



**FORMULA LAND (ALDERBURY) LTD
RESIDENTIAL DEVELOPMENT
SOUTHAMPTON ROAD, ALDERBURY**

TRANSPORT ASSESSMENT

SEPTEMBER 2024



the journey is the reward

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**Formula Land (Alderbury) Ltd
Residential Development
Southampton Road, Alderbury
Transport Assessment**

List of Contents

Sections

1	Introduction	1
2	Site description.....	3
3	Accessibility	9
4	Site proposals	13
5	Traffic generation	16
6	Junction assessment.....	18
7	Summary and conclusions	21

Figures

Figure 2.1: Site location.....	3
Figure 2.2: Weekday average traffic flows on Southampton Road.....	5
Figure 2.3: Queuing vehicles in A36 right turn lane – maximum observed queue	6

Tables

Table 2.1: Traffic volumes on Southampton Road	5
Table 2.2: Speed survey results on Southampton Road	5
Table 3.1: Bus services stopping near to site	12
Table 5.1: Trip generation for residential homes.....	16
Table 5.2: Distribution of residential vehicles.....	17
Table 6.1: PICADY results – Southampton Road / Site Access.....	18
Table 6.2: Estimated trip generation for unoccupied properties – Football Grounds	19
Table 6.3: Estimated trip generation – Land east of Wagtails	20

Appendices

APPENDIX A: Scoping Correspondence

APPENDIX B: Traffic Data

APPENDIX C: Accident Data

APPENDIX D: Indicative Site Plan

APPENDIX E: Access Drawings

APPENDIX F: TRICS Data

APPENDIX G: Census Data

APPENDIX H: Junction Modelling

1 Introduction

1.1 Mayer Brown Limited has been appointed by Formula Land (Alderbury) Limited to prepare a Transport Assessment in support of an outline planning application with access to be determined for land to the north of Southampton Road, Alderbury. This report is intended to form part of the planning application documentation to be submitted to the Local Planning Authority (LPA), Wiltshire Council.

1.2 A separate Travel Plan has also been produced as part of the application.

1.3 The proposals for the site are as follows:

“Outline planning permission with all matters reserved, apart from details of access from Southampton Road, for a residential development of up to 47 dwellings, along with associated public open space, landscaping and biodiversity enhancements and a car park to serve the community allotments”.

1.4 Details of the internal site layout will be subject to a reserved matters application at a later stage.

Scoping

1.5 Initial pre-application correspondence was undertaken by the project team with Wiltshire Council, with preliminary highways comments provided in February 2023 and included in **Appendix A**.

1.6 Subsequent correspondence to agree the content and methodology was undertaken in October 2023 with comments also included in **Appendix A**.

1.7 Key transport points that were raised by Wiltshire Council through the scoping process are as follows:

- Transport Assessment and Travel Plan must accompany the planning application;
- Visibility splays of 2.4m x 43m must be provided at the site access;
- Improvements to the footway along the northern side of Southampton Road must be made where feasible, particularly along the site frontage;
- Bus stops close to the site should be upgraded to include a bus shelter for the southbound stop and RTPI for both stops with a crossing facility to enable access to the western bus stop also provided;
- Requirements of Core Policy 61 and Core Policy 62 should be met, particularly consideration of the needs of all transport users according to the identified hierarchy in CP61;

- Provision of suitable charging point for electric vehicles should be considered as part of each residential dwelling.

1.8 Additionally, National Highways provided comments in relation to the A36 in particular, noting this corridor operates under constraint during peak periods, and requesting an assessment of the traffic impacts of the scheme on the Strategic Road Network, particularly the A36/Southampton Road junction northwest of the village. The assessment should be cumulative with other committed development in the area.

Public consultation

- 1.9 Two public consultation events were held at Alderbury Village Hall on Thursday 8th February 2024 between 4pm – 7pm and Saturday 10th February between 10am - 12pm.
- 1.10 Highway impacts were raised by a number of attendees and in subsequent written feedback. Length of delays for drivers accessing the A36 was raised as a concern, along with the cumulative traffic impact of other developments within the village.
- 1.11 Results of traffic and queuing surveys are shown in Section 2, with raw survey data showing the results included in **Appendix B**, and a cumulative assessment of impact, taking account of other committed developments, is included within Section 6.

2 Site description

- 2.1 The site is located within the village of Alderbury, to the south of Salisbury. The site is currently agricultural land along with a small number of allotments and no significant trip generation. There is a gated access to the site at the western boundary of the site frontage on Southampton Road. This also provides access via a track to the village allotments.
- 2.2 An indicative site location plan is shown as **Figure 2.1**.



Figure 2.1: Site location

Local highway network

- 2.3 The site is accessed from Southampton Road, which is a two-lane single carriageway road of approximately 6.5m-7m width subject to a 30mph speed limit. In the vicinity of the site, a 1.6m-wide footway is provided on the northern side of the road. There is no streetlighting in the vicinity of the site, and therefore 30mph repeater signs are provided. There is a restriction on vehicles over 7.5T in the village, except for loading.

- 2.4 Southampton Road runs through the villages of Alderbury and Whaddon, linking at each end with the A36 bypass road. The junction at the southern end has slip lanes enabling all movements to be undertaken, whilst at the northern end, the junction with the A36 is a priority junction onto the dual carriageway, with a right turn lane into Southampton Road from the north but right turn movements onto the A36 are prohibited.
- 2.5 The A36 bypass past the village is a dual carriageway with two lanes in each direction, subject to the National Speed Limit. It forms part of the strategic road network and is maintained and under the control of National Highways. It narrows to a single carriageway around 100m west of the northern Southampton Road junction to the village, with the speed limit also reducing to 40mph. To the south of the village, it also narrows to single carriageway close to the southern Southampton Road junction, with two southbound lanes and one northbound lane, and remaining subject to the National Speed Limit.
- 2.6 The A36 locally provides a link between the M27 and Southampton to the south and Salisbury to the north.

Summary of survey data

ATC

- 2.7 An Automatic Traffic Count (ATC) survey was undertaken adjacent to the site on Southampton Road, from Thursday 9th November to Wednesday 15th November 2023 inclusive. Full traffic survey data is included in **Appendix B**.
- 2.8 The counter was laid directly outside the proposed development site.
- 2.9 A summary of the average weekday traffic flows on Southampton Road is set out at **Table 2.1** and **Figure 2.2** below.

Time	ATC – Average Weekday Traffic Flows		
	Eastbound	Westbound	Two-way
AM Peak (0800-0900)	90	245	334
PM Peak (1600-1700)	126	180	305
Daily (0000-2400)	1,265	1,921	3,186

Table 2.1: Traffic volumes on Southampton Road

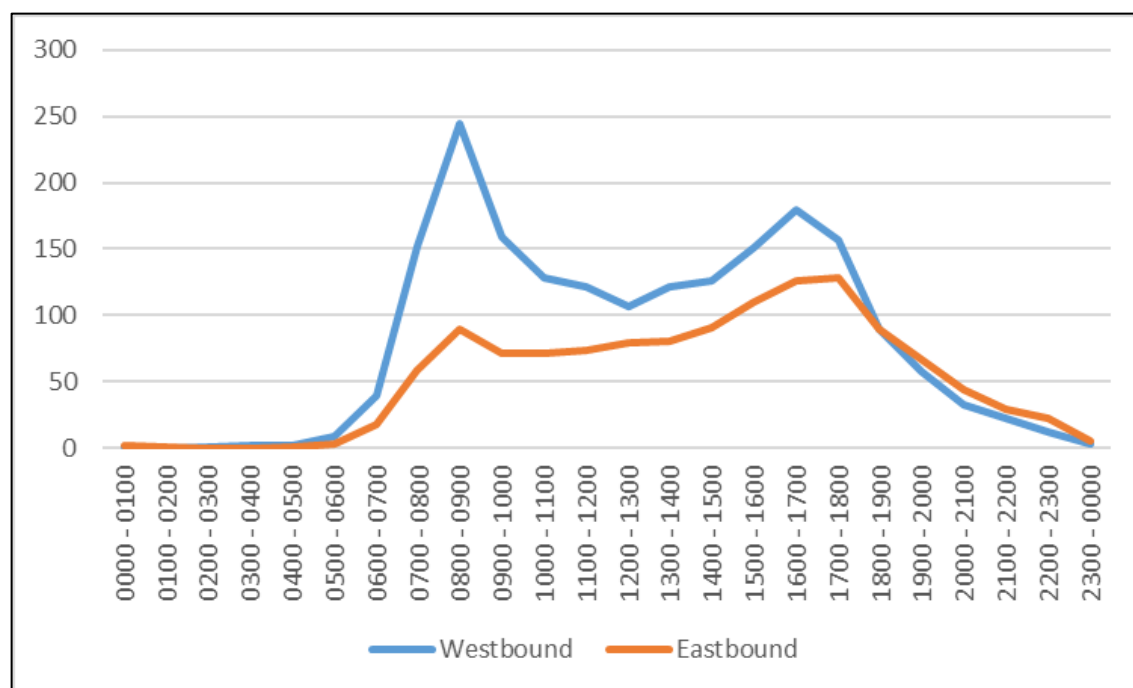


Figure 2.2: Weekday average traffic flows on Southampton Road

- 2.10 Typical weekday peak hours were 08:00-09:00 and 16:00-17:00, and it is noted that traffic flows towards the northwest were higher throughout the day than traffic towards the southeast.
- 2.11 The survey showed that 91% of vehicles were cars or vans, with 0.2% being HGVs. There were on average ten cyclists recorded per day and 14 motorcyclists.
- 2.12 The recorded 85th percentile speeds from the ATC are summarised in **Table 2.2**, which also sets out the requirements for visibility, using Manual for Streets 2 guidance.

Direction	85 th percentile observed speed	Visibility requirement
Eastbound	34.3mph	52m (towards northwest)
Westbound	35.7mph	55m (towards southeast)

Table 2.2: Speed survey results on Southampton Road

Junction survey

- 2.13 As requested by National Highways, a junction turning count and queuing survey was undertaken at the northern junction of Southampton Road with the A36, on Wednesday

15th November 2023 for the hours of 07:00-10:00 and 15:00-19:00. The peak hours were observed as 07:15-08:15 in the AM peak and 16:30-17:30 in the PM peak.

- 2.14 In the morning peak, there were 237 vehicles departing Southampton Road towards Salisbury and 104 turning right towards Alderbury. In the PM peak, there were 189 vehicles departing Southampton Road towards Salisbury and 203 travelling towards Alderbury from the northwest. Two-way flows along the A36 were 1,529 in the AM peak and 1,233 in the PM peak.
- 2.15 Queuing was also measured at the junction. In the morning peak, there was some queuing on the Southampton Road arm, with average queues of six vehicles in the peak hour. A review of the videos from the survey suggested this was generally due to slow moving northbound traffic blocking the junction, preventing drivers from turning left onto the A36.
- 2.16 Minimal queuing was observed in the right turn lane from the A36 to Southampton Road, and this is shown in **Figure 2.3**. The capacity of this turning lane, at 14 cars long, is shown and demonstrates that the queuing traffic can comfortably fit within the available space without blocking through traffic.

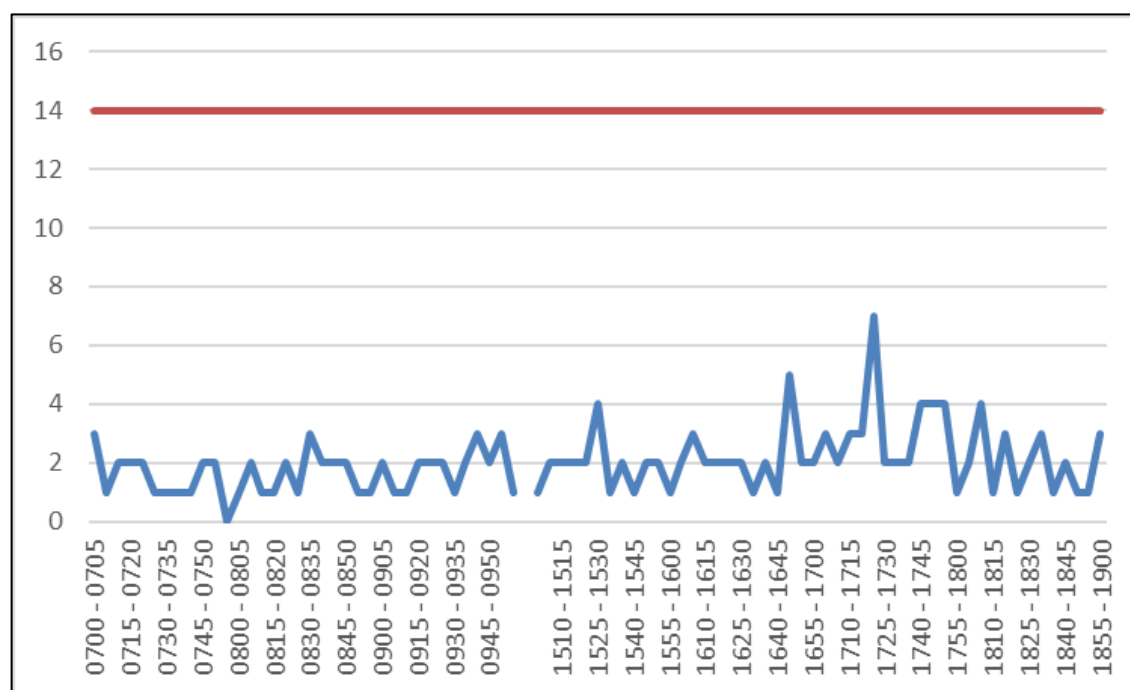


Figure 2.3: Queuing vehicles in A36 right turn lane – maximum observed queue

Accident data

- 2.17 Six years of personal injury collision (PIC) data was ordered from Wiltshire Council for Southampton Road in Alderbury up to and including its junctions with the A36 at either

end. Accident data is included in **Appendix C** and covers May 2018 to April 2023 inclusive. The data shows a total of 24 accidents.

- 2.18 There were two accidents at the Southampton Road / A36 junction, north of the village:
- 72067/20: A cyclist cut across a car driver's path, with the car clipping the cyclist, resulting in a slight injury to the cyclist;
 - 06481/21: A car driver turned left and collided with a crash barrier, resulting in slight injuries to the driver. No other road users were involved.
- 2.19 Three accidents occurred on Southampton Road within the village, but none close to the proposed site access:
- 49541/18: This occurred close to the junction of Shute End Road, with a northbound driver losing control and colliding with a fence, receiving minor injuries. No other road users were involved;
 - A9425/18: A car driver was believed to have a medical incident, resulting in their vehicle colliding with two parked cars. The driver received slight injuries. This occurred close to the sports pitches in the village; and
 - 68516/22: This occurred close to the junction of Shute End Road, where one car driver failed to stop in time for a slowing vehicle ahead, resulting in a rear end shunt. Both drivers received slight injuries.
- 2.20 There was also another incident within the village (63196/19, where a driver left the carriageway and collided with a fence; no other road users were involved) but this is occurred on Folly Lane which is not expected to be used by residents of the new development.
- 2.21 There were also a number of accidents at or close to the southern junction of Southampton Road with the A36:
- 94064/19: A northbound light goods vehicle entered the A36 via the slip road into the path of a motorcyclist, resulting in serious injuries to the motorcyclist. The accident occurred on dry roads in daylight;
 - 65491/18: A southbound car crossed into a slip lane, colliding with another car. The first driver failed to stop at the scene and was intoxicated when stopped;
 - 23398/20: A driver on the A36 through route entered into a roadworks area at around midnight, colliding with a road worker and causing him slight injuries. The driver failed to stop;
 - C0835/20: A southbound car driver overtook another driver on the A36, lost control of the car and swerved into the opposite carriageway, colliding with the front of an

oncoming light goods vehicle. This resulted in the death of the car driver and serious injuries to two people in the goods vehicle;

- A6662/19: A car travelling on the A36 aquaplaned on a wet carriageway, resulting in the car leaving the carriageway and overturning. The driver received slight injuries.
- 53937/18: On Grimstead Road, around 85m northeast of the A36, a car driver lost control on a bend, colliding with a tree and resulting in slight injuries.

2.22 Data also showed four accidents along the Alderbury bypass section of the A36 with one resulting in a serious injury. This section of carriageway is not expected to accommodate development traffic.

2.23 Due to the low number of recorded accidents, with no significant cluster sites and variation in accident types and likely causes, it is concluded that there are no significant highway safety issues in the vicinity of the proposed development.

3 Accessibility

Proximity to Local Services and Amenities

- 3.1 The NPPF notes that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”*.
- 3.2 Services and amenities situated nearby include the following, with all measurements taken from the Southampton Road entrance to the site:
- Primary school, pre-school and daycare – Firs Road – 900m via Southampton Road, 700m via Junction Lane and public footpath;
 - Convenience store – Canal Lane – 750m;
 - General store and Post Office – Southampton Road – 1,200m;
 - Playing fields with skate park and playground – Southampton Road – 500m;
 - Football club – Junction Road – 300m;
 - Village hall – Southampton Road – 550m;
 - Community hall – Southampton Road – 900m.
 - Tennis club – Southampton Road – 500m;
 - Public house – The Green – 650m; and
 - Business park – Southampton Road – 1,400m.
- 3.3 There are a range of clubs available within the village, including sports, Scouts and Guides and amateur dramatics club.
- 3.4 There are allotments immediately adjacent to the site, for which new access and dedicated parking will be provided within the site.
- 3.5 Available local services and amenities and non-car linkages to facilities further afield will reduce the need for future residents to travel by car and encourage sustainable travel choices.

Walking

- 3.6 The Chartered Institute of Highways and Transportation document *‘Planning for Walking’*, published March 2015, indicates that people will typically walk if their destination is less than a mile away with a typical catchment of around 800m, or 10-minute walk time based on a comfortable walking pace of 80m per minute. In relation to commuting trips it is considered that pedestrians may be willing to walk further than 800m but typically not more than 2km.

