABC	0.07	8.01	0.1	A
C-ABD	0.04	5.34	0.1	A
C-D				
C-A				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	121	463	0.262	120	0.3	10.454	B
A-BCD	40	888	0.045	40	0.1	4.243	A
A-B	8			8			
A-C	427			427			
D-ABC	22	536	0.041	22	0.0	6.995	A
C-ABD	16	691	0.023	16	0.0	5.334	A
C-D	7			7			
C-A	230			230			

08:15 - 08:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	145	439	0.330	144	0.5	12.200	B
A-BCD	56	941	0.059	55	0.1	4.066	A
A-B	9			9			
A-C	502			502			
D-ABC	26	514	0.051	26	0.1	7.383	A
C-ABD	21	709	0.030	21	0.0	5.235	A
C-D	8			8			
C-A	273			273			

08:30 - 08:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	177	405	0.438	176	0.8	15.660	C
A-BCD	83	1016	0.082	83	0.2	3.862	A
A-B	11			11			
A-C	600			600			
D-ABC	32	481	0.066	32	0.1	8.008	A
C-ABD	30	735	0.041	30	0.1	5.103	A
C-D	10			10			
C-A	331			331			

08:45 - 09:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	177	405	0.438	177	0.8	15.806	C
A-BCD	84	1016	0.082	84	0.2	3.864	A
A-B	11			11			
A-C	600			600			
D-ABC	32	481	0.066	32	0.1	8.012	A
C-ABD	30	735	0.041	30	0.1	5.104	A
C-D	10			10			
C-A	331			331			

09:00 - 09:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	145	439	0.330	146	0.5	12.341	B
A-BCD	56	941	0.059	56	0.1	4.068	A
A-B	9			9			
A-C	502			502			
D-ABC	26	513	0.051	26	0.1	7.389	A
C-ABD	21	709	0.030	21	0.0	5.237	A
C-D	8			8			
C-A	273			273			

09:15 - 09:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	121	463	0.262	122	0.4	10.575	B
A-BCD	40	888	0.045	40	0.1	4.247	A
A-B	8			8			
A-C	427			427			
D-ABC	22	536	0.041	22	0.0	7.002	A
C-ABD	16	691	0.024	16	0.0	5.336	A
C-D	7			7			
C-A	230			230			

2027 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Arm D Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Junction 2	Crossroads	Two-way	Two-way	Two-way	Two-way		3.39	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.39	A

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	2027 Base + Development	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	574	100.000
B		✓	197	100.000
C		✓	359	100.000
D		✓	43	100.000

Origin-Destination Data

Demand (Veh/hr)

		To			
		A	B	C	D
From	A	0	25	522	27
	B	79	0	114	4
	C	345	8	0	6
	D	32	1	10	0

Vehicle Mix

Heavy Vehicle Percentages

		To			
		A	B	C	D
From	A	0	0	0	0
	B	0	0	0	0

	C	0	0	0	0
	D	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-ACD	0.50	16.77	1.0	C
A-BCD	0.08	4.41	0.2	A
A-B				
A-C				
D-ABC	0.09	7.54	0.1	A
C-ABD	0.02	5.11	0.0	A
C-D				
C-A				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	148	485	0.306	147	0.4	10.598	B
A-BCD	39	856	0.046	39	0.1	4.404	A
A-B	18			18			
A-C	375			375			
D-ABC	32	574	0.056	32	0.1	6.636	A
C-ABD	10	714	0.013	10	0.0	5.111	A
C-D	4			4			
C-A	256			256			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	177	462	0.383	176	0.6	12.555	B
A-BCD	53	903	0.059	53	0.1	4.239	A
A-B	21			21			
A-C	441			441			
D-ABC	39	554	0.070	39	0.1	6.983	A
C-ABD	13	736	0.017	13	0.0	4.976	A
C-D	5			5			
C-A	305			305			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	217	431	0.503	215	1.0	16.554	C
A-BCD	79	969	0.081	79	0.2	4.046	A
A-B	25			25			
A-C	528			528			
D-ABC	47	525	0.090	47	0.1	7.531	A
C-ABD	18	768	0.023	18	0.0	4.795	A
C-D	6			6			
C-A	371			371			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service