- 3.7 As set out above, there are a range of facilities for future residents within a short walk distance of the site, including retail, education and childcare and leisure uses.
- 3.8 There is a footway along the northern side of Southampton Road in the vicinity of the site which is approximately 1.6m in width. A footway is only provided on the northern side through the western section of the village, in the built-up area from The Green to Lights Lane, a distance of around 750m. East of Lights Lane, there is a footway on both sides of the carriageway, continuing to the eastern end of the village and ending at the Whaddon Business Park.
- 3.9 There are no formal crossing points in the vicinity of the site, but traffic flows on Southampton Road are generally low enough to allow for pedestrians to cross the carriageway in one movement without significant delay.
- 3.10 There is a mixture of footway provision on the side roads off Southampton Road. The newer estates generally have footways on at least one side of the carriageway, whilst some of the more historic roads do not have separate footway provision and act informally as shared surface. The walking route to the primary school via Southampton Road and Firs Road includes continuous footway provision from the site entrance.
- 3.11 There are no public rights of way through the site. The southern section of Junction Lane is a public footpath, which provides access to the football ground and also to another public footpath which runs to the south of the football ground and primary school, providing pedestrian access to the latter.

Cycling

- 3.12 The DfT's 'Cycle Infrastructure Design' (October 2008) states that "*in common with other modes, many utility cycle journeys are under three miles (4.8km), although, for commuter journeys, a trip distance of over five miles (8km) is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey and experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose*".
- 3.13 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability.
- 3.14 Using a speed of 10mph (16kph), a catchment of 5km would be available within approximately 20 minutes cycle time. Within the 5km catchment area, the entirety of the Alderbury and Whaddon can be accessed, as well as the eastern section of Salisbury (outside the A36 ringroad). There is a network of quieter roads and off-road routes within

the village and into the surrounding countryside that can be used by less confident cyclists.

- 3.15 There are no dedicated off-road cycle facilities in the vicinity of the site. The highways scoping response noted that cycling would need to be on-street; as the bulk of through traffic uses the A36 to bypass the village, this reduces traffic flows on Southampton Road.
- 3.16 National Cycle Network Route 24 passes through the northern part Alderbury along Southampton Road and Clarendon Road, around 300m from the site. Locally, this is an on-road route and from Clarendon Road this continues along country lanes towards East Grimstead, West Dean, Mottisfont and Romsey.
- 3.17 To the north of the village, NCN24 joins the A36 in the 40mph section via Marshmead Close, rather than the main vehicular junction, but there is no dedicated cycle provision on the A36. Cyclists can either join the carriageway or push their bikes for around 450m along the footway to Petersfinger Road, via a signal-controlled pedestrian crossing. Petersfinger Road provides a quieter route for NCN 24 to continue into Salisbury, linking with quieter roads and dedicated off-road provision.

Public transport

- 3.18 The nearest bus stops to the site are located on Southampton Road, either side of Junction Road. A layby with shelter, seating and timetable information is provided for the northbound stop and a layby with timetable information at the southbound stop.
- 3.19 As part of the pre-application response, contributions towards the upgrading of these bus stops have been requested, to provide a shelter at the southbound stop and RTPI at both stops, along with a crossing between the stops.
- 3.20 The stops are served by public routes 37 and X7/X7R. These stops also receive three school services.
- 3.21 A summary of bus times is included in **Table 3.1**.

Service	Operator	Route	Weekday		Saturday daytime frequency	Sunday daytime frequency
			Daytime frequency	Evening frequency		
37	Salisbury Reds	Salisbury – Alderbury – West Dean – Lockerley	4 services	-	-	-
657	Salisbury Reds	South Wilts Grammar School – Sherfield English	1 PM service	-	-	-
677	Salisbury Reds	South Wilts Grammar School – West Wellow	1 AM, 1 PM service	-	-	-
B5	Salisbury Reds	Whiteparish – Burgate School	1 AM, 1 PM service	-	-	-
X7/X7R	Salisbury Reds	Salisbury – Alderbury – Whiteparish – Wellow (X7) or Romsey (X7R) – Ower - Southampton	1 per hour	-	1 per hour	-

Table 3.1: Bus services stopping near to site

- 3.22 The nearest railway station is in Salisbury, around 6km to the northwest, which receives lines from Westbury, Yeovil, London via Andover and Southampton. Although no buses from the site stop at the station, it can be accessed with a 1km or 12-minute walk from the bus stops in Salisbury, or by connecting with another bus service.

4 Site proposals

Outline application

- 4.1 Outline consent is sought for 47 residential dwellings, with access arrangements to be agreed. An indicative site layout plan is attached as **Appendix D**.
- 4.2 The existing allotments will be retained in their current position, with a revised access arrangement from within the residential site and new car parking area located to the north of the allotments.

Access arrangements

- 4.3 There will be a single simple priority access junction to the site from Southampton Road, at the northwest end of the site frontage, with a footway on the southeast side. There are tree root protection zones on the northwest boundary of the site, which limits the ability to provide any development including footways, close to these trees.
- 4.4 The site entrance is proposed with a 6.3m access road and 5m kerb radii at the western edge of the site frontage, in a similar location to the existing field gate.
- 4.5 Visibility splays of 2.4m x 52m towards the northwest and 2.4m x 55m towards the southeast will be provided from the site access onto Southampton Road, commensurate with the observed 85th percentile speeds set out in **Table 2.2**.
- 4.6 Swept path analysis of the site access was undertaken for an 11.3m refuse vehicle, as set out in Wiltshire Council's Supplementary Planning Document *Waste Storage and Collection: Guidance for Developers*, in order to inform the design of the access arrangements.
- 4.7 Access to the allotments will be via the new site road. A new car park will be provided within the site, to enable allotment users to park close to their access gates.
- 4.8 An access drawing is shown in **Appendix E** as well as a swept path drawing.

Parking

- 4.9 Car parking within the development will be in accordance with local guidance to ensure that sufficient parking is provided and to ensure that no overspill occurs on the surrounding highway network. Detail of parking will be agreed through the reserved matters application for the housing. The indicative layout shows on-plot parking for the homes, plus some off-street parallel parking bays for visitors, to avoid blocking of carriageways by parked vehicles.

- 4.10 Car parking standards are set out in Chapter 7 of the *Wiltshire Local Transport Plan 2011-2026 Car Parking Strategy (March 2015)*. These set out a minimum of two spaces per dwelling for two- and three-bedroom homes and three spaces per dwelling for four-bedroom homes and larger. Additionally, 0.2 spaces per dwelling of unallocated parking should be provided for visitor parking. The Local Transport Plan also notes that “*garages will only count as part of the allocated parking provision where they meet the minimum size requirement of 6m x 3m (internal dimensions)*”.
- 4.11 Electric vehicle charging is expected at this stage to be provided at one space per property, in line with Building Regulations requirements.
- 4.12 A preliminary review of 2021 census data indicates that car ownership is at approximately 1.80 cars per household for the Wiltshire 0660A lower layer super output area in which the site is located, with around 60% of homes having two or more cars; this will be used to inform suitable parking provision.
- 4.13 Cycle parking will be provided in line with *Wiltshire Local Transport Plan 2011-2026 Cycling Strategy (March 2014)*, which requires one covered space per bedroom for up to three-bedroom homes and three covered spaces per unit for four-bedroom dwellings. This is likely to be provided through a combination of garage and shed spaces.

Servicing & Delivery Arrangement

- 4.14 In order to confirm that the site can be adequately serviced by emergency and refuse vehicles, further swept-path analysis will be provided in any forthcoming reserved matters applications, ensuring relevant Wiltshire Council guidance is adhered to.

Off-site highway infrastructure

- 4.15 The footway along the site frontage will be widened and resurfaced to provide a path of 2m width.
- 4.16 A review of the footway from the site to the bus stops close to Junction Lane has also been undertaken. Ordnance Survey mapping suggests this varies in width between approximately 1.6m to 1.9m. The highway boundary extends beyond the back of footway into the verge; however, in this vicinity, the highway verge is in the form of vegetated embankments with the boundary to adjoining residential properties at the top of the embankment. Widening of the footway would therefore require provision of retaining walls into these embankments.
- 4.17 It appears that grass/vegetation and soil has extended over the tarmacked footway in places, and therefore clearance of this route would be beneficial to maximise the existing footway width.

- 4.18 The developer acknowledges that financial contributions may be required towards:
- Crossing point between the two bus stops by Light's Lane – in order to provide a safe crossing to the rear of a stopped bus at this location, the bus island would need to be extended northwards into the layby and the bus shelter and raised kerbs relocated further to the north;
 - Bus shelter for the southbound stop at Light's Lane; and
 - RTPI for both stops at Light's Lane.
- 4.19 The developer supports further investigations into the feasibility of how the above could be implemented, and associated contributions are expected to be agreed through the S106 process, with the contribution taking account of likely bus patronage by residents of the site, as indicated in **Section 5**. Any planning obligations secured towards the above identified off-site highways and transportation improvements will need to be fairly and reasonably related in scale and kind to the development. Therefore, it might be that any contribution is pooled with those from other local developments to fully fund highways improvements in the wider area.

5 Traffic generation

Proposed residential scheme

- 5.1 The TRICS database was interrogated in order to predict the level of traffic which will be generated by the new residential development. Sites in “village” locations with populations of less than 15,000 within one mile have been chosen, with the “privately owned houses” category applied to all properties to ensure a robust assessment, although in reality the mix may potentially include affordable housing which may result in lower trip rates.
- 5.2 The TRICS output is included in **Appendix F** and the resultant trip rates summarised in **Table 5.1**. These trip rates were agreed via email with Wiltshire Council, as shown in **Appendix A**. Although the local PM peak period is 16:00-17:00 based on the ATC results, inclusion of the highest trip generation period of 17:00-18:00 for the site traffic results in a robust analysis.

Time Period	Vehicular trip Rate (Per Dwelling)			Traffic Generation (47 Dwellings)		
	In	Out	Total	In	Out	Total
Weekday AM Peak (08.00-09.00)	0.165	0.319	0.484	8	15	23
Weekday PM Peak (17.00-18.00)	0.330	0.150	0.480	16	7	23
Weekday (12 Hours) (07.00-19.00)	2.354	2.391	4.745	111	112	223

Table 5.1: Trip generation for residential homes

- 5.3 **Table 5.1** indicates that 47 residential dwellings are estimated to generate 23 two-way trips in each peak hour, equating to around one vehicle every three minutes.

Estimated bus patronage

- 5.4 Census 2011 Travel to Work data for residents in the Wiltshire 060A Lower Layer Super Output Area in which the site is located indicated that 6% of residents travel to work by public transport. Census data also suggests around 70% of households in Alderbury have at least one person in employment living there.
- 5.5 Based on 47 homes, of which 33 will have someone working, and assuming an average of 1.5 working people in each of these 33 households, this would result in three people travelling by bus for work. It is likely that two thirds of these would be using the

northbound bus stop to travel towards Salisbury, given the trip distribution set out in the next section.

- 5.6 Wiltshire Council's "*Revised Wiltshire Planning Obligations SPD (October 2016)*" document estimates 0.22 secondary aged pupils per dwelling. This would amount to 10 secondary aged pupils from the new site, who may be assumed to travel by school bus, although in reality some will be driven by parents. Given the destinations and routes of these school buses, all pupils would be expected to be using the northbound bus stop.
- 5.7 There may be a small number of people also travelling by bus during the daytime or evening. In total, there may be approximately 15 people travelling by bus each day, of which the majority will be school children, with the majority of departures from the site being made towards the north.

Trip distribution

- 5.8 An assessment of trip distribution has been undertaken, based on Census 2011 'Location of usual residence and place of work' data taken from NOMIS for all employed people living in the Wiltshire 060A super output area in which the site is located, and routes allocated using Google maps based on the shortest travel time. Data from 2011 rather than 2021 was used, as the 2021 Census was undertaken during Covid restrictions when a higher proportion of people than usual would have been working from home, rather than travelling to work.
- 5.9 A copy of the Census data is included in **Appendix G**, and traffic is expected to distribute as shown in **Table 5.2**.

Route	Percentage	AM Traffic	PM Traffic
North on A36	63%	14	14
South on A36	28%	6	7
Clarendon Road to A30	5%	1	1
Lights Lane towards Downton	4%	1	1

Table 5.2: Distribution of residential vehicles

- 5.10 The majority of traffic is expected to travel via the A36, but a small proportion will use Clarendon Road to access the A30 or Lights Lane to Downton, Redlynch and the A338 southwards.

6 Junction assessment

Site access assessment

- 6.1 A PICADY analysis has been undertaken for the new access onto Southampton Road to ensure that this will not cause any capacity issues for existing drivers or for residents of the new homes.
- 6.2 Traffic flows on Southampton Road have been taken from the ATCs, using the average peak hour flows.
- 6.3 A summary of the modelling results from the PICADY model for a 2023 with development scenario are shown in **Table 5.2**, with full output included as **Appendix H**.

Arm	AM Peak		PM Peak	
	RFC	Queue	RFC	Queue
2023 + Development				
Site access	0.03	0	0.02	0
Southampton Road (northbound)	0.01	0	0.01	0

Table 6.1: PICADY results – Southampton Road / Site Access

- 6.4 This assessment shows that the junction will work well within capacity, with minimal delay to traffic on Southampton Road, which reflects fewer than 350 vehicles using the main road past the site in each peak hour. There will be some increase in background traffic flows along Southampton Road in future years and as a result of committed development but given the available capacity this is not expected to materially affect the operation of the junction.

A36 / Southampton Road – northern junction

- 6.5 As set out in their pre-application scooping response, National Highways requested an assessment of this junction, noting that *“If the [traffic and queuing] surveys identify that the right turn queue length is contained well within the right turn pocket then we will not require any further capacity assessment at this junction. However, if the queue length is close to or beyond the length of the right turn lane then we would require a capacity assessment to be undertaken”*.
- 6.6 In their pre-application response, National Highways also requested consideration of committed traffic at this location. Wiltshire Council did not specify any sites they wished to be considered, but a review of recent planning applications has been undertaken, which showed two key sites that might be relevant.

[Football club site \(17/04001/OUT\) – 50 dwellings, on land between Junction Road and Firs Road.](#)

- 6.7 This site is under construction and being marketed as “Pembroke Gardens” by Linden Homes. The marketing team for the site indicated that as of mid-November, residents of 21 properties have moved in, with 29 properties yet to be occupied. Traffic from the 21 properties is therefore currently on the highway network and included within the ATC and junction survey results.
- 6.8 The Transport Statement by PFA Consulting for the site set out an estimated peak hour trip rate of 0.67 per dwelling but did not split this between arrivals and departures. Therefore, arrivals and departures have been estimated to be split in the same proportions as shown in **Table 5.1**, with an estimate of trip generation for the unoccupied 29 properties in **Table 6.2**.

Time Period	Vehicular trip Rate (Per Dwelling)			Traffic Generation (29 Dwellings)		
	In	Out	Total	In	Out	Total
Weekday AM Peak (08.00-09.00)	0.228	0.442	0.670	7	13	20
Weekday PM Peak (17.00-18.00)	0.461	0.209	0.670	13	6	19

Table 6.2: Estimated trip generation for unoccupied properties – Football Grounds

- 6.9 As no distribution was included in the Transport Statement, it is assumed that the traffic will split in the same proportions as proposed for this site, with 63% travelling north on the A36.
- 6.10 This will result in 12 additional movements in the AM peak and 12 extra movements in the PM peak from the unoccupied homes at the northern A36 / Southampton Road junction.

[Land to the east of Wagtails \(PL/2022/03103\) – up to 30 dwellings, on land between Junction Road and Firs Road.](#)

- 6.11 The planning application for this site has yet to be determined at time of writing but it is included as committed development to ensure a robust analysis.
- 6.12 The Transport Statement by PFA Consulting for the Wagtails site also set out an estimated peak hour trip rate of 0.67 per dwelling, but again did not split this between arrivals and departures. Therefore, arrivals and departures have been estimated to be

split in the same proportions as shown in **Table 5.1**, with an estimate of trip generation in **Table 6.3**.

Time Period	Vehicular trip Rate (Per Dwelling)			Traffic Generation (30 Dwellings)		
	In	Out	Total	In	Out	Total
Weekday AM Peak (08.00-09.00)	0.228	0.442	0.670	7	13	20
Weekday PM Peak (17.00-18.00)	0.461	0.209	0.670	14	6	20

Table 6.3: Estimated trip generation – Land east of Wagtails

- 6.13 As no distribution was included in the Transport Statement, it is assumed that the traffic will split in the same proportions as proposed for this site, with 63% travelling north on the A36.
- 6.14 This will result in 12 extra movements in the AM peak and 13 extra movements in the PM peak at the northern A36 junction.

Combined impact at A36 junction

- 6.15 The two committed developments and the proposed scheme on Southampton Road combined are predicted to send 38 vehicles in the AM peak and 39 vehicles in the PM peak to the northern A36 junction. There will be 13 additional vehicles turning right from the A36 to Southampton Road in the AM peak, equating to one additional vehicle every four minutes, and 27 in the PM peak, equating to one additional vehicle every two minutes.
- 6.16 The queuing surveys summarised in Section 2 showed that the right turn lane on the A36 had a maximum observed queue of seven vehicles and typically has available storage space in the peak hours for around ten or more vehicles. The development and committed traffic together generate only limited movements in this lane, and therefore no further assessment has been undertaken of this junction. This has been agreed by email with National Highways, as shown in the scoping correspondence in **Appendix A**, following their review of the traffic and queuing surveys at this location.

7 Summary and conclusions

Summary

- 7.1 This Transport Statement has been produced by Mayer Brown Ltd on behalf of Formula Lane (Alderbury) Ltd. It is submitted in respect of an outline planning application that seeks to develop 47 residential homes on land to the north of Southampton Road in Alderbury, Wiltshire.

Conclusions

- 7.2 The site is well located for easy access on foot to facilities within the village including local shops, a primary school and leisure facilities, as well as bus services to surrounding areas. The site is therefore concluded to be accessible in a local context, thereby offering scope to reduce reliance on private car trips.
- 7.3 A new access junction will be formed on Southampton Road, in a similar location to the existing gateway, which will include a pedestrian footway on the eastern side.
- 7.4 A review of accident records indicates that there are no existing highway safety concerns in the immediate vicinity of the site, and with the low level of predicted traffic generation, anticipated have no material impact on highway safety.
- 7.5 The residential scheme is predicted to generate around one additional vehicle movement every three minutes during each peak hour.
- 7.6 The site access junction will work well within capacity. There is sufficient queuing space at the A36 junction to the north of the village to accommodate additional vehicles in the right turn lane without blocking through traffic, including those from other committed developments in the area.
- 7.7 To summarise, it can be concluded that the erection of 47 new dwellings will not have a material impact upon the surrounding local highway network, and in terms of accessibility, the development would provide sustainable transport choices.
- 7.8 Consequently, it is considered that there are no significant highways and transportation matters that would preclude the Local Planning Authority from approving this planning application.

APPENDIX A: Scoping Correspondence

6th March 2023

FAO Mr A Thornton
Simply Planning Limited
Third Floor Suite, Victoria House
114-118 Colmore Row,
Birmingham
BS 3BD
Via email:
alastair@simply-planning.com

Development Services
Wiltshire Council

Tel: 0300 456 0114

Email: developmentmanagement@wiltshire.gov.uk
www.wiltshire.gov.uk

Dear Mr Thornton,

Application No:	ENQ/2023/00006
Proposal	Residential development comprising of 77no dwellings
Site Address	Land at Southampton Road and Junction Road, Alderbury, SP5 3AG

Thank you for your application registered on the 6th January 2023. In response to your enquiry I hope that you will find the following information helpful.

Please note that this advice represents officers' informal opinion based upon the information you have provided. It is given without prejudice to any decision the Council may make on any subsequent formal planning application. In particular, a planning application will be the subject of publicity and consultation in accordance with the Council's procedures which may bring to light additional issues, and as you will be aware, advice offered is based on the planning policies that apply at the time of writing.

Summary of Officer View

Pre-application advice is sought to establish the acceptability of residential development comprising of the erection of 77 dwellinghouses.

Whilst there is no planning history on the site subject to this pre-application enquiry, officers note the appeal decision referred to in the submitted documentation in relation to planning application 17/04001/OUT, a proposal for the erection of 50 dwellings with associated works on land immediately adjacent to this site subject to this pre-application enquiry. Whilst this proposal was refused planning permission by the Southern Area Planning Committee Board, the decision was appealed and granted planning permission by the Planning Inspectorate on the basis that the LPA could not at that time, demonstrate a 5 year housing land supply and that the Alderbury settlement boundary was considered to be out of date.

The settlement boundaries since then have been comprehensively reviewed through the Wiltshire Housing Site Allocations Plan, which was adopted in February 2020 and that document has been afforded significant weight at appeal since its adoption.

It is acknowledged that the LPA cannot demonstrate a 5 year housing land supply at present as there is a small shortfall. Nevertheless, the proposal is not supported in principle as it does not accord with the strategy and pattern of development anticipated by the WCS. Therefore, from a strategic policy perspective, the proposal does not constitute sustainable development and would conflict with the principal aims of the National Planning Policy Framework. This means balancing the need to boost housing supply against any adverse impacts of the proposal, considered against

the development plan as whole, and any material considerations, on a case-by-case basis. This will need to include consideration of what weight to assign to the most important policies.

In light of the consultee responses as outlined within this pre-application enquiry, namely the impacts this proposal would have to the New Forest SPA, the River Avon SAC and the concerns around the design/layout of the proposal the tilted balance is not considered to be engaged for this site. Having regard to the above, footnote 7 of paragraph 11 of the NPPF and consultee responses, the submission of an application to the Local Planning Authority (LPA) is unlikely to gain a favourable response from officers.

Relevant Planning History:

N/A

Relevant Planning Policies:

Wiltshire Core Strategy

Core Policy 1 Settlement Strategy

Core Policy 2 Delivery Strategy

Core Policy 23 Southern Wiltshire Community Area

Core Policy 43 Providing Affordable Homes

Core Policy 50 & 52 Biodiversity and Geodiversity

Core Policy 51 Landscaping

Core Policy 57 Ensuring high quality design and place shaping

Core Policy 58 Ensuring the conservation of the historic environment

Core Policy 61 Transport and Development

Core Policy 62 Development impacts on the transport network

Core Policy 64 Demand Management

Core Policy 67 Flood Risk

Core Policy 69 Protection of the River Avon SAC

National Planning Policy Framework

Section 2 Achieving Sustainable Development

Section 5 Delivering a sufficient supply of homes

Section 12 Achieving Well Designed Place

Section 15 Conserving and enhancing the natural environment

Wiltshire Housing Site Allocations Plan

Appendix A: South Wiltshire HMA Amended Settlement Boundaries (adopted Feb 2020)

Planning Considerations

- Principle of development and five year housing land supply;
- Design, amenity impacts and impact on the character of the Special Landscape Area and Trees;
- Highway safety/parking;
- Ecological Impact including River Avon nitrate neutrality and New Forest Special Protection Area;
- Impact on Heritage Assets/Conservation Area/Archaeology;
- Drainage/Flooding Risks;
- Education/Affordable Housing;

- Waste/S106 Contributions

In considering your enquiry, the following consultees provided the comments below:

Spatial Planning

The comments received are attached within this pre-application response with the conclusion detailed below:

The proposal is not supported in principle as it does not accord with the strategy and pattern of development anticipated by the WCS. Therefore, from a strategic policy perspective, the proposal does not constitute sustainable development and would conflict with the principal aims of the National Planning Policy Framework.

Other material considerations may apply, the most pertinent of which is the current housing land supply position. Whilst the Council is unable to demonstrate a 5YHLS, careful consideration should be given to decisions on housing proposals. This means balancing the need to boost housing supply against any adverse impacts of the proposal, considered against the development plan as a whole, and material considerations, on a case-by-case basis. This will need to include consideration of what weight to assign to the most important policies.

Highways

The comments received are attached within this pre-application response

National Highways

National Highways primary consideration is with the safe and efficient operation of the strategic road network (SRN) which in this location comprises the A36 and its associated junctions to the north-west and south-east of Alderbury. It is in the context of our responsibilities to manage and maintain the SRN that our comments are made.

Traffic Impact

The A36 corridor, particular towards Salisbury, already operates under constraint during peak periods and it will be necessary for the developer to provide an assessment of the traffic impacts arising from their proposals which should consider the operation of the SRN in line with national planning practice guidance and the requirements of DfT Circular 01/2022 The Strategic Road Network and the Delivery of Sustainable Development. It will be particularly important to understand the suitability of the A36/Southampton Road junction located to the north-west of Alderbury to safely accommodate additional turning movements. Where the proposals would result in a severe congestion or unacceptable safety impact, necessary infrastructure/mitigation will be required in line with current policy. We would also expect the development to be supported by robust travel plan measures to encourage the take up of sustainable travel modes.

The assessment should include trip generation and distribution, and the effects of the proposed development should be assessed cumulatively with other schemes. We would expect the developer to agree an appropriate list of schemes, including committed development in the area, with Wiltshire Council as well as National Highways. We reserve the right to request additional assessment at a later date, subject to reviewing the completed transport assessment.

The site will be accessed via Southampton Road which in this location forms part of the local highway network and therefore the suitability of the proposed access arrangements will be a matter for Wiltshire Council to determine as the relevant local highway authority.

Environmental and Highway Asset Impacts

The site is in relatively close proximity to the A36, separated from it by a single field. It will therefore be important for consideration to be given to the potential environmental impacts of the proposals, and any potential impact on the highway asset particularly with regards to drainage and noise/screening. Again, proposals will need to reflect the requirements of DfT Circular 01/2022 to be acceptable to us .

It should be emphasised that National Highways soft estate must not be relied upon to contribute any mitigation to the development as the management of our estate may from time to time affect any real or perceived benefits. Our soft estate management includes cyclical maintenance and periodic renewal, either of which could involve significant reduction in any available screening benefit until new planting is well established. As such the developer must ensure that all required and desired mitigation is provided within the development or by a site boundary feature proposed as part of the development. We would encourage the use of native and naturalised species planting to provide or support visual screening mitigation, with an evergreen component to sustain this all year round. Any required fences, screening or other structures must be erected outside highway land, and far enough outside it to enable maintenance to take place without encroachment onto highway land.

The planning authority will also need to be satisfied that any application is supported by a Noise Impact Assessment with appropriate acoustic measures identified and implemented to ensure the development will be sustainable in noise terms, such that National Highways does not receive complaints from residents in future related to traffic noise on National Highways network. WHO guidelines, which are congruent with BS 8233:2014, advise that "To protect the majority of people from being seriously annoyed during the daytime, it is recommended that the sound pressure level on balconies, terraces, and outdoor living areas should not exceed 55dB LAeq for a steady continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor noise level should not exceed 50dB LAeq."

Please note that these comments are provided on the basis of the information available to us at this time, and are made without prejudice to future advice and/or recommendations.

Ecology

On balance, it is my opinion that the proposed site layout is not compatible with all that will be required in ecological terms, within the red line boundary.

Ecological impact assessment (EcIA) –

A full overarching EcIA will be required in support of any future application. It should address any outstanding matters mentioned below, and include full justification for any deviance away from best practice guidance. It must be made in light of the full proposal details.

The LPA must be provided with sufficient information to understand how the site currently functions for biodiversity. Suitable protection of bat foraging/commuting corridors will be required in the site layout, with assurance that those corridors are afforded suitable dark buffers and accessibility for management as necessary. They should not be in private ownership.

Dormouse appears to have been omitted from the preliminary ecological assessment (PEA) - records exist in the local area and potential connective habitat is on and adjacent to the site.

Reference is made to presence of dead oak trees on site within the cover letter - are these the same as the 'veteran oaks' noted in the PEA Phase 1 habitat survey map? These trees are likely to provide vital and rare habitat within the local landscape and must be retained in situ. A full tree survey, constraints plan and Arb Impact Assessment should accompany any future application

Highway Development Control Consultation Response

Planning Application Ref: ENQ/2023/00006

Site Address: LAND AT SOUTHAMPTON ROAD & JUNCTION ROAD, ALDERBURY

Proposal: Residential development comprising 77no. Dwellings

Date of Consultation Response: 14th February 2023

Dear Joe,

I refer to the above mentioned pre-application enquiry for a development of 77 dwellings to be served from a new junction off Southampton Road. I wish to make the following Highway observations:-

1. A Transport Assessment must be submitted to include the following detail:
 - Capacity assessment of the site access junction with data from traffic surveys.
 - Analysis of traffic flows
 - Trics data analysis
 - Assessment of the junctions at either end of the village (A36 trunk road junctions) and Downton junction.
 - Collision analysis of the whole village
 - Distance from facilities (school, shop, employment, bus stops etc)
 - Active travel measures and mitigation
 - Public transport facilities and frequency
2. Pedestrian and cycle accessibility takes a high profile under the current guidance of LTN/120. There are existing footways on the northern side of Southampton Road, although they appear to be less than 2m in width, improvements to the footways are required.
3. Junction Road is not public highway and the ROW (ALDE20) does not continue along the length of Junction Road. Therefore, a link from the site to Junction Road would not provide a continuous "adoptable" route.
4. Visibility splays of 2.4m by 43m in both directions from the centre of the access to the nearside carriageway edge at a height no greater than 0.6m must be provided for the site access and the allotment access.
5. Comments from Passenger Transport:- I note that the nearest bus stops to the site are on Southampton Road. These stops are served by an hourly service (the X7 and X7R). The northbound bus stop has a layby and stop but no shelter and if this application came forward, I would like to see this stop upgraded with a shelter. Both stops, northbound and southbound, should be upgraded to include RTP1. A suitable footway would need to be provided between the site and the main Southampton Road to allow safe access to the bus stops on Southampton Road.
6. As the site is over the threshold of 40 dwellings, I would also expect to see a Residential Travel Plan outlining how the applicant would encourage bus travel to and from the site (see further TP details below).

I have received the following comments from my Transportation colleague:-

Observations

Footway on Southampton road are narrow and only positioned on eastern side of carriageway. Access to western bus stop on Southampton road has no crossing facility. Assumption that all cycle trips are 'on street'

Internal footpaths to shared open space should be designed to provide continuous link.
Footpath to Junction Road should be shared use design if possible to facilitate onward cycle trips.
Assumption that safe and appropriate access to Bus stops for Secondary School students will be required

Sustainable Transport Comments

Contribution towards crossing facility on Southampton Road to enable access to western bus stop.
Contribution towards upgrade of footpath/s on Southampton Road
Upgrading of bus stop provision

Provision to enable future EV charging per dwelling should be considered (See policy)

Policy

Core Policy

In the submission of any full planning application, the developer should address the requirements of Core Policy 61 and Core Policy 62. In particular the developer should clearly demonstrate that consideration has been given to the needs of all transport users according to the identified hierarchy in CP61.

Travel Plan

In accordance with Wiltshire Council's SPD 'Development related Travel Plan guidance (2021), as the development exceeds 40 dwelling units we require a Residential Travel Plan to be submitted which should outline the facilities and incentives that will be provided to encourage sustainable travel amongst the new residents. This should provide details on targets, monitoring, the marketing plan and management arrangements. The Travel Plan will be expected to include Green Travel Vouchers or equivalent and actively encourage bus use by the way of discounted, timebound vouchers. The Travel Plan should make reference to the Connecting Wiltshire website and the provision of Connecting Wiltshire materials.

- Green travel vouchers must be provided to every household and to a minimum value of £300 per household – please see guidance doc para 6.7
- Travel surveys must be conducted in years 1, 3 and 5 – please see guidance para 7.4
- Awareness/promotion of the Connecting Wiltshire resources should be conveyed to residents.

Cycling

The applicant should consider the relevant information in the Wiltshire Local Transport Plan Cycling Strategy (in particularly cycle parking should be provided in line with Appendix 4) and Smarter Choices Strategy (specifically Policy 9 regarding the provision of a suitable charging point for electric vehicles). Both are available

from: <http://www.wiltshire.gov.uk/council/howthecouncilworks/plansstrategiespolicies/transportpoliciesandstrategies/localtransportplan3.htm>

Electric Vehicle Charging

The government seeks to implement UK wide legislation for the inclusion of charging points in new developments. An announcement was made on the 9th September 2021 (World EV Day) by the Department for Transport that outlined the government's proposals for EV charging infrastructure.

As part of the announcement, the UK government aims to lay legislation later this year. It is anticipated that the new legislation will come into force in 2022.

Policies are likely to specify that a certain percentage of parking spaces in new developments are equipped with either active or passive EV charging.

Given the above and in accordance with Wiltshire Council's 'Smarter Choices Strategy', it is recommended that the provision of a suitable charging point for electric vehicles should be considered as part of each residential dwelling.

Monitoring

A contribution of £7000 should be provided for future monitoring, particularly for Travel Plan outcomes.

Checklist

Criteria	Comment	
Transport assessment: quantitative analysis	<i>Required</i>	
Framework /Travel Plan	<i>Required</i>	
Central public space	<i>Yes – Access footways should provide continuous link</i>	
Cycle Routes internal to the development boundary	<i>Mixed traffic below 20mph is proposed - evidence is required to support this.</i>	
Physical barriers for cycle users	<i>No steps or barriers to the Cycle Design Vehicle (as per LTN 1/20) are evident.</i>	
Shared use routes	<i>No</i>	
Continuous footways	<i>Cycling will be provided on carriageway within the development; therefore priority will not be required at junctions.</i>	
Walking routes to a primary school	<i>Alderbury C of E – 1.1 Km Along Southampton Road</i>	
Walking routes to a food shop	<i>Alderbury Village Store 950 metres</i>	
Walking routes to nearest transport nodes (800m)	<i>The nearest bus stops are the Southampton Road</i>	
Walking routes to nearest public park or green space	<i>Public park or green space is provided within the site</i>	
Cycle routes to a primary school	<i>N/A</i>	
Cycle routes to a secondary school	<i>The nearest secondary school is Trafalgar School, Downton (approx. 6.1 miles distance). Assumed all trips will be school bus or private car</i>	
Cycle routes to a food shop which sells fresh fruit and vegetables	<i>See walking</i>	
Cycle routes to nearest transport nodes	<i>Salisbury</i>	
Cycle routes to nearby employment sites	<i>The nearest employment sites are located at Whaddon Business Park</i>	
Cycle Parking	<i>Wiltshire LTP3 Cycling Strategy does not require any cycle parking to be provided as part of this development site. Should</i>	

	<i>any cycle parking be required (e.g. at the LEAP) sheltered Sheffield stands are recommended</i>	
Access to public transport stations or stops	<i>Southampton Rd Bus stops</i>	
Access to national rail/light rail stations	<i>Salisbury</i>	
Frequency of public transport services	<i>TA Required</i>	
Destinations served by public transport	<i>TA Required</i>	
Car Sharing	<i>no car club bays (dedicated to car sharing) are proposed.</i>	

Kind regards,

Julie Cleave – Highways Development Control

Helen Iorwerth

From: Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Sent: 04 October 2023 17:50
To: Helen Iorwerth
Subject: RE: Alderbury - proposed housing scheme [Filed 10 Oct 2023 13:09]
Attachments: Travel Plan Guidance 2021.pdf

Categories: Filed by Mail Manager

Dear Helen,

Thank you for your emails below.

As requested I have attached a copy of the Travel Plan Guidance.

With regards to your query about contributions, it is preferred for any highway improvements / off-site works to be carried out by the developer under a S278 agreement. I have checked with my Transportation colleague and we agree that there is no contribution required towards the footway improvements or crossing. The footway should be resurfaced with some localised widening where possible, and definitely across the site frontage. A crossing facility to the bus stop will be required to be provided by the developer.

Trics – I am happy with the trip rates and distribution methodology you propose and acknowledge your decision re junction analysis. Folly Lane and Lights Lane both connect to the road which leads to Downton and are likely to be used to connect to the A338.

I am not aware of any other committed developments in the area.