B-ACD	217	431	0.503	217	1.0	16.770	C
A-BCD	79	969	0.082	79	0.2	4.049	A
A-B	25			25			
A-C	528			528			
D-ABC	47	525	0.090	47	0.1	7.537	A
C-ABD	18	768	0.023	18	0.0	4.796	A
C-D	6			6			
C-A	371			371			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	177	462	0.383	179	0.6	12.750	B
A-BCD	54	903	0.059	54	0.1	4.242	A
A-B	21			21			
A-C	441			441			
D-ABC	39	554	0.070	39	0.1	6.989	A
C-ABD	13	736	0.017	13	0.0	4.979	A
C-D	5			5			
C-A	305			305			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-ACD	148	484	0.306	149	0.4	10.756	B
A-BCD	39	856	0.046	39	0.1	4.408	A
A-B	18			18			
A-C	375			375			
D-ABC	32	574	0.056	32	0.1	6.648	A
C-ABD	10	714	0.013	10	0.0	5.114	A
C-D	4			4			
C-A	256			256			

Junctions 10

PICADY 10 - Priority Intersection Module

Version: 10.0.1.1519
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Filename: Junction 2 - Fisherton Street North_Site Entrance_Fisherton Street South.j10
Path: C:\Users\BenHill\TTC Transportplanning\TTC Transportplanning Team Site - Documents\TTC - Projects\210957 - Salisbury Station\Data\Junction Modelling
Report generation date: 29/02/2024 17:32:38

»2024 Base, AM
»2024 Base, PM
»2027 Base, AM
»2027 Base, PM
»2027 Base + Development, AM
»2027 Base + Development, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Set ID	Queue (Veh)	Delay (s)	RFC	LOS
	2024 Base									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 Base									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.0	0.00	0.00	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2027 Base + Development									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.0	0.00	0.00	A
Stream C-AB		0.2	5.50	0.09	A		0.2	5.32	0.10	A

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.