Kind regards,

Julie Cleave MCIHT
Highways Development Control Engineer (Level 3)
Sustainable Transport
(Part time: Mon – Thurs)

Wiltshire Council

Tel: 01225 713463
Email: Julie.Cleave@wiltshire.gov.uk
Web: www.wiltshire.gov.uk
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From: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Sent: Monday, October 2, 2023 11:18 AM
To: Cleave, Julie <Julie.Cleave@wiltshire.gov.uk>
Subject: RE: Alderbury - proposed housing scheme

You don't often get email from hiorwerth@mayerbrown.co.uk. [Learn why this is important](#)

Dear Julie

Further to my email below, I have now taken a look at TRICS to undertake trip generation, and used Census 2011 travel to work data to determine a trip distribution. I have excluded TRICS sites surveyed during Covid restrictions, and used 2011 rather than 2021 Census as the latter was undertaken during Covid when more people were working from home than normal and hence not travelling from home. Please can you confirm you are happy with these trip rates and the distribution methodology.

We also need to consider Committed developments, to take account of National Highways requirements. I note there is a development at Firs Road in Alderbury (17/04001/OUT) which is partially built out, and we will reference. Please could you advise if there are other Committed developments locally that we should consider.

Regarding junction modelling, once the trip generation is distributed, it gives the following movements at each junction. Given the low number of additional movements, we will set out the extra vehicles through each junction within the TA but do not propose to undertake any further analysis/modelling at any of these junctions (we will also check with National Highways regarding their junctions, in case they require further review). We will provide a PICADY model for the site access. Please could you confirm this is acceptable. Your pre-app response refers to the Downton junction – could you please confirm which this is, so we can ensure we include this in our review.

Junction	AM		PM	
	Arr	Dep	Arr	Dep
Southampton Road / A36 (Northern junction)	6	11	11	5
Southampton Road / A36 (Southern junction)	2	3	3	1
Southampton Road / Clarendon Road	6	11	12	5
Southampton Road / Lights Lane	2	4	4	2

I look forward to receiving your thoughts; please do not hesitate to get in touch if there are any questions.

Regards
Helen

From: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Sent: Thursday, September 28, 2023 3:35 PM
To: Julie.cleave@wiltshire.gov.uk
Subject: Alderbury - proposed housing scheme [Filed 28 Sep 2023 15:35]

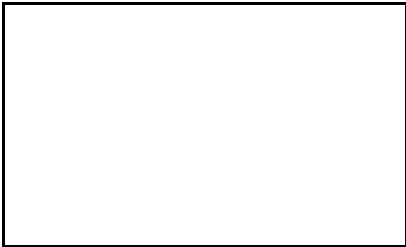
Dear Julie

I am working on a proposed housing scheme at Alderbury for which you provided pre-application comments back in February (ENQ/2023/00006). The scheme has now reduced from 77 dwellings down to 48 homes, and I will probably be sending you another message next week to hopefully agree trip generation and distribution with you prior to submission.

For the moment however, please could you provide me with a link to Wiltshire Council's SPD 'Development related Travel Plan guidance' (2021), as referenced in your pre-app response, as I am not able to find this on your website. I can then ensure that the travel plan for the site is in line with the SPD.

There is also reference in the pre-app response to upgrades to the footway on Southampton Road (the specific section is not confirmed) and a crossing facility to the nearest bus stop. Elsewhere, there is instead reference to contributions towards these. Could you please clarify if you will require preliminary designs to be provided for these off-site works with the application – we have not yet reviewed carriageway widths or highway boundary to determine what, if anything, is achievable - or if a contribution would be required if permission is granted.

Many thanks
Helen



Helen Iorwerth
Principal Transport Planner, Mayer Brown Limited
T: 0117 925 1027 M: 07775 848 317
E: hiorwerth@mayerbrown.co.uk W: www.mayerbrown.co.uk
A: DeskLodge House, 2 Redcliffe Way, Redcliffe, Bristol, BS1 6NL



Mind, Woking Foodbank and Surrey Wildlife Trust are Mayer Brown's chosen charities



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Helen Iorwerth

From: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Sent: 23 November 2023 11:26
To: Helen Iorwerth
Subject: RE: Land at Southampton Road, Alderbury [Filed 23 Nov 2023 15:14]

Categories: Filed by Mail Manager

Thanks Helen for clarifying and providing the further information.
On this basis we can agree that further capacity assessment of the A36 junctions will not be required for this development.

Kind regards

Gaynor

From: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Sent: Thursday, November 23, 2023 9:41 AM
To: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Subject: RE: Land at Southampton Road, Alderbury

Dear Gaynor

The count company has confirmed it is in Vehicles. Here are the turning counts, from which you can see the number of buses and HGVs turning right from this lane towards the village are very small with a maximum of five in an hour – with none in the 15-minute time period during which the maximum 7 queuing vehicles were observed.

Regards
Helen

From: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Sent: Thursday, November 23, 2023 9:05 AM
To: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Subject: RE: Land at Southampton Road, Alderbury

Morning Helen

Many thanks for providing the survey results. From a look at the data it is noted there is a maximum queue of 7 – can you confirm whether this is PCUs or vehicles please?

Kind regards

Gaynor

Gaynor Gallacher

South West Operations – Assistant Spatial Planner (Highways Development Management)

National Highways | Ash House | Falcon Road, Sowton Ind. Estate | Exeter | EX2 7LB

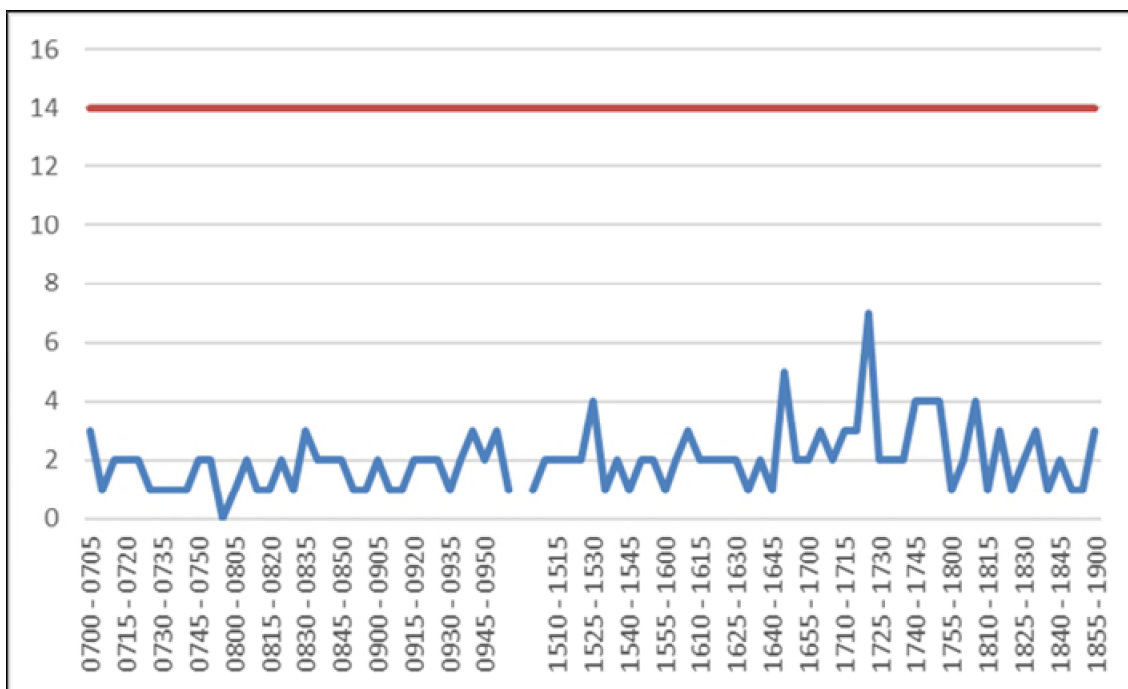
Tel: 0300 470 4376

Web: <http://www.nationalhighways.co.uk>

From: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Sent: Wednesday, November 22, 2023 1:05 PM
To: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Subject: RE: Land at Southampton Road, Alderbury

Dear Gaynor

Following your email, we have had a queue survey undertaken at the A36 northern junction – please see attached results. The first tab is the Maximum queue observed in each 5-min period, the second tab is the Snapshot queue at every 5-mins (e.g. 07:00, 07:05 etc). As you can see from the graph below of the Maximum observed queues for the right-turn lane on the A36, the queuing is generally below 4 vehicles, with a brief increase during the PM peak, but still well below the 14 PCU capacity.



Based on your email below, we therefore do not intend to include further junction analysis (Picady) for this junction in our TA, although we will include the results of the surveys and some commentary regarding the proposed trip generation to this junction (including committed developments).

Regards
Helen

From: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Sent: Wednesday, November 8, 2023 3:54 PM
To: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Subject: RE: Land at Southampton Road, Alderbury [Filed 09 Nov 2023 15:39]

Dear Helen

We've now had an opportunity to consider the information provided based on a development comprising a maximum 48 units.

We consider that the trip rates applied appear low – we would usually be looking at rates of around 0.55 for the location proposed. However, it is accepted that applying a higher rate would have a minimal impact particularly given the split between the two A36 junctions. In terms of distribution, this looks reasonable.

In relation to the A36 south junction, given the grade separation and minimal development impact we do not consider that any assessment of the junction will be required.

However, with regards to the A36 north junction we are conscious that there appears to be continued development creep at Alderbury which adds incremental additional trips to the junction. National Highways does not accept percentage impacts in determining the acceptability of

development in traffic terms. As you are aware, the A36 approach to Salisbury operates under constraint during the peak periods. The A36 right turning lane would appear to be around 84m (or 14 PCUs long) and we would therefore request that you provide evidence to demonstrate that the right turning lane will continue to have capacity to accommodate the addition of development trips, particularly in the pm peak hour.

We would therefore request that as part of your assessment you provide a video based turning count and queue length survey of the A36 north junction, undertaken during peak hours on a neutral mid-week day. This will provide up to date evidence on the quantum of turning movements and the queue lengths, particularly the right turn queue length. If the surveys identify that the right turn queue length is contained well within the right turn pocket then we will not require any further capacity assessment at this junction. However, if the queue length is close to or beyond the length of the right turn lane then we would require a capacity assessment to be undertaken.

We would also expect the application to be supported by robust travel plan measures to encourage and support the take up of sustainable travel modes.

Please note that these comments are provided on the basis of the information available to us at this time and are made without prejudice to future advice and/or recommendations. We are also willing to review and comment on your assessment as it progresses and prior to submission of an application, if that would be helpful.

Kind regards
Gaynor

Gaynor Gallacher
South West Operations – Assistant Spatial Planner (Highways Development Management)
National Highways | Ash House | Falcon Road, Sowton Ind. Estate | Exeter | EX2 7LB
Tel: 0300 470 4376
Web: <http://www.nationalhighways.co.uk>

From: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>
Sent: Tuesday, November 7, 2023 10:55 AM
To: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Subject: RE: Land at Southampton Road, Alderbury

Dear Gaynor
Many thanks, I look forward to hearing from you.

Since sending my email last week, I had to look in more detail at the traffic split beyond the village for our air quality assessor, and I noticed I had erroneously sent traffic from one census zone north when it should have gone south. Therefore the slightly revised flows to the National Highways junctions are as follows:

Junction	AM		PM	
	Arr	Dep	Arr	Dep
Southampton Road / A36 (Northern junction)	5	9	10	4
Southampton Road / A36 (Southern junction)	2	4	5	2

Regards
Helen

From: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>
Sent: Monday, November 6, 2023 3:52 PM

To: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>

Subject: RE: Land at Southampton Road, Alderbury

Dear Helen

Thank you for your email – it will still be me that picks up this site so you've come to the right person!

I'll review the further information you've provided and get back to you – hopefully that should be no later than 27 November.

Kind regards

Gaynor

Gaynor Gallacher

South West Operations – Assistant Spatial Planner (Highways Development Management)

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Tel: 0300 470 4376

Web: <http://www.nationalhighways.co.uk>

From: Helen Iorwerth <hiorwerth@mayerbrown.co.uk>

Sent: Thursday, November 2, 2023 5:19 PM

To: Gaynor Gallacher <gaynor.gallacher@nationalhighways.co.uk>

Subject: Land at Southampton Road, Alderbury

Dear Gaynor

Your details were passed to me via Julie Cleave at Wiltshire Council. National Highways has provided some pre-app advice on a site at Alderbury near Salisbury – please see pages 3-4 of the attached document. I would like to follow up on this response, to agree trip generation and distribution prior to submission, and hence what, if any, further assessment of the National Highways junctions needs to be undertaken. Julie Cleave has agreed the trip rates and distribution (attached) are appropriate from the perspective of Wiltshire Council. If this is not a site you previously worked on, would it please be possible to pass this on to the relevant colleague?

Regarding junction modelling, once the trip generation is distributed, it gives the following movements at each junction with the National Highways junctions highlighted. All traffic at the northern A36 junction is expected to travel to/from the northwest, whilst all traffic at the southern A36 junction will travel to/from the southeast. These flows are based on 48 units, the numbers may reduce marginally once the site layout is confirmed.

Junction	AM		PM	
	Arr	Dep	Arr	Dep
Southampton Road / A36 (Northern junction)	6	11	11	5
Southampton Road / A36 (Southern junction)	2	3	3	1
Southampton Road / Clarendon Road	6	11	12	5
Southampton Road / Lights Lane	2	4	4	2

Regarding committed developments, Wiltshire Council have confirmed they do not require us to consider any other developments. I note however two local developments sites: Wagtails Site (up to 30 dwellings – ref: PL/2022/03103, as yet undetermined) and the Football club site (50 dwellings – ref: 17/04001/OUT, mainly built out) which we can consider, and I also note that neither of these received any objections from National Highways and its predecessors; the Football club in particular had a higher trip generation than our site is predicted.

Regarding assessment of the impact on the A36, the development will only add around one vehicle every 3-4 minutes. It is therefore not considered necessary to undertake full junction modelling at either junction between Southampton Road and the A36 but we can use publicly available traffic flow data on the DfT and National Highways Webtrix pages to indicate the percentage change, and we expect this to be around 1% throughout the day and hence not a severe impact.

Please could you advise if you are satisfied with the trip rates and distribution, and our proposal to undertake a percentage change assessment only, given the low trip generation from the site onto the A36. It would be helpful if possible to agree this prior to submission, to minimise any post-submission revisions.

Many thanks
Helen



Helen Iorwerth

Principal Transport Planner, Mayer Brown Limited

T: 0117 925 1027 M: 07775 848 317

E: hiorwerth@mayerbrown.co.uk W: www.mayerbrown.co.uk

A: DeskLodge House, 2 Redcliffe Way, Redcliffe, Bristol, BS1 6NL



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APPENDIX B: Traffic Data

Alderbury ATC

Report Id 54623
Site Name Site 1 of 1
Description Southampton Road, 65m east of Oakwood Grove
Direction Eastbound

Thursday 09 November 2023

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme														Vehicle Speed										P-110e 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000 - 0100	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.7	-
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0200 - 0300	2	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	-	49	24.8
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-
0500 - 0600	6	1	0	1	4	0	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	-	38.5	11.3
0600 - 0700	17	2	2	5	8	0	1	12	0	3	1	0	0	0	0	0	0	0	0	0	0	2	3	3	5	4	0	0	0	0	0	41.2	34.6	6.4
0700 - 0800	53	4	13	14	22	0	0	45	0	6	1	1	0	0	0	0	0	0	0	0	0	1	18	29	3	1	0	0	0	0	0	33.4	33.3	20.5
0800 - 0900	86	20	22	27	17	0	0	80	3	1	1	1	0	0	0	0	0	0	2	0	0	2	33	43	4	2	0	0	0	0	0	34.4	30.3	5.2
0900 - 1000	57	14	11	15	17	0	0	50	0	3	4	0	0	0	0	0	0	0	0	0	0	1	22	29	5	0	0	0	0	0	0	33.1	30.8	2.8
1000 - 1100	61	12	22	13	14	3	0	52	0	4	2	0	0	0	0	0	0	0	0	0	0	10	22	19	9	1	0	0	0	0	0	35.2	29.7	4.6
1100 - 1200	70	17	15	18	20	0	0	65	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1	36	30	2	1	0	0	0	0	33.1	30.4	2.9
1200 - 1300	76	18	20	20	18	0	0	66	0	4	4	1	0	0	0	1	0	0	0	0	0	0	6	42	24	3	0	1	0	0	0	32.8	29.5	3.8
1300 - 1400	73	22	20	15	16	0	0	67	0	3	2	1	0	0	0	0	0	0	0	0	0	0	2	44	26	0	0	1	0	0	0	32.1	29.6	2.9
1400 - 1500	93	14	23	25	31	1	0	85	0	3	4	0	0	0	0	0	0	0	0	0	0	1	6	45	38	2	1	0	0	0	0	32.5	29.5	3.1
1500 - 1600	110	41	25	23	21	0	1	97	0	3	7	2	0	0	0	0	0	0	0	0	0	0	3	44	57	6	0	0	0	0	0	32.6	30.4	2.9
1600 - 1700	113	21	23	39	30	1	1	106	0	2	2	0	0	0	0	1	0	0	0	0	0	1	4	56	52	0	0	0	0	0	0	32.2	29.6	2.6
1700 - 1800	118	32	37	24	29	0	1	111	0	3	3	0	0	0	0	0	0	0	0	0	0	2	47	99	8	2	0	0	0	0	0	33.9	30.9	3.3
1800 - 1900	98	23	24	27	24	0	0	89	1	2	5	0	1	0	0	0	0	0	0	0	0	2	1	35	56	4	0	0	0	0	0	33.2	30.3	3.2
1900 - 2000	72	24	22	12	14	0	0	68	0	3	1	0	0	0	0	0	0	0	0	0	0	0	2	13	40	16	1	0	0	0	0	36.8	32.7	3.5
2000 - 2100	44	19	7	11	7	0	0	40	0	1	3	0	0	0	0	0	0	0	0	0	0	0	1	9	26	6	1	1	0	0	0	36.3	32.3	4
2100 - 2200	33	8	8	11	6	0	0	32	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	17	7	0	1	0	0	0	0	36.4	32.8	4.6
2200 - 2300	28	14	3	5	6	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	17	3	2	2	0	0	0	0	39.6	33.9	5.6
2300 - 0000	9	5	2	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	2	1	0	0	0	0	0	-	37.1	3.3
0700 - 1900	1008	238	225	260	220	3	3	913	4	38	36	6	1	0	1	1	0	0	2	0	4	39	444	482	46	8	2	0	0	0	0	33.0	30.3	3.8
0600 - 2200	1174	291	294	299	290	3	4	1065	4	46	41	6	1	0	1	1	0	0	2	0	4	44	477	548	80	14	4	0	0	0	0	33.4	30.6	3.7
0600 - 0600	1211	310	299	306	296	3	4	1162	4	46	41	6	1	0	1	1	0	0	2	0	4	44	481	569	85	16	7	0	0	0	0	33.7	30.8	3.7
0600 - 0600	1220	312	299	307	300	3	3	1108	4	46	41	6	1	0	1	1	0	0	2	0	4	45	481	572	85	19	8	0	1	0	1	33.7	30.8	3.8

Friday 10 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed										P-Tile 80%	Average Speed	Standard Deviation			
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	2 Axle Hgtd	4 Axle Hgtd	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 40 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph	
0000 - 0100	2	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	35.9	6.8		
0100 - 0200	2	1	0	0	1	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	-	31.8	5.4			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	34.7	4.6			
0500 - 0600	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.3	-			
0600 - 0700	21	5	2	4	10	0	0	19	0	0	2	0	0	0	0	0	0	0	0	0	0	1	4	8	7	1	0	0	0	0	38.2	33.1	4.6		
0700 - 0800	63	10	13	20	20	0	1	55	1	3	2	0	1	0	0	0	0	0	0	0	0	2	23	29	6	3	0	0	0	0	35.7	31.8	4.1		
0800 - 0900	99	16	19	34	30	0	0	90	0	2	6	0	0	1	0	0	0	0	0	0	0	4	43	42	8	1	0	0	0	0	33.9	30.4	4		
0900 - 1000	69	21	11	21	16	0	0	64	0	1	4	0	0	0	0	0	0	0	0	0	0	1	16	45	4	2	0	0	0	0	33.8	31.6	4.5		
1000 - 1100	90	17	29	26	18	0	1	79	1	5	4	0	0	0	0	0	0	0	0	0	0	1	3	17	62	7	0	0	0	0	33.8	31.2	3		
1100 - 1200	74	17	14	20	23	0	0	68	0	3	1	2	0	0	0	0	0	0	0	0	0	1	30	27	13	2	0	0	0	0	36.8	31.4	4.2		
1200 - 1300	98	27	28	20	23	1	0	89	0	5	3	0	0	0	0	0	0	0	0	0	0	1	1	4	33	45	13	1	0	0	0	34.9	30.9	4.4	
1300 - 1400	92	21	23	24	24	0	0	88	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	24	55	10	0	0	0	0	0	34.2	31.2	3.3	
1400 - 1500	104	31	25	22	26	1	2	93	1	2	3	1	0	0	1	0	0	0	0	0	0	0	1	3	42	55	3	0	0	0	0	32.3	30.2	2.8	
1500 - 1600	118	31	27	33	27	1	1	106	1	5	3	1	0	0	0	0	0	0	0	0	0	0	8	63	46	1	0	0	0	0	31.9	28.7	3		
1600 - 1700	125	38	28	26	34	0	1	113	1	3	8	0	0	0	0	0	0	0	0	0	0	1	4	46	64	10	1	0	0	0	0	33.5	30.5	3.3	
1700 - 1800	114	26	29	25	32	0	0	107	0	1	5	0	1	0	0	0	0	0	0	0	0	2	40	60	11	0	0	0	0	0	33.2	30.9	3.1		
1800 - 1900	82	23	22	19	18	0	1	73	0	4	4	0	0	0	0	0	0	0	0	0	0	1	4	21	45	8	1	1	0	0	0	34.5	30.8	4.9	
1900 - 2000	66	19	17	13	17	0	0	64	0	1	1	0	0	0	0	0	0	0	0	0	0	0	16	41	6	1	1	1	0	0	35	32.5	4.2		
2000 - 2100	49	16	14	11	8	0	0	47	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	28	10	1	1	0	0	0	37.1	33	4.1		
2100 - 2200	31	5	9	7	10	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	16	10	1	0	1	0	0	38	34.3	4.4		
2200 - 2300	23	7	5	6	6	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	13	5	1	0	0	0	0	37.1	32.6	3.9		
2300 - 0000	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	1	0	0	33.7	12.2		
0700 - 1900	1129	280	288	290	291	3	7	1025	5	38	45	4	2	2	0	0	0	0	0	0	0	2	3	6	37	399	575	94	11	2	0	0	33.9	30.7	3.8
0600 - 2200	1296	325	310	325	336	3	7	1196	5	40	47	4	2	2	0	0	0	0	0	0	0	2	3	6	39	430	668	127	15	4	2	0	34.3	31.0	3.9
0600 - 0000	1327	334	318	332	343	3	7	1216	5	41	47	4	2	2	0	0	0	0	0	0	0	3	3	6	39	435	682	125	16	4	3	0	34.4	31.0	4.0
0000 - 0000	1334	335	320	334	345	3	7	1222	5	42	47	4	2	2	0	0	0	0	0	0	0	3	3	6	39	436	682	128	17	4	3	0	34.4	31.0	4.0

Saturday 11 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 80%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgtd	4 Axle Hgtd	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 40 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000 - 0100	5	1	1	0	3	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	38.6	9.3	
0100 - 0200	4	1	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	-	37	2.5	
0200 - 0300	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	29.5	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0600 - 0700	6	0	1	1	4	0	0	5	0	1	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	0	0	-	30.9	5	
0700 - 0800	23	2	4	8	9	1	1	18	0	3	0	0	0	0	0	0	1	0	4	14	3	0	1	0	0	0	0	0	0	0	35.7	32.4	4.9	
0800 - 0900	48	13	8	12	15	0	0	45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	30.1	5.1	
0900 - 1000	113	20	21	29	43	2	0	106	0	3	2	0	0	0	0	0	0	0	0	0	1	14	25	49	22	1	0	0	0	0	36.1	31	5.2	
1000 - 1100	106	30	29	20	27	0	0	98	0	4	4	0	0	0	0	0	0	0	5	33	62	5	0	1	0	0	0	0	0	0	33.9	30.8	3.5	
1100 - 1200	109	25	32	21	31	2	1	101	0	1	4	0	0	0	0	0	0	0	7	50	39	11	1	1	0	0	0	0	0	0	33.7	30.1	4	
1200 - 1300	89	14	27	28	20	0	0	86	0	1	1	0	1	0	0	0	0	0	4	27	53	3	2	0	0	0	0	0	0	0	33.3	30.9	3.2	
1300 - 1400	96	22	23	31	22	0	2	89	0	1	6	0	0	0	0	0	0	0	2	33	56	4	3	0	0	0	0	0	0	0	33.6	30.8	3.6	
1400 - 1500	81	22	21	19	19	1	3	64	1	3	9	0	0	0	0	0	0	0	1	7	29	37	6	0	0	0	0	0	0	0	33.9	29.7	4.4	
1500 - 1600	72	11	23	17	21	2	1	67	0	0	2	0	0	0	0	0	0	1	0	5	50	11	3	1	0	0	0	0	0	0	30.8	28.5	4.5	
1600 - 1700	116	30	36	30	20	1	1	106	0	2	6	0	0	0	0	0	0	0	0	3	16	85	10	1	1	0	0	0	0	0	34.1	31.7	3.2	
1700 - 1800	76	14	21	22	19	0	0	74	0	0	2	0	0	0	0	0	0	0	0	15	53	9	2	1	0	0	0	0	0	0	34.4	32.2	3.4	
1800 - 1900	80	19	16	23	22	0	0	76	0	1	3	0	0	0	0	0	0	0	1	15	43	14	5	1	0	0	0	0	0	0	37.3	33.2	4.7	
1900 - 2000	64	24	14	15	11	0	0	61	0	0	3	0	0	0	0	0	0	0	0	1	2	15	32	10	1	2	0	0	0	0	35.7	31.6	5.1	
2000 - 2100	33	7	10	10	6	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.8	32	4.1	
2100 - 2200	33	11	8	5	9	0	0	29	0	2	2	0	0	0	0	0	0	0	3	12	12	3	2	1	0	0	0	0	0	0	37.4	31.7	5.2	
2200 - 2300	18	8	3	4	3	0	0	17	0	1	0	0	0	0	0	0	0	0	2	12	2	2	0	0	0	0	0	0	0	0	36	32.8	3.9	
2300 - 0000	21	2	9	7	3	0	0	21	0	0	0	0	0	0	0	0	0	0	1	4	8	4	1	2	0	0	0	0	0	1	44.6	35.5	9.9	
0700 - 1900	1011	222	261	269	268	9	9	930	1	22	39	0	1	0	0	0	0	0	1	2	0	55	312	518	95	16	6	0	0	0	0	34.4	30.9	4.2
0600 - 2200	1147	264	294	291	295	9	9	1036	1	25	44	0	1	0	0	0	0	0	1	3	7	61	359	563	113	19	9	0	0	0	34.6	31.0	4.3	
0600 - 0000	1196	274	308	302	304	9	9	1096	1	26	44	0	1	0	0	0	0	0	1	3	7	62	356	603	119	22	12	9	0	0	1	34.7	31.1	4.2
0000 - 0000	1196	276	310	303	307	9	9	1106	1	26	44	0	1	0	0	0	0	0	1	3	7	62	357	606	124	22	12	1	0	0	1	34.7	31.2	4.6

Sunday 12 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 80%	Average Speed	Standard Deviation					
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgv1	4 Axle Hgv1	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph			
0000 - 0100	2	0	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	32.4	2.3				
0100 - 0200	8	0	0	3	5	0	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	2	2	1	1	3	0	0	0	-	36.6	6.1				
0200 - 0300	2	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	29	2.1				
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0400 - 0500	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	-	39.3	-				
0500 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0600 - 0700	8	1	1	2	4	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	1	3	2	0	0	0	0	-	34	9				
0700 - 0800	10	1	2	3	4	0	1	8	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	3	4	0	1	0	0	0	0	-	34.9	5.7			
0800 - 0900	21	3	10	4	4	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	10	3	1	1	0	0	0	0	38.4	33.1	4.7			
0900 - 1000	39	5	15	5	14	0	1	35	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15	13	8	0	0	0	0	0	0	36	30.6	4.3			
1000 - 1100	71	16	24	14	17	1	0	66	0	2	2	0	0	0	0	0	0	0	2	1	5	7	35	19	2	0	0	0	0	0	0	32.3	27	6.3			
1100 - 1200	95	6	30	34	25	0	0	91	0	1	3	0	0	0	0	0	0	0	0	0	0	1	4	49	33	6	1	1	0	0	0	33.3	29.9	4			
1200 - 1300	88	26	19	29	14	0	0	85	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3	30	31	21	0	2	0	0	0	36.3	32.5	5.4			
1300 - 1400	81	18	21	21	21	0	1	74	1	2	3	0	0	0	0	0	0	0	0	0	0	0	3	32	35	10	1	0	0	0	0	34.4	31.2	3.9			
1400 - 1500	86	20	21	29	16	2	0	78	1	4	1	0	0	0	0	0	0	0	0	0	2	8	38	31	6	1	0	0	0	0	0	33.5	29.6	4.1			
1500 - 1600	77	21	14	19	23	1	0	69	0	3	4	0	0	0	0	0	0	0	0	0	0	0	3	19	44	9	1	1	0	0	0	35.1	31.7	4.1			
1600 - 1700	71	22	19	13	17	1	0	69	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	17	44	9	0	0	0	0	0	34.2	31.8	3.2			
1700 - 1800	47	9	11	15	12	0	1	45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	15	29	9	1	0	0	0	0	0	34.7	31.7	3.4			
1800 - 1900	38	16	7	9	6	1	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	14	10	3	1	1	0	0	0	40.1	33.8	6.6			
1900 - 2000	35	8	8	13	6	0	0	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	18	7	0	0	0	1	0	0	36	32.9	4.1			
2000 - 2100	29	7	6	10	6	1	0	26	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	16	7	0	0	0	0	0	0	36.5	33.2	6			
2100 - 2200	16	2	4	7	3	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	3	0	1	0	0	0	0	38.3	33.2	5.1			
2200 - 2300	5	1	3	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	31.7	4.6	-			
2300 - 0000	9	0	5	3	1	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	1	0	0	0	0	0	-	34.9	3.7	-		
0700 - 1900	724	163	193	195	173	6	4	676	2	18	18	0	0	0	0	0	0	0	0	0	0	0	2	1	10	33	264	303	93	9	7	1	0	35.1	30.9	4.9	
0600 - 2200	812	181	212	227	192	7	4	760	2	21	18	0	0	0	0	0	0	0	0	0	0	2	1	12	34	253	344	113	11	8	2	1	1	0	35.2	31.2	5.0
0600 - 0000	826	182	220	231	193	7	4	771	2	24	18	0	0	0	0	0	0	0	0	0	0	2	1	12	34	253	344	116	12	8	2	1	1	0	35.3	31.2	5.0
0000 - 0000	839	182	222	236	199	7	4	782	3	25	18	0	0	0	0	0	0	0	0	0	0	2	1	12	34	258	357	118	13	8	2	1	1	0	35.2	31.3	5.0

Monday 13 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed																P-Tile 80%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgtd	4 Axle Hgtd	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph									
0000 - 0100	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39.8	7.1				
0100 - 0200	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	31.2	6.6					
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0400 - 0500	2	1	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.2	11.1					
0500 - 0600	3	0	1	1	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.5	5.5					
0600 - 0700	17	3	3	3	8	1	0	13	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40.2	32.6	6.5				
0700 - 0800	61	10	17	14	20	0	0	56	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.5	32.9	4.1				
0800 - 0900	85	18	16	27	24	0	0	73	1	4	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.8	29.4	4.6				
0900 - 1000	74	23	19	12	20	0	0	66	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.6	31.3	3				
1000 - 1100	67	20	18	17	12	1	0	61	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	30.4	6.2				
1100 - 1200	64	19	11	16	19	0	0	57	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	31.2	3.4				
1200 - 1300	69	16	15	13	25	2	0	60	1	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.5	29.6	4.8				
1300 - 1400	84	26	23	24	21	0	0	80	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	30.9	3.7				
1400 - 1500	83	19	14	21	29	0	1	77	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	30.3	3				
1500 - 1600	113	38	18	31	26	1	1	107	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.4	30.1	2.8				
1600 - 1700	123	20	28	41	34	0	1	115	2	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32.5	30.1	3.3				
1700 - 1800	127	35	31	26	37	0	0	122	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	31.2	2.9				
1800 - 1900	90	22	22	25	21	0	0	82	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.9	32.3	4.6				
1900 - 2000	56	13	14	19	10	0	0	53	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	34.7	6.8				
2000 - 2100	35	8	13	1	13	0	0	34	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.9	32.9	5.1				
2100 - 2200	25	6	6	5	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	36.6	3.3				
2200 - 2300	23	5	3	10	5	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	33	3				
2300 - 0000	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.8	-	-				
0700 - 1900	1040	264	232	206	278	4	3	926	4	38	28	6	0	1	0	0	0	0	0	0	0	0	1	2	6	53	309	320	80	14	4	1	0	0	34.0	30.8	4.0			
0600 - 2200	1173	296	266	295	314	5	3	1080	4	44	30	6	0	1	0	0	0	0	0	0	0	0	1	2	7	57	384	380	108	22	9	2	0	1	34.4	31.1	4.3			
0600 - 0000	1197	301	271	306	319	5	3	1103	4	45	30	6	0	1	0	0	0	0	0	0	0	0	1	2	7	57	388	392	116	22	9	2	0	1	34.4	31.1	4.3			
0000 - 0000	1206	304	272	308	322	5	4	1108	4	48	30	6	0	1	0	0	0	0	0	0	0	0	1	2	7	57	389	393	118	24	10	2	0	1	34.6	31.2	4.3			

Tuesday 14 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 80%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgtd	4 Axle Hgtd	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000 - 0100	3	1	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	-	33.2	4	
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	34.4	-		
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
0400 - 0500	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.1	-		
0500 - 0600	3	0	1	2	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	32.8	5.6		
0600 - 0700	14	2	1	3	8	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	3	2	0	0	0	0	40.3	33.1	5.4		
0700 - 0800	65	6	11	22	26	1	0	56	0	7	1	0	0	0	0	0	0	0	0	0	0	0	20	29	13	2	0	0	0	36.7	32	4.2		
0800 - 0900	88	19	24	31	14	0	0	76	1	7	4	0	0	0	0	0	0	0	0	0	0	1	4	9	46	21	6	1	0	32.2	28.4	4.6		
0900 - 1000	85	18	22	19	26	0	0	81	1	2	1	0	0	0	0	0	0	0	0	0	0	1	4	32	28	4	1	0	0	33	28	5.6		
1000 - 1100	61	12	24	11	14	0	0	56	1	3	0	1	0	0	0	0	0	0	0	0	0	1	3	36	17	4	0	0	0	33.2	29.7	3.6		
1100 - 1200	76	23	12	21	20	0	0	73	1	2	0	0	0	0	0	0	0	0	0	0	1	2	3	20	39	8	2	1	0	30.2	26.3	3.3		
1200 - 1300	73	11	17	23	22	1	0	64	0	7	0	1	0	0	0	0	0	0	0	0	1	2	16	34	16	2	1	0	0	31.1	27.3	5.1		
1300 - 1400	72	21	16	14	21	0	0	63	0	7	2	0	0	0	0	0	0	0	0	0	0	5	4	12	27	18	6	0	0	32	26.9	6.2		
1400 - 1500	69	15	18	17	19	0	1	63	1	2	1	0	0	0	0	0	0	0	0	0	0	2	9	36	20	0	0	0	0	30.9	27.4	4.2		
1500 - 1600	114	34	26	30	24	0	1	107	0	2	4	0	0	0	0	0	0	0	0	0	0	1	4	43	58	7	1	0	0	33.9	30.7	3.3		
1600 - 1700	128	33	34	29	32	0	1	117	0	3	7	0	0	0	0	0	0	0	0	0	0	0	4	58	62	4	0	0	0	32.1	29.8	2.7		
1700 - 1800	130	38	33	39	20	0	1	121	0	3	5	0	0	0	0	0	0	0	0	0	0	3	53	67	5	2	0	0	0	32.5	30.4	2.9		
1800 - 1900	87	28	19	17	23	0	0	81	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	33	41	10	1	0	0	34.5	31	3.3		
1900 - 2000	63	21	10	22	10	0	0	60	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	17	30	11	2	0	1	0	35.7	32.6	4.7	
2000 - 2100	42	18	11	4	9	0	1	36	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	16	19	6	1	0	0	36.4	31.8	4		
2100 - 2200	23	6	6	5	0	0	1	21	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	13	4	2	0	0	38.9	33.2	4.2		
2200 - 2300	20	6	7	4	3	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	10	3	1	0	0	37.4	31.9	4.1	
2300 - 0000	4	3	1	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36	7.4		
0700 - 1900	1048	238	236	273	261	2	4	938	5	48	28	3	0	0	0	0	0	0	0	0	0	3	12	22	96	437	383	63	10	0	33.0	29.1	4.2	
0600 - 2200	1190	303	284	308	293	2	6	1086	5	53	33	3	0	0	0	0	0	0	0	0	0	3	12	22	99	488	451	87	17	0	33.3	29.5	4.6	
0600 - 0000	1214	314	292	312	296	2	6	1111	5	54	33	3	0	0	0	0	0	0	0	0	0	3	12	22	100	504	463	90	18	1	0	33.4	29.6	4.7
0000 - 0000	1222	316	293	315	298	2	6	1117	5	56	33	3	0	0	0	0	0	0	0	0	0	3	12	22	100	506	463	94	18	1	0	33.6	29.6	4.7