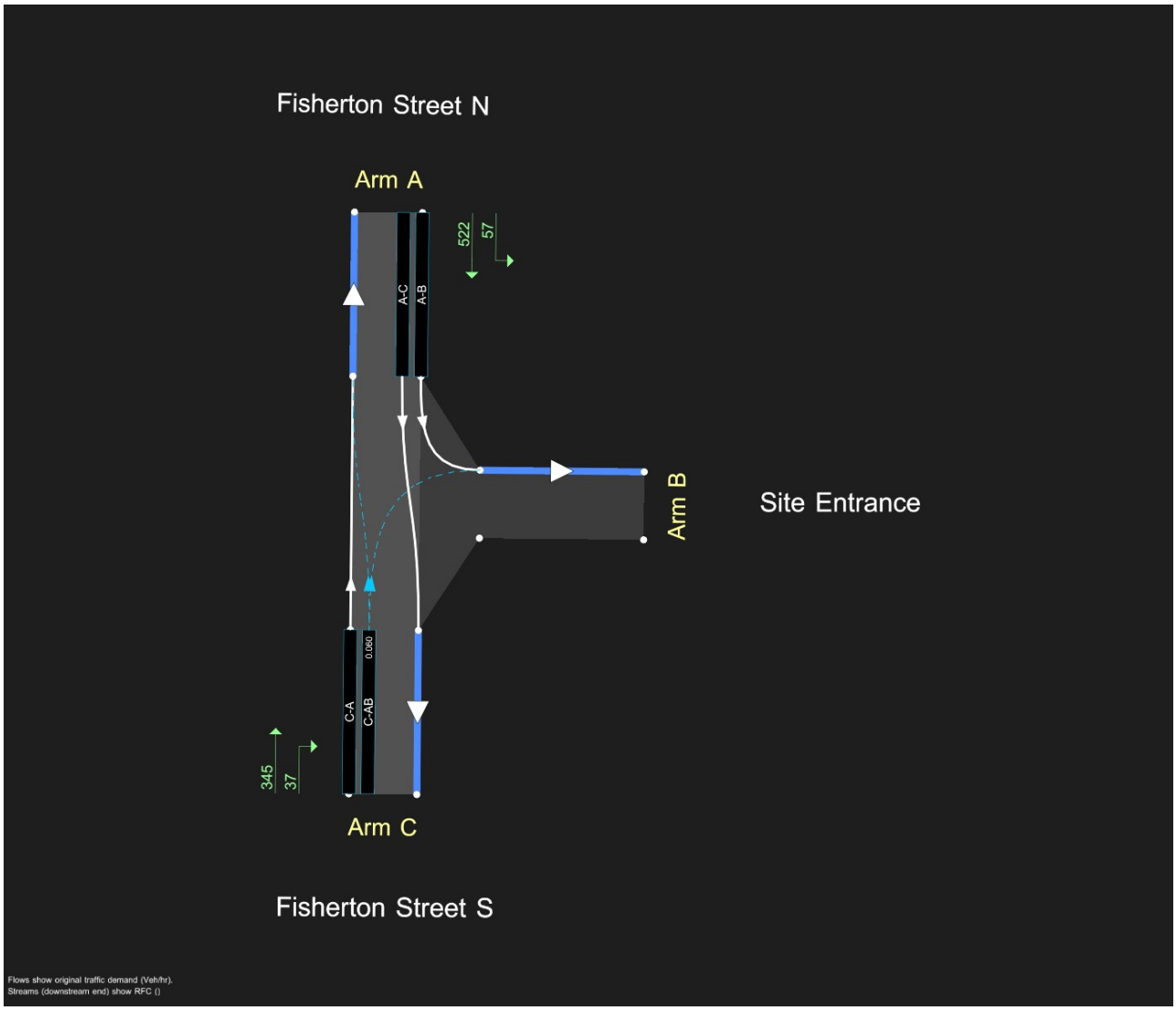
File summary

File Description

Title	Junction 2 - Fisherton St North / Site Entrance / Fisherton St South
Location	
Site number	
Date	29/02/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BenHill
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



The junction diagram reflects the last run of Junctions.

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	2024 Base	AM	ONE HOUR	00:00	01:30	15
D2	2024 Base	PM	ONE HOUR	00:00	01:30	15
D3	2027 Base	AM	ONE HOUR	00:00	01:30	15
D4	2027 Base	PM	ONE HOUR	00:00	01:30	15
D5	2027 Base + Development	AM	ONE HOUR	00:00	01:30	15
D6	2027 Base + Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2024 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Exit Only	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Fisherton Street North		Major
B	Site Entrance		Minor
C	Fisherton Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	8.85			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B				

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (Veh/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	440	0.066	0.166	0.105	0.238
B-C	574	0.082	0.207	-	-
C-B	632	0.214	0.214	-	-

The slopes and intercepts shown above include custom intercept adjustments only.
Streams may be combined, in which case capacity will be adjusted.
Values are shown for the first time segment only; they may differ for subsequent time segments.

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	2024 Base	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	578	100.000
B		✓	0	100.000
C		✓	304	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	578
	B	0	0	0
	C	304	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	402	0.000	0	0.0	0.000	A
C-AB	0	539	0.000	0	0.0	0.000	A
C-A	229			229			
A-B	0			0			
A-C	435			435			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	383	0.000	0	0.0	0.000	A
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	273			273			

A-B	0			0			
A-C	520			520			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	357	0.000	0	0.0	0.000	A
C-AB	0	495	0.000	0	0.0	0.000	A
C-A	335			335			
A-B	0			0			
A-C	636			636			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	357	0.000	0	0.0	0.000	A
C-AB	0	495	0.000	0	0.0	0.000	A
C-A	335			335			
A-B	0			0			
A-C	636			636			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	383	0.000	0	0.0	0.000	A
C-AB	0	520	0.000	0	0.0	0.000	A
C-A	273			273			
A-B	0			0			
A-C	520			520			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	402	0.000	0	0.0	0.000	A
C-AB	0	539	0.000	0	0.0	0.000	A
C-A	229			229			
A-B	0			0			
A-C	435			435			

2024 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Exit Only	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2024 Base	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	508	100.000
B		✓	0	100.000
C		✓	336	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	508
	B	0	0	0
	C	336	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	410	0.000	0	0.0	0.000	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	253			253			
A-B	0			0			
A-C	382			382			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	392	0.000	0	0.0	0.000	A
C-AB	0	534	0.000	0	0.0	0.000	A
C-A	302			302			
A-B	0			0			
A-C	457			457			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	368	0.000	0	0.0	0.000	A
C-AB	0	512	0.000	0	0.0	0.000	A
C-A	370			370			
A-B	0			0			
A-C	559			559			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	368	0.000	0	0.0	0.000	A
C-AB	0	512	0.000	0	0.0	0.000	A
C-A	370			370			
A-B	0			0			
A-C	559			559			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	392	0.000	0	0.0	0.000	A
C-AB	0	534	0.000	0	0.0	0.000	A
C-A	302			302			
A-B	0			0			
A-C	457			457			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	410	0.000	0	0.0	0.000	A
C-AB	0	550	0.000	0	0.0	0.000	A
C-A	253			253			
A-B	0			0			
A-C	382			382			

2027 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Exit Only	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2027 Base	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	594	100.000
B		✓	0	100.000
C		✓	313	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	594
	B	0	0	0
	C	313	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	399	0.000	0	0.0	0.000	A
C-AB	0	536	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	447			447			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	380	0.000	0	0.0	0.000	A
C-AB	0	517	0.000	0	0.0	0.000	A
C-A	281			281			
A-B	0			0			
A-C	534			534			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	353	0.000	0	0.0	0.000	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	345			345			
A-B	0			0			
A-C	654			654			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	353	0.000	0	0.0	0.000	A
C-AB	0	492	0.000	0	0.0	0.000	A
C-A	345			345			
A-B	0			0			
A-C	654			654			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	380	0.000	0	0.0	0.000	A
C-AB	0	517	0.000	0	0.0	0.000	A
C-A	281			281			
A-B	0			0			
A-C	534			534			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	399	0.000	0	0.0	0.000	A
C-AB	0	536	0.000	0	0.0	0.000	A
C-A	236			236			
A-B	0			0			
A-C	447			447			