Wednesday 15 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed															P-Tile 80%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 40 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph								
0000 - 0100	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	42	-				
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	27.1	-					
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0400 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0500 - 0600	5	0	2	1	2	0	1	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	0	1	0	0	0	0	0	36.9	10.7				
0600 - 0700	19	3	0	6	10	0	0	16	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	4	6	8	1	0	0	0	0	0	38	33.5	4.7				
0700 - 0800	55	8	13	19	15	1	0	46	0	7	0	0	1	0	0	0	0	0	0	0	0	0	1	1	17	28	6	2	0	0	0	0	34.9	31.1	4.4				
0800 - 0900	91	13	19	36	23	0	0	84	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	3	23	44	18	3	0	0	0	0	36	32.1	3.9				
0900 - 1000	73	20	17	14	22	0	0	67	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	21	40	9	1	0	0	0	0	0	31.6	31.7					
1000 - 1100	80	31	13	15	21	0	0	75	0	5	0	0	0	0	0	0	0	0	0	0	0	0	6	42	28	4	0	0	0	0	0	0	32.7	29.3	3.2				
1100 - 1200	84	28	20	20	16	1	0	80	0	2	1	0	0	0	0	0	0	0	0	0	0	0	13	36	28	6	1	0	0	0	0	0	33.4	29.4	4.1				
1200 - 1300	81	24	21	18	18	2	0	72	0	5	2	0	0	0	0	0	0	0	0	0	0	0	5	51	24	1	0	0	0	0	0	0	32	28.9	2.8				
1300 - 1400	63	18	18	20	27	0	1	77	0	4	1	0	0	0	0	0	0	0	0	0	0	0	3	10	23	42	2	1	0	0	0	0	32.5	29.5	5.1				
1400 - 1500	103	29	19	24	31	1	1	92	0	6	3	0	0	0	0	0	0	0	0	0	0	1	1	2	6	61	24	5	2	1	0	0	0	32.2	28.9	5			
1500 - 1600	98	28	22	24	24	1	1	84	0	3	8	1	0	0	0	0	0	0	0	0	0	0	1	2	32	53	9	1	0	0	0	0	0	34.1	30.9	3.4			
1600 - 1700	139	32	22	39	46	2	3	118	0	8	8	0	0	0	0	0	0	0	0	0	0	0	14	59	60	5	1	0	0	0	0	0	33.2	29.8	3.4				
1700 - 1800	99	26	46	39	32	0	0	142	0	3	7	0	0	0	0	0	0	0	0	0	0	0	7	62	77	5	1	0	0	0	0	0	32.9	30.2	2.9				
1800 - 1900	90	25	28	19	18	1	0	86	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	5	33	38	12	0	0	0	0	0	0	34.5	30.7	3.5			
1900 - 2000	76	27	26	10	13	0	0	74	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	18	43	11	3	0	0	0	0	36.2	32.5	3.7				
2000 - 2100	51	16	11	13	11	0	0	49	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	35	5	2	0	0	0	0	1	35.4	33.3	5.6			
2100 - 2200	33	11	9	9	4	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	21	5	0	1	1	0	0	0	37.1	32.9	5			
2200 - 2300	21	8	8	4	1	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	3	2	0	0	0	0	0	36.2	32	4.5			
2300 - 0000	5	2	2	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0	0	0	-	35.4	7.9				
0700 - 1900	1129	291	238	287	293	9	8	1023	0	51	37	1	1	0	0	0	1	0	0	0	0	0	2	2	9	73	480	487	82	13	1	0	0	0	33.4	30.1	3.9		
0600 - 2200	1308	348	304	325	331	9	8	1195	0	57	37	1	2	0	0	0	1	0	0	0	0	0	2	2	9	75	494	392	111	19	2	1	0	0	34.0	30.5	4.1		
0600 - 0000	1324	328	314	329	333	9	8	1220	0	58	37	1	2	0	0	0	1	0	0	0	0	0	2	2	9	75	503	602	114	23	2	1	0	0	34.0	30.5	4.2		
0000 - 0000	1341	328	317	330	338	9	7	1222	0	59	37	1	2	0	0	0	1	0	0	0	0	0	2	2	9	75	506	602	116	24	2	2	0	0	34.0	30.6	4.2		

Virtual Day (7.00)																																				
Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation				
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph		
0000 - 0100	2	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	36.6	6.4			
0100 - 0200	3	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	-	34.9	5.4			
0200 - 0300	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	37.1	-			
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0400 - 0500	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.7	-			
0500 - 0600	3	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	-	36.6	8.7			
0600 - 0700	15	2	1	3	1	0	0	12	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	4	4	2	0	0	0	0	39.1	33.3	5.1			
0700 - 0800	47	6	10	14	17	0	0	41	0	4	1	0	0	0	0	0	0	0	0	0	0	1	14	23	7	1	0	0	0	0	35.9	32.3	9.1			
0800 - 0900	74	15	17	24	18	0	0	67	1	3	3	1	0	0	0	0	0	0	0	0	0	1	5	28	29	8	1	0	0	0	34.6	30.3	4.7			
0900 - 1000	73	17	17	16	23	0	0	67	0	3	2	0	0	0	0	0	0	0	0	0	0	1	5	22	35	8	1	0	0	0	34.3	30.6	4.6			
1000 - 1100	77	20	23	17	18	1	0	70	0	4	2	0	0	0	0	0	0	0	0	0	0	1	6	30	33	6	0	0	0	0	33.8	29.8	4.6			
1100 - 1200	82	19	19	21	22	0	0	76	0	3	2	0	0	0	0	0	0	0	0	0	0	1	7	38	26	6	1	0	0	0	33.7	29.8	4.3			
1200 - 1300	82	19	21	22	20	1	0	75	0	4	2	0	0	0	0	0	0	0	0	0	0	1	7	34	32	7	1	0	0	0	34	30.1	4.5			
1300 - 1400	83	21	21	21	20	0	1	77	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	5	30	39	6	1	0	0	0	33.3	30	4.4		
1400 - 1500	88	21	20	22	24	1	1	79	1	3	3	0	0	0	0	0	0	0	0	0	0	1	1	6	40	36	4	1	0	0	0	32.7	29.4	3.9		
1500 - 1600	100	29	22	25	24	1	1	91	0	2	4	1	0	0	0	0	0	0	0	0	0	0	4	43	47	5	1	0	0	0	33.2	30.1	3.5			
1600 - 1700	117	28	27	31	30	1	1	106	0	3	5	0	0	0	0	0	0	0	0	0	0	0	5	44	60	6	0	0	0	0	33.3	30.4	3.2			
1700 - 1800	109	27	30	27	25	0	0	103	0	2	4	0	0	0	0	0	0	0	0	0	0	0	2	39	60	7	1	0	0	0	33.6	30.9	3.1			
1800 - 1900	81	22	20	20	19	0	0	75	0	3	3	0	0	0	0	0	0	0	0	0	0	1	3	23	41	10	2	0	0	0	35	31.5	4.4			
1900 - 2000	62	19	16	15	12	0	0	59	0	1	1	0	0	0	0	0	0	0	0	0	0	1	14	33	10	1	1	1	0	0	36.4	32.1	4.1			
2000 - 2100	40	13	10	9	9	0	0	38	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	22	6	1	1	0	0	0	36.7	32.7	4.7			
2100 - 2200	28	7	7	7	6	0	0	27	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	6	14	5	1	1	0	0	0	36.9	33	4.6		
2200 - 2300	20	7	5	5	3	0	0	19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	11	3	1	0	0	0	0	36.6	32.7	4.3			
2300 - 0000	8	2	3	2	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	-	35.4	6.2			
0700 - 1900	1013	240	246	262	260	6	6	1076	3	36	33	3	1	0	0	0	0	0	2	3	10	30	383	484	79	12	3	0	0	0	33.8	30.4	4.2			
0600 - 2200	1157	287	281	296	293	6	6	1062	3	41	36	3	1	0	0	0	0	0	2	3	10	58	417	538	106	17	5	1	0	0	0	34.2	30.7	4.6		
0600 - 0000	1185	296	289	303	298	6	6	1088	3	42	36	3	1	0	0	0	0	0	2	3	10	59	422	552	111	19	6	1	0	0	0	34.2	30.8	4.6		
0000 - 0000	1194	298	291	305	301	6	6	1095	3	43	36	3	1	0	0	0	0	0	2	3	10	59	423	555	113	20	6	2	0	0	0	34.3	30.8	4.7		

Virtual Week (1.00)																																		
Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme												Vehicle Speed												P-Tile 85%	Average Speed	Standard Deviation		
		00-13	15 Minute Bin 13-30	30-45	45-60	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
Mon	1206	304	272	308	322	5	4	1108	4	46	30	6	0	1	0	0	0	0	1	2	7	57	389	595	118	24	10	2	0	0	34.6	31.2	4.3	
Tue	1341	358	317	330	336	9	7	1225	0	59	37	1	2	0	0	1	0	0	2	12	22	100	506	465	94	18	1	0	0	0	33.6	29.6	4.7	
Wed	1220	312	301	307	300	5	5	1108	4	48	41	6	1	0	1	1	0	0	2	0	4	45	481	573	85	19	8	0	1	0	1	33.7	30.8	5.8
Thu	1334	335	320	334	345	3	7	1222	5	42	47	4	2	0	0	0	0	0	3	3	6	39	436	685	136	17	4	3	0	0	0	34.4	31	4
Fri	1196	276	310	303	307	9	9	1106	1	26	44	0	1	0	0	0	0	0	1	3	7	62	357	606	124	22	12	1	0	0	1	34.7	31.2	4.6
Sat	839	182	222	236	199	7	4	782	3	25	18	0	0	0	0	0	0	0	2	1	12	34	288	357	118	15	8	2	1	1	0	35.5	31.3	5
Sun	838	203	203	213	210	40	42	1688	22	304	250	20	6	3	1	2	0	0	14	23	61	412	2963	3883	793	139	42	11	2	2	3	34.3	30.8	4.7

Alderbury ATC

Report Id 54623
Site Name Site 1 of 1
Description Southampton Road, 65m east of Oakwood Grove
Direction Westbound

Thursday 09 November 2023

Time	Hourly Totals	00-15	15 Minute Bin Drops			Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme								Vehicle Speed										P-100 85%	Average Speed	Standard Deviation																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
			15-30	30-45	45-60					2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph				MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
0000 - 0100	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Friday 10 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Number Vehicle Classes ARX Scheme														Vehicle Speed														P-Tile 80%	Average Speed	Standard Deviation
			15-30	30-45		Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Hgvcl	4 Axle Hgvcl	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <70mph					
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-			
0200 - 0300	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	34.6	4			
0300 - 0400	3	0	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	-	42.7	11.8			
0400 - 0500	3	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	-	34.6	3.8			
0500 - 0600	7	1	1	1	4	0	0	6	0	1	0	0	0	0	0	0	0	0	0	0	1	3	1	1	1	0	0	0	0	0	-	35.7	6.6			
0600 - 0700	43	8	6	11	18	0	1	38	0	2	1	0	0	0	1	0	0	0	0	0	14	12	14	1	2	0	0	0	0	0	38.1	33.4	5			
0700 - 0800	130	17	30	36	47	0	0	116	0	14	0	0	0	0	0	0	0	0	0	0	3	33	62	28	3	1	0	0	0	0	36.2	32.4	3.9			
0800 - 0900	190	60	42	47	41	0	0	170	2	16	1	1	0	0	0	0	0	0	0	0	2	12	63	83	25	4	1	0	0	0	35.2	31.1	4.4			
0900 - 1000	169	38	33	51	47	0	0	154	0	13	0	0	1	0	0	0	0	0	0	11	49	77	29	2	0	0	0	0	0	0	35.4	31.3	4.3			
1000 - 1100	153	35	35	43	40	0	1	143	0	7	1	0	0	0	0	0	1	0	0	6	44	81	17	2	2	0	0	0	0	0	34.7	31.5	4.1			
1100 - 1200	196	45	35	43	33	0	1	135	0	16	1	1	1	0	0	1	0	0	0	1	4	58	81	10	2	0	0	0	0	0	34	30.8	3.5			
1200 - 1300	137	40	35	27	35	0	0	126	1	8	1	0	0	0	1	0	0	0	0	1	4	51	59	17	5	0	0	0	0	0	35.3	31.4	4.1			
1300 - 1400	167	39	46	41	41	0	1	149	0	14	1	2	0	0	0	0	0	0	0	2	0	58	45	25	4	1	0	0	0	0	35.9	30.9	4.9			
1400 - 1500	167	44	47	40	36	1	0	147	1	18	0	0	0	0	0	0	0	0	0	1	0	48	81	28	7	1	0	0	0	0	36.2	32.2	4.3			
1500 - 1600	198	53	54	48	43	0	1	178	1	17	0	0	0	0	1	0	0	0	0	0	2	83	85	22	5	1	0	0	0	0	34.7	31.1	3.7			
1600 - 1700	193	48	45	59	41	0	0	180	1	12	0	0	0	0	0	0	0	0	0	0	3	55	96	33	5	1	0	0	0	0	35.9	32.2	3.9			
1700 - 1800	147	43	38	40	26	0	0	141	0	6	0	0	0	0	0	0	0	0	0	2	3	56	61	21	4	1	0	0	0	0	36.6	31.4	4.6			
1800 - 1900	95	34	28	21	12	0	0	89	0	6	0	0	0	0	0	0	0	0	0	2	2	23	44	20	3	1	0	0	0	0	36.6	32.4	4.7			
1900 - 2000	69	19	17	18	15	0	0	67	0	2	0	0	0	0	0	0	0	0	0	0	4	17	26	15	4	3	0	0	0	0	38.5	32.9	5.5			
2000 - 2100	34	16	7	6	5	0	0	33	0	1	0	0	0	0	0	0	0	0	0	0	1	7	18	6	1	0	0	0	1	0	36.5	33.4	5.7			
2100 - 2200	6	6	6	3	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	1	0	7	9	7	0	0	0	0	0	0	1	36.9	33.3	6.3		
2200 - 2300	11	4	2	3	2	0	2	9	0	0	0	0	0	0	0	0	0	0	0	2	2	3	1	3	0	0	0	0	0	0	41.9	33.5	7.1			
2300 - 0000	5	1	1	2	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	-	28.9	9.5			
0700 - 1900	1902	496	468	496	442	1	4	1728	6	147	5	4	2	3	0	2	0	0	3	1	9	60	633	865	279	46	10	0	0	0	35.8	31.5	4.2			
0600 - 2200	2973	545	506	539	483	1	3	1891	6	132	6	4	2	4	0	2	0	0	3	1	10	65	676	930	317	32	15	0	1	0	35.8	31.6	4.4			
0600 - 0000	2089	500	509	544	488	1	7	1905	6	132	6	4	2	4	0	2	0	0	3	2	10	65	680	935	318	32	15	0	1	0	35.8	31.7	4.4			
0000 - 0000	2104	501	511	549	493	1	7	1918	6	134	6	4	2	4	0	2	0	0	3	2	10	68	682	941	322	36	16	0	1	0	35.8	31.7	4.5			

Saturday 11 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Road Train	Vehicle Speed																P-Tile 80%	Average Speed	Standard Deviation
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgtd	4 Axle Hgtd	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph									
0000 - 0100	7	0	1	1	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	35.5	4			
0100 - 0200	7	0	4	0	2	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.5	6.2				
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-				
0400 - 0500	3	0	0	2	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.6	8.9				
0500 - 0600	6	2	2	1	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.2	6.3				
0600 - 0700	12	1	1	3	7	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39.7	33.1	4.1				
0700 - 0800	39	11	5	13	10	0	0	36	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.4	32.1	5.4				
0800 - 0900	86	18	17	26	25	0	0	82	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.9	31.9	4.5				
0900 - 1000	145	36	38	32	39	2	0	137	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.6	31.6	5.1				
1000 - 1100	162	40	40	40	42	0	4	148	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33.7	30.3	3.8				
1100 - 1200	167	33	40	36	38	1	1	157	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.2	31.7	4.2				
1200 - 1300	153	51	36	33	33	1	2	147	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.2	31.6	4.5				
1300 - 1400	108	21	27	33	27	0	2	102	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.7	31.7	3.6				
1400 - 1500	113	24	30	24	35	0	2	108	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	30.6	3.3				
1500 - 1600	122	28	36	30	28	3	0	111	1	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34.1	30.2	5.2				
1600 - 1700	132	39	33	30	30	0	0	128	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35.5	31.5	4.1				
1700 - 1800	90	19	26	26	19	0	0	83	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	32.9	4.5				
1800 - 1900	80	26	19	17	18	0	0	79	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.8	33.5	4.7				
1900 - 2000	55	19	10	12	14	0	1	50	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	33.5	6				
2000 - 2100	22	8	3	7	4	0	0	18	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.8	32.3	3.5				
2100 - 2200	19	3	10	4	2	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41.3	34.6	7.2				
2200 - 2300	26	8	11	1	6	0	0	25	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36.9	36	6.6				
2300 - 0000	18	7	6	3	2	0	0	17	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38.6	32.8	5.2				
0700 - 1900	1397	346	347	340	364	7	11	1318	3	36	1	0	0	0	0	0	0	0	0	0	0	0	3	4	3	35	480	600	194	35	8	1	0	0	0	35.8	31.5	4.4		
0600 - 2200	1505	377	371	366	391	7	12	1471	3	64	1	0	0	0	0	0	0	0	0	0	0	0	3	4	3	37	499	609	220	43	8	4	0	0	0	35.6	31.6	4.6		
0600 - 0000	1594	392	388	370	399	7	12	1459	3	66	1	0	0	0	0	0	0	0	0	0	0	0	3	4	3	36	500	602	222	47	11	5	0	0	0	36.0	31.7	4.6		
0000 - 0000	1571	394	392	374	408	7	12	1478	3	69	1	0	0	0	0	0	0	0	0	0	0	0	3	4	3	38	502	604	223	50	14	5	0	0	0	36.1	31.8	4.7		

[illegible]

Monday 13 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Double Road Train	Triple Hoast Train	Vehicle Speed															P-Tile 80%	Average Speed	Standard Deviation	
			15-30	30-45						2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	MPH 40 <10mph	MPH 10 <15mph	MPH 15 <20mph			MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph									
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-						
0300 - 0400	3	0	0	1	2	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	-	31.8	3.7					
0400 - 0500	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	-	30.4	2.4					
0500 - 0600	9	2	1	2	4	0	0	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	1	0	0	0	0	-	34.6	4.8					
0600 - 0700	35	6	7	18	4	0	1	29	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12	8	3	0	0	0	0	39	33	4.8					
0700 - 0800	154	17	32	54	51	0	0	139	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	48	78	19	7	0	0	0	0	35.5	32	3.7					
0800 - 0900	229	64	55	51	59	0	0	209	1	18	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	70	116	34	4	1	1	0	0	35.6	31.8	3.8				
0900 - 1000	127	32	26	41	26	0	0	114	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	35	70	14	4	0	0	0	0	34.8	31.6	3.5				
1000 - 1100	123	27	32	39	25	0	2	105	1	14	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	6	48	49	12	4	0	0	0	34.1	30.2	5.1			
1100 - 1200	102	26	16	31	27	1	0	88	2	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	36	39	14	7	0	0	0	0	36.1	31.6	4.9				
1200 - 1300	96	31	22	16	27	1	0	84	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	34	36	14	7	1	1	0	0	37.3	32.1	6.1			
1300 - 1400	110	31	26	25	26	0	1	101	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	6	44	43	14	1	0	1	0	0	35	30.8	4.5				
1400 - 1500	109	31	22	22	34	1	0	93	2	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8	55	38	5	2	0	0	0	0	32.4	29.4	4				
1500 - 1600	145	34	50	29	32	1	1	128	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	64	16	2	1	0	0	0	34.5	31.1	4				
1600 - 1700	188	40	39	52	57	0	2	169	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	11	76	86	9	2	1	0	0	33.6	30.2	3.9				
1700 - 1800	132	43	36	30	21	0	0	124	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	32	69	22	5	0	0	0	0	36.2	32.3	3.6				
1800 - 1900	62	17	25	17	23	0	0	79	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	21	36	15	6	0	0	0	0	38.7	32.8	5.4				
1900 - 2000	47	14	13	13	7	0	0	41	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	12	25	5	2	1	0	0	0	35.7	31.7	4.5			
2000 - 2100	29	5	10	7	7	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	10	8	4	0	1	0	0	0	42.4	35	5.8			
2100 - 2200	18	3	7	6	2	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	1	2	0	0	0	0	37.9	32.2	5.2				
2200 - 2300	14	6	2	2	4	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	4	0	0	0	0	0	0	33.7	29.3	3.2				
2300 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-					
0700 - 1900	1397	393	389	407	412	4	6	1433	8	138	6	1	0	0	1	0	0	0	0	0	0	0	0	0	3	6	4	53	360	724	188	31	4	3	1	0	35.1	31.3	4.4	
0600 - 2200	1726	421	422	431	432	4	7	1347	8	149	9	1	0	0	1	0	0	0	0	0	0	0	0	0	3	6	4	56	393	780	210	62	5	4	1	0	35.3	31.4	4.4	
0600 - 0900	1740	427	424	423	426	4	7	1261	8	148	9	1	0	0	1	0	0	0	0	0	0	0	0	0	3	6	4	57	804	764	210	62	5	4	1	0	35.2	31.4	4.4	
0000 - 0000	1735	431	425	427	442	4	7	1273	8	152	9	1	0	1	0	0	0	0	0	0	0	0	0	0	3	6	4	57	697	793	212	62	6	4	1	0	0	35.3	31.4	4.4

Tuesday 14 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 80%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgwt	4 Axle Hgwt	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <70mph
0000 - 0100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	39	14.3	
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	30.6	-	
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0400 - 0500	2	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	-	31.9	0.6	
0500 - 0600	7	0	2	2	3	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	1	0	0	0	0	-	38.2	7.5	
0600 - 0700	43	6	10	16	11	1	1	38	0	1	1	0	1	0	0	0	0	1	0	0	0	12	12	11	7	0	0	0	0	0	40.2	33.5	6.2	
0700 - 0800	169	28	27	61	53	0	1	144	0	22	2	0	0	0	0	0	0	0	0	0	0	4	57	81	23	2	0	1	0	1	0	35.3	31.7	4.4
0800 - 0900	260	49	72	79	60	1	0	228	2	27	1	1	0	0	0	0	0	0	0	0	0	11	127	94	20	3	1	0	0	0	33.2	30.1	4	
0900 - 1000	205	53	59	46	45	0	0	185	2	17	0	0	0	1	0	0	0	0	0	0	2	13	94	72	23	1	0	0	0	0	34.2	30.1	3.7	
1000 - 1100	131	31	40	33	27	0	0	107	0	21	3	0	0	0	0	0	0	0	0	0	2	1	45	53	14	2	1	0	0	0	34.4	30.3	5	
1100 - 1200	139	40	36	27	36	0	0	120	3	14	1	1	0	0	0	0	0	0	0	0	1	2	5	24	88	25	13	1	0	0	32.5	27.9	5.2	
1200 - 1300	100	32	25	17	26	1	0	88	0	10	0	1	0	0	0	0	0	0	0	0	1	3	3	41	41	9	1	0	0	0	34.2	29.9	5.1	
1300 - 1400	118	40	20	27	31	0	0	104	0	13	0	0	0	1	0	0	0	0	0	0	2	11	44	49	9	1	0	0	0	0	33.6	28.6	4.9	
1400 - 1500	120	30	28	35	27	0	1	107	0	8	1	2	0	0	0	0	1	0	0	0	1	2	10	57	44	3	1	0	0	0	32.6	28.8	4.7	
1500 - 1600	139	31	51	29	28	0	0	127	1	10	1	0	0	0	0	0	0	0	0	0	0	0	3	55	59	19	3	0	0	0	35.3	31.5	3.7	
1600 - 1700	161	38	34	53	36	0	1	142	0	18	0	0	0	0	0	0	0	0	0	0	0	4	57	76	19	5	0	0	0	0	34.9	31.4	3.8	
1700 - 1800	146	43	38	44	23	0	0	136	0	11	1	0	0	0	0	0	0	0	0	0	3	31	59	26	6	1	0	0	0	36.8	32.1	4.2		
1800 - 1900	74	19	23	18	14	0	0	68	0	5	0	0	1	0	0	0	0	0	0	0	0	2	27	24	18	3	0	0	0	0	37.6	32.2	4.5	
1900 - 2000	46	16	14	8	8	0	1	43	0	1	1	0	0	0	0	0	0	0	0	0	0	1	13	18	11	1	1	1	0	0	37.7	32.9	5.4	
2000 - 2100	37	9	12	9	7	0	0	36	0	1	0	0	0	0	0	0	0	0	0	0	0	3	12	11	9	2	0	0	0	0	37.4	32.1	5.3	
2100 - 2200	14	5	4	2	3	0	0	13	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	5	3	2	0	1	0	0	42.7	35	6.6	
2200 - 2300	13	6	3	3	1	0	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	2	3	1	0	0	0	0	44.6	35.3	7.8	
2300 - 0000	3	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	-	33.2	10	
0700 - 1900	1764	434	433	471	408	2	3	1256	8	176	10	5	1	2	0	1	0	0	4	9	17	101	723	677	198	29	4	1	0	1	0	34.8	30.4	4.5
0600 - 2200	1904	470	482	506	435	3	5	1686	8	180	12	5	2	2	0	1	0	0	5	9	17	105	763	723	232	41	5	3	0	1	0	34.9	30.6	4.7
0600 - 0000	1920	476	488	510	438	3	6	1701	8	180	12	5	2	2	0	1	0	0	5	9	17	106	768	725	235	42	6	3	0	1	0	35.0	30.7	4.7
0000 - 0000	1932	479	488	513	442	3	6	1710	8	183	12	5	2	2	0	1	0	0	5	9	17	106	771	728	236	48	8	3	0	1	0	35.0	30.7	4.8

Wednesday 15 November 2023

Time	Hourly totals	00-15	15 Minute Bin Drops		45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	Number Vehicle Classes ARX Scheme										Vehicle Speed										P-Tile 80%	Average Speed	Standard Deviation		
			15-30	30-45						2 Axle Van Lorry	3 Axle Hgvtd	4 Axle Hgvtd	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 40 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph				MPH 60 <65mph	MPH 65 <140mph
0000 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0100 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
0300 - 0400	2	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	-	29.6	0.2	
0400 - 0500	2	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	-	29.2	1.7
0500 - 0600	11	2	2	3	4	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	4	2	0	0	0	0	0	40.6	34.4	4.8	
0600 - 0700	46	8	6	24	8	0	1	39	0	5	1	0	0	0	0	0	0	0	0	0	0	13	19	5	7	2	0	0	0	40.6	33.9	5.6		
0700 - 0800	159	21	27	51	60	1	1	134	0	22	1	0	0	0	0	0	0	0	0	0	0	1	2	43	81	24	6	1	0	0	36.5	32.3	4.5	
0800 - 0900	257	67	58	70	62	2	0	232	0	22	1	0	0	0	0	0	0	0	0	2	0	1	2	79	125	40	4	2	2	0	35.6	31.9	4.6	
0900 - 1000	147	40	49	26	32	2	1	131	0	12	1	0	0	0	0	0	0	0	0	1	1	0	4	54	57	25	3	2	0	0	35.5	31.6	5.1	
1000 - 1100	135	28	30	34	43	1	0	127	0	6	0	0	1	0	0	0	0	0	0	0	1	3	62	51	11	5	1	0	0	0	34.7	30.9	4.6	
1100 - 1200	98	27	25	27	19	1	2	91	0	4	0	0	0	0	0	0	0	0	0	0	1	0	7	35	35	13	7	0	0	0	35.2	31.2	5	
1200 - 1300	97	20	29	24	24	0	1	89	1	6	0	0	0	0	0	0	0	0	0	0	1	0	5	43	42	5	1	0	0	0	33.8	30.2	3.7	
1300 - 1400	97	28	22	26	21	0	0	89	0	8	0	0	0	0	0	0	0	0	0	0	1	0	5	38	34	15	4	0	0	0	36	31	5	
1400 - 1500	115	35	26	22	32	0	1	105	0	8	0	0	0	0	0	0	0	0	0	0	1	1	6	45	49	9	3	1	0	0	34.3	30.3	4.7	
1500 - 1600	124	32	35	34	23	1	2	113	0	8	0	0	0	0	0	0	0	0	0	0	1	0	2	41	53	23	3	1	0	0	36.6	31.8	4.6	
1600 - 1700	169	40	46	47	36	1	1	149	1	17	0	0	0	0	0	0	0	0	0	0	1	0	7	54	80	24	3	0	0	0	35.1	31	4.1	
1700 - 1800	141	37	37	35	32	0	0	135	1	5	0	0	0	0	0	0	0	0	0	0	0	2	35	73	25	5	1	0	0	0	35.3	32.5	3.8	
1800 - 1900	84	28	18	20	18	0	0	80	1	3	0	0	0	0	0	0	0	0	0	0	0	4	19	38	14	7	1	1	0	0	37.3	32.9	5	
1900 - 2000	66	19	19	13	15	0	0	63	0	3	0	0	0	0	0	0	0	0	0	0	0	1	12	30	20	3	0	0	0	0	38.1	33.5	3.9	
2000 - 2100	34	11	4	8	11	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	1	8	14	10	0	1	0	0	0	37.8	32.7	4.6	
2100 - 2200	34	15	9	5	5	1	1	32	0	0	0	0	0	0	0	0	0	0	0	0	0	4	16	6	2	1	0	0	0	0	38	32.3	6.3	
2200 - 2300	8	4	1	3	0	0	1	6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	1	2	0	0	0	0	36.8	9.9	2.9	
2300 - 0000	3	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	-	42.4	11.9
0700 - 1900	1623	403	402	418	402	9	9	1473	4	121	3	0	1	1	0	0	0	0	8	8	4	49	348	718	228	31	10	3	0	0	0	35.8	31.5	4.8
0600 - 2200	1803	436	440	406	441	10	11	1643	4	129	4	0	1	1	0	0	0	0	8	7	4	55	385	797	289	63	14	3	0	0	0	35.9	31.7	4.7
0600 - 0000	1814	460	443	470	441	10	12	1652	4	138	4	0	1	1	0	0	0	0	8	7	4	55	385	799	270	65	16	3	1	0	0	35.9	31.7	4.7
0000 - 0000	1829	483	443	475	448	10	12	1665	4	132	4	0	1	1	0	0	0	0	8	7	4	55	394	802	274	67	16	3	1	0	0	35.9	31.7	4.7

Virtual Day (7.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation		
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph					
0000 - 0100	2	1	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	-	38.1	7.9			
0100 - 0200	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	36.3	5.9			
0200 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	33.3	-			
0300 - 0400	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	-	34.2	8.4			
0400 - 0500	3	0	0	1	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	-	32.8	4.9			
0500 - 0600	8	2	1	1	1	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3	2	1	1	0	0	0	0	-	36.2	6.6			
0600 - 0700	32	5	6	13	8	0	1	28	0	2	1	0	0	0	0	0	0	0	0	0	0	9	11	7	4	1	0	0	0	0	39.7	33.6	5.6			
0700 - 0800	116	16	22	39	39	0	0	102	0	13	1	0	0	0	0	0	0	0	0	0	0	3	34	56	19	3	1	0	0	0	35.9	32.1	4.3			
0800 - 0900	194	47	46	52	48	1	0	174	1	17	1	0	0	0	0	0	0	1	0	0	1	5	66	89	26	4	1	1	0	0	0	35.5	31.4	4.3		
0900 - 1000	147	36	38	38	35	1	0	136	1	9	0	0	0	0	0	0	0	0	0	0	6	51	65	20	3	1	0	0	0	0	35.2	31.2	4.3			
1000 - 1100	138	33	34	38	34	0	1	124	0	11	1	0	0	0	0	0	0	0	0	0	1	1	8	53	58	13	2	1	0	0	0	34.3	30.5	4.5		
1100 - 1200	126	31	32	30	33	0	1	114	1	9	0	0	0	0	0	0	0	0	0	1	1	7	48	50	14	4	0	0	0	0	35	30.7	4.6			
1200 - 1300	110	32	29	23	27	1	0	101	0	7	0	0	0	0	0	0	0	0	0	0	1	3	40	47	15	4	0	0	0	0	36.6	31.3	4.7			
1300 - 1400	116	31	27	30	29	0	1	105	0	9	1	0	0	0	0	0	0	0	0	0	0	6	46	45	15	3	0	0	0	0	35.1	30.8	4.6			
1400 - 1500	118	32	29	26	30	0	1	106	0	8	0	0	0	0	0	0	0	0	0	1	0	5	44	51	13	3	0	0	0	0	34.7	30.7	4.4			
1500 - 1600	137	32	43	32	29	1	0	123	1	11	0	0	0	0	0	0	0	0	0	0	1	0	3	52	60	17	3	1	0	0	0	35	31.3	4.2		
1600 - 1700	159	36	37	47	39	0	1	146	0	12	0	0	0	0	0	0	0	0	0	0	0	5	53	76	20	3	1	0	0	0	0	35.1	31.3	4		
1700 - 1800	132	36	37	35	23	0	0	124	0	7	0	0	0	0	0	0	0	0	0	0	0	2	41	59	23	5	1	0	0	0	36.4	32.4	4.3			
1800 - 1900	81	25	22	18	17	0	0	77	0	4	0	0	0	0	0	0	0	0	0	0	0	2	20	35	17	5	1	0	0	0	37.4	32.7	4.8			
1900 - 2000	53	16	13	12	12	0	0	50	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12	23	12	3	1	0	0	0	37.6	32.9	4.9			
2000 - 2100	30	9	7	7	6	0	0	28	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7	12	7	1	0	0	0	0	37.2	32.9	4.9			
2100 - 2200	21	7	7	4	3	0	0	20	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	8	4	2	0	0	0	0	39.2	33.7	6.7			
2200 - 2300	13	5	4	2	2	0	0	12	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4	4	2	2	1	0	0	0	42.9	34.3	7			
2300 - 0000	6	2	2	1	1	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	-	34.9	8.8			
0700 - 1900	1572	389	393	407	383	4	6	1431	5	118	4	1	1	1	0	0	0	0	0	0	0	4	4	6	55	550	690	213	42	7	2	0	0	35.5	31.3	4.4
0600 - 2200	1708	426	426	444	412	4	7	1358	5	129	6	1	1	1	0	0	0	0	0	0	1	24	3	59	385	744	243	31	9	3	0	0	35.7	31.5	4.2	
0600 - 0000	1727	433	432	447	413	4	8	1374	5	126	6	1	1	1	0	0	0	0	0	0	0	4	3	6	60	388	749	247	33	11	3	1	0	35.7	31.5	4.6
0000 - 0000	1742	436	434	421	421	4	8	1367	5	126	6	1	1	1	0	0	0	0	0	0	0	4	3	6	60	391	736	249	33	12	3	1	0	35.7	31.5	4.6