2027 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Exit Only	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

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	2027 Base	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	522	100.000
B		✓	0	100.000
C		✓	345	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	0	522
	B	0	0	0
	C	345	0	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.00	0.00	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	260			260			
A-B	0			0			
A-C	393			393			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	389	0.000	0	0.0	0.000	A
C-AB	0	531	0.000	0	0.0	0.000	A
C-A	310			310			
A-B	0			0			
A-C	469			469			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	365	0.000	0	0.0	0.000	A
C-AB	0	509	0.000	0	0.0	0.000	A
C-A	380			380			
A-B	0			0			
A-C	575			575			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	365	0.000	0	0.0	0.000	A
C-AB	0	509	0.000	0	0.0	0.000	A
C-A	380			380			
A-B	0			0			
A-C	575			575			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	389	0.000	0	0.0	0.000	A
C-AB	0	531	0.000	0	0.0	0.000	A
C-A	310			310			
A-B	0			0			
A-C	469			469			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	407	0.000	0	0.0	0.000	A
C-AB	0	548	0.000	0	0.0	0.000	A
C-A	260			260			
A-B	0			0			
A-C	393			393			

2027 Base + Development, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Exit Only	Two-way		0.31	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.31	A

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	2027 Base + Development	AM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	656	100.000
B		✓	0	100.000
C		✓	346	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	62	594
	B	0	0	0
	C	313	33	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.09	5.50	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	391	0.000	0	0.0	0.000	A
C-AB	38	693	0.054	37	0.1	5.492	A
C-A	223			223			
A-B	47			47			
A-C	447			447			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	370	0.000	0	0.0	0.000	A
C-AB	49	708	0.070	49	0.1	5.469	A
C-A	262			262			
A-B	56			56			
A-C	534			534			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	341	0.000	0	0.0	0.000	A
C-AB	69	730	0.095	69	0.2	5.446	A
C-A	312			312			
A-B	68			68			
A-C	654			654			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	341	0.000	0	0.0	0.000	A
C-AB	69	731	0.095	69	0.2	5.450	A
C-A	312			312			
A-B	68			68			
A-C	654			654			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	370	0.000	0	0.0	0.000	A
C-AB	50	708	0.070	50	0.1	5.473	A
C-A	262			262			
A-B	56			56			
A-C	534			534			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	391	0.000	0	0.0	0.000	A
C-AB	38	693	0.055	38	0.1	5.499	A
C-A	223			223			
A-B	47			47			
A-C	447			447			

2027 Base + Development, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
2	untitled	T-Junction	Two-way	Exit Only	Two-way		0.37	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.37	A

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	2027 Base + Development	PM	ONE HOUR	00:00	01:30	15

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

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		✓	579	100.000
B		✓	0	100.000
C		✓	382	100.000

Origin-Destination Data

Demand (Veh/hr)

		To		
		A	B	C
From	A	0	57	522
	B	0	0	0
	C	345	37	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.00	0.00	0.0	A
C-AB	0.10	5.32	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	400	0.000	0	0.0	0.000	A
C-AB	44	720	0.060	43	0.1	5.315	A
C-A	244			244			
A-B	43			43			
A-C	393			393			

00:15 - 00:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	380	0.000	0	0.0	0.000	A
C-AB	57	741	0.077	57	0.1	5.267	A
C-A	286			286			
A-B	51			51			
A-C	469			469			

00:30 - 00:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	353	0.000	0	0.0	0.000	A
C-AB	81	771	0.105	80	0.2	5.220	A
C-A	340			340			
A-B	63			63			
A-C	575			575			

00:45 - 01:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	353	0.000	0	0.0	0.000	A
C-AB	81	771	0.105	81	0.2	5.224	A
C-A	340			340			
A-B	63			63			
A-C	575			575			

01:00 - 01:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	380	0.000	0	0.0	0.000	A
C-AB	58	741	0.078	58	0.1	5.277	A
C-A	286			286			
A-B	51			51			
A-C	469			469			

01:15 - 01:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	0	399	0.000	0	0.0	0.000	A
C-AB	44	721	0.061	44	0.1	5.323	A
C-A	244			244			
A-B	43			43			
A-C	393			393			