Virtual Week (1.00)

Time	Hourly Totals	15 Minute Bin Drops				Number Vehicle Classes ARX Scheme													Vehicle Speed													P-Tile 85%	Average Speed	Standard Deviation
		00-15	15-30	30-45	45-00	Cycles	Motor Cycles	Car Van	Car Van Towing	2 Axle Van Lorry	3 Axle Rigid	4 Axle Rigid	3 Axle Artic	4 Axle Artic	5 Axle Artic	6 Axle Artic	Double Road Train	Triple Road Train	MPH 0 <10mph	MPH 10 <15mph	MPH 15 <20mph	MPH 20 <25mph	MPH 25 <30mph	MPH 30 <35mph	MPH 35 <40mph	MPH 40 <45mph	MPH 45 <50mph	MPH 50 <55mph	MPH 55 <60mph	MPH 60 <65mph	MPH 65 <140mph			
Mon	1755	431	425	457	442	4	7	1573	8	152	9	1	0	1	0	0	0	0	3	6	4	57	607	771	723	212	62	4	1	0	0	35.3	31.4	4.4
Tue	1932	479	498	513	442	3	6	1710	8	183	12	5	2	2	0	1	0	0	5	9	17	106	771	728	236	48	8	3	0	1	0	35	30.7	4.8
Wed	1829	463	445	475	446	10	12	1665	4	132	4	0	1	1	0	0	0	0	6	7	4	55	594	802	274	67	16	3	1	0	0	35.9	31.7	4.7
Thu	1986	495	513	522	456	4	8	1804	5	157	7	0	0	1	0	0	0	0	4	3	2	64	641	885	301	67	11	4	4	0	0	35.9	31.7	4.5
Fri	2104	551	511	549	493	1	7	1918	6	154	6	4	2	4	0	2	0	0	3	2	10	68	682	941	322	56	18	0	1	0	1	35.8	31.7	4.5
Sat	1571	394	395	374	408	7	12	1478	3	69	1	0	0	1	0	0	0	0	5	4	5	38	502	713	235	50	14	5	0	0	0	36.1	31.8	4.7
Sun	1020	237	254	267	262	2	4	960	2	52	0	0	0	0	0	0	0	0	0	2	1	33	342	427	166	34	12	2	0	1	0	36.5	32	4.7
12197	3050	3041	3137	2949	2949	31	36	11108	36	899	39	10	3	10	0	3	0	0	26	33	43	421	4139	3289	1746	364	83	21	7	2	1	33.7	31.5	4.6

Alderbury
Classified Junction Count

Site 1 of 1
A36
Southampton Road
A36 Southampton Road

Lat/Long
lat 51.058958° lon -1.759604°

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

Movement 1.1: Left from A36 to Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	0	0	0	0	0	0	0	0.00
0715 - 0730	0	0	0	0	0	0	0	0	0	0.00
0730 - 0745	0	0	1	0	0	0	0	0	1	1.00
0745 - 0800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
0800 - 0815	0	0	0	0	0	0	0	0	0	0.00
0815 - 0830	0	0	0	0	0	0	0	0	0	0.00
0830 - 0845	0	0	1	0	0	0	0	0	1	1.00
0845 - 0900	0	0	0	0	2	0	0	0	2	2.00
Hourly Total	0	0	1	0	2	0	0	0	3	3.00
Hourly Average	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.75	0.75
0900 - 0915	0	0	0	0	0	0	0	0	0	0.00
0915 - 0930	0	0	0	0	0	0	0	0	0	0.00
0930 - 0945	0	0	0	0	0	0	0	0	0	0.00
0945 - 1000	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	0	0	0	0	0	0	0.00
Hourly Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Session Total	0	0	2	0	2	0	0	0	4	4.00
Session Average	0.00	0.00	0.17	0.00	0.17	0.00	0.00	0.00	0.33	0.33

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 1.1: Left from A36 to Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	0	0	0	0	0	0	0	0.00
1515 - 1530	0	0	0	0	0	0	0	0	0	0.00
1530 - 1545	0	0	0	0	0	0	0	0	0	0.00
1545 - 1600	0	0	1	0	0	0	0	0	1	1.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
1600 - 1615	0	0	0	0	0	0	0	0	0	0.00
1615 - 1630	0	0	0	1	0	0	0	0	1	1.00
1630 - 1645	0	0	0	0	0	0	0	0	0	0.00
1645 - 1700	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	0	1	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	0.25
1700 - 1715	0	0	1	0	0	0	0	0	1	1.00
1715 - 1730	0	0	0	0	0	0	0	0	0	0.00
1730 - 1745	0	0	1	0	0	0	0	0	1	1.00
1745 - 1800	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	2	0	0	0	0	0	2	2.00
Hourly Average	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50	0.50
1800 - 1815	0	0	1	0	0	0	0	0	1	1.00
1815 - 1830	0	0	0	0	0	0	0	0	0	0.00
1830 - 1845	0	0	0	0	0	0	0	0	0	0.00
1845 - 1900	0	0	0	0	0	0	0	0	0	0.00
Hourly Total	0	0	1	0	0	0	0	0	1	1.00
Hourly Average	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.25	0.25
Session Total	0	0	4	1	0	0	0	0	5	5.00
Session Average	0.00	0.00	0.25	0.06	0.00	0.00	0.00	0.00	0.31	0.31

Alderbury
Classified Junction Count

Site 1 of 1
A36
Southampton Road
A36 Southampton Road

Lat/Long
lat 51.058958° lon -1.759604°

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

Movement 1.2: Westbound from A36 to A36 Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	106	1	41	6	2	1	157	163.60
0715 - 0730	0	0	136	1	73	6	9	1	226	241.70
0730 - 0745	0	0	129	1	35	1	5	0	171	178.00
0745 - 0800	0	0	127	1	33	7	4	0	172	180.70
Hourly Total	0	0	498	4	182	20	20	2	726	764.00
Hourly Average	0.00	0.00	124.50	1.00	45.50	5.00	5.00	0.50	181.50	191.00
0800 - 0815	0	1	105	1	37	9	5	1	159	170.40
0815 - 0830	0	0	86	1	27	2	11	1	128	144.30
0830 - 0845	0	4	108	0	25	9	5	0	151	159.60
0845 - 0900	0	0	62	0	25	3	0	0	90	91.50
Hourly Total	0	5	361	2	114	23	21	2	528	565.80
Hourly Average	0.00	1.25	90.25	0.50	28.50	5.75	5.25	0.50	132.00	141.45
0900 - 0915	0	0	70	1	20	2	8	1	102	114.40
0915 - 0930	0	0	99	2	24	1	7	1	134	144.60
0930 - 0945	0	0	90	1	21	9	3	1	125	134.40
0945 - 1000	0	0	83	2	18	4	11	0	118	134.30
Hourly Total	0	0	342	6	83	16	29	3	479	527.70
Hourly Average	0.00	0.00	85.50	1.50	20.75	4.00	7.25	0.75	119.75	131.93
Session Total	0	5	1201	12	379	59	70	7	1733	1857.50
Session Average	0.00	0.42	100.08	1.00	31.58	4.92	5.83	0.58	144.42	154.79

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 1.2: Westbound from A36 to A36 Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	85	0	16	1	5	0	108	114.40
1515 - 1530	0	0	81	1	20	3	1	0	106	108.80
1530 - 1545	0	0	84	0	20	3	4	0	111	117.70
1545 - 1600	0	2	91	1	18	1	1	2	116	118.60
Hourly Total	0	3	341	2	74	8	11	2	441	459.50
Hourly Average	0.00	0.75	85.25	0.50	18.50	2.00	2.75	0.50	110.25	114.88
1600 - 1615	0	1	97	0	26	1	2	2	129	133.50
1615 - 1630	0	1	93	1	17	2	4	1	119	125.60
1630 - 1645	0	0	82	1	10	2	6	0	101	109.80
1645 - 1700	0	1	103	0	22	0	7	1	134	143.50
Hourly Total	0	3	375	2	75	5	19	4	483	512.40
Hourly Average	0.00	0.75	93.75	0.50	18.75	1.25	4.75	1.00	120.75	128.10
1700 - 1715	0	1	88	0	11	1	1	0	102	103.20
1715 - 1730	0	1	140	0	15	1	1	2	160	163.20
1730 - 1745	0	2	104	0	13	0	1	2	122	124.10
1745 - 1800	0	1	105	0	8	1	2	0	117	119.50
Hourly Total	0	5	437	0	47	3	5	4	501	510.00
Hourly Average	0.00	1.25	109.25	0.00	11.75	0.75	1.25	1.00	125.25	127.50
1800 - 1815	0	1	95	0	14	0	1	0	111	111.70
1815 - 1830	0	0	104	0	6	3	2	0	115	119.10
1830 - 1845	0	0	110	0	8	1	1	0	120	121.80
1845 - 1900	0	0	79	0	6	3	0	1	89	91.50
Hourly Total	0	1	388	0	34	7	4	1	435	444.10
Hourly Average	0.00	0.25	97.00	0.00	8.50	1.75	1.00	0.25	108.75	111.03
Session Total	0	12	1541	4	230	23	39	11	1860	1926.00
Session Average	0.00	0.75	96.31	0.25	14.38	1.44	2.44	0.69	116.25	120.38

Alderbury
Classified Junction Count

Site 1 of 1
A36
Southampton Road
A36 Southampton Road

Lat/Long
lat 51.058958° lon -1.759604°

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

Movement 1.3: Left from Southampton Road to A36 Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	16	1	8	1	0	0	26	26.50
0715 - 0730	0	0	35	0	6	0	0	0	41	41.00
0730 - 0745	0	0	42	0	11	0	0	2	55	57.00
0745 - 0800	0	0	52	3	8	1	0	1	65	66.50
Hourly Total	0	0	145	4	33	2	0	3	187	191.00
Hourly Average	0.00	0.00	36.25	1.00	8.25	0.50	0.00	0.75	46.75	47.75
0800 - 0815	0	0	64	0	9	0	0	3	76	79.00
0815 - 0830	0	0	62	1	6	2	0	0	71	72.00
0830 - 0845	0	0	67	2	6	1	0	0	76	76.50
0845 - 0900	0	1	57	1	6	0	0	1	66	66.40
Hourly Total	0	1	250	4	27	3	0	4	289	293.90
Hourly Average	0.00	0.25	62.50	1.00	6.75	0.75	0.00	1.00	72.25	73.48
0900 - 0915	0	0	36	1	6	3	0	0	46	47.50
0915 - 0930	0	0	40	1	4	0	1	1	47	49.30
0930 - 0945	0	1	37	0	8	0	1	0	47	47.70
0945 - 1000	0	0	37	2	7	0	0	0	46	46.00
Hourly Total	0	1	150	4	25	3	2	1	186	190.50
Hourly Average	0.00	0.25	37.50	1.00	6.25	0.75	0.50	0.25	46.50	47.63
Session Total	0	2	545	12	85	8	2	8	662	675.40
Session Average	0.00	0.17	45.42	1.00	7.08	0.67	0.17	0.67	55.17	56.28

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 1.3: Left from Southampton Road to A36 Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	34	0	5	0	0	0	39	39.00
1515 - 1530	0	0	30	1	4	2	0	1	38	40.00
1530 - 1545	0	1	21	1	7	0	0	0	30	29.40
1545 - 1600	0	0	20	0	6	0	0	1	27	28.00
Hourly Total	0	1	105	2	22	2	0	2	134	136.40
Hourly Average	0.00	0.25	26.25	0.50	5.50	0.50	0.00	0.50	33.50	34.10
1600 - 1615	0	0	28	1	6	0	0	0	35	35.00
1615 - 1630	0	0	27	1	11	0	0	1	40	41.00
1630 - 1645	0	1	47	0	21	0	0	0	69	68.40
1645 - 1700	0	0	25	0	8	0	0	0	33	33.00
Hourly Total	0	1	127	2	46	0	0	1	177	177.40
Hourly Average	0.00	0.25	31.75	0.50	11.50	0.00	0.00	0.25	44.25	44.35
1700 - 1715	0	0	33	0	3	1	0	0	37	37.50
1715 - 1730	1	0	44	0	5	0	0	0	50	49.20
1730 - 1745	0	0	34	0	2	0	0	0	36	36.00
1745 - 1800	0	0	26	0	3	0	0	0	29	29.00
Hourly Total	1	0	137	0	13	1	0	0	152	151.70
Hourly Average	0.25	0.00	34.25	0.00	3.25	0.25	0.00	0.00	38.00	37.93
1800 - 1815	0	0	24	0	1	0	0	0	25	25.00
1815 - 1830	0	0	21	0	5	0	0	1	27	28.00
1830 - 1845	0	0	22	0	0	0	0	0	22	22.00
1845 - 1900	0	0	19	0	1	0	0	0	20	20.00
Hourly Total	0	0	86	0	7	0	0	1	94	95.00
Hourly Average	0.00	0.00	21.50	0.00	1.75	0.00	0.00	0.25	23.50	23.75
Session Total	1	2	455	4	88	3	0	4	557	560.50
Session Average	0.06	0.13	28.44	0.25	5.50	0.19	0.00	0.25	34.81	35.03

Alderbury
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A36 Southampton Road

Lat/Long
lat 51.058958° lon -1.759604°

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

Movement 1.4: Eastbound from A36 Southampton Road to A36									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	131	0	32	9	2	4	178	189.10
0715 - 0730	0	1	122	0	35	12	5	2	177	190.90
0730 - 0745	0	0	133	0	36	4	8	1	182	195.40
0745 - 0800	0	0	123	1	25	4	5	0	158	166.50
Hourly Total	0	1	509	1	128	29	20	7	695	741.90
Hourly Average	0.00	0.25	127.25	0.25	32.00	7.25	5.00	1.75	173.75	185.48
0800 - 0815	0	1	141	1	38	4	8	0	193	204.80
0815 - 0830	0	0	101	0	35	2	4	0	142	148.20
0830 - 0845	0	1	94	0	30	5	4	1	135	143.10
0845 - 0900	0	0	115	0	32	6	11	0	164	181.30
Hourly Total	0	2	451	1	135	17	27	1	634	677.40
Hourly Average	0.00	0.50	112.75	0.25	33.75	4.25	6.75	0.25	158.50	169.35
0900 - 0915	0	1	103	0	33	7	9	1	154	169.60
0915 - 0930	0	0	93	1	31	10	6	0	141	153.80
0930 - 0945	0	2	95	0	22	4	8	0	131	142.20
0945 - 1000	0	1	81	1	27	1	4	1	116	122.10
Hourly Total	0	4	372	2	113	22	27	2	542	587.70
Hourly Average	0.00	1.00	93.00	0.50	28.25	5.50	6.75	0.50	135.50	146.93
Session Total	0	7	1332	4	376	68	74	10	1871	2007.00
Session Average	0.00	0.58	111.00	0.33	31.33	5.67	6.17	0.83	155.92	167.25

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 1.4: Eastbound from A36 Southampton Road to A36									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	1	109	1	42	4	8	0	165	176.80
1515 - 1530	0	1	108	1	27	5	3	0	145	150.80
1530 - 1545	0	0	133	0	34	6	4	1	178	187.20
1545 - 1600	0	0	114	0	40	5	4	0	163	170.70
Hourly Total	0	2	464	2	143	20	19	1	651	685.50
Hourly Average	0.00	0.50	116.00	0.50	35.75	5.00	4.75	0.25	162.75	171.38
1600 - 1615	0	3	121	0	48	4	6	2	184	194.00
1615 - 1630	0	1	135	1	51	3	2	0	193	196.50
1630 - 1645	0	0	147	0	34	0	5	0	186	192.50
1645 - 1700	0	0	151	0	28	3	5	0	187	195.00
Hourly Total	0	4	554	1	161	10	18	2	750	778.00
Hourly Average	0.00	1.00	138.50	0.25	40.25	2.50	4.50	0.50	187.50	194.50
1700 - 1715	0	1	152	0	33	0	2	0	188	190.00
1715 - 1730	0	0	162	0	28	1	2	0	193	196.10
1730 - 1745	0	0	126	0	16	2	2	0	146	149.60
1745 - 1800	0	1	142	0	8	2	1	2	156	159.70
Hourly Total	0	2	582	0	85	5	7	2	683	695.40
Hourly Average	0.00	0.50	145.50	0.00	21.25	1.25	1.75	0.50	170.75	173.85
1800 - 1815	0	3	134	0	13	1	2	0	153	154.30
1815 - 1830	0	1	139	0	8	2	5	0	155	161.90
1830 - 1845	0	1	106	0	9	1	3	1	121	125.80
1845 - 1900	0	0	88	0	6	1	1	0	96	97.80
Hourly Total	0	5	467	0	36	5	11	1	525	539.80
Hourly Average	0.00	1.25	116.75	0.00	9.00	1.25	2.75	0.25	131.25	134.95
Session Total	0	13	2067	3	425	40	55	6	2609	2698.70
Session Average	0.00	0.81	129.19	0.19	26.56	2.50	3.44	0.38	163.06	168.67

Alderbury
Classified Junction Count

Site 1 of 1
A36
Southampton Road
A36 Southampton Road

Lat/Long
lat 51.058958° lon -1.759604°

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 5°C

0700 - 1000 (Weekday AM Peak)

Movement 1.5: Right from A36 Southampton Road to Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
0700 - 0715	0	0	11	0	9	0	0	2	22	24.00
0715 - 0730	0	0	12	0	3	1	0	0	16	16.50
0730 - 0745	0	0	16	0	8	0	0	0	24	24.00
0745 - 0800	1	0	21	0	9	0	0	1	32	32.20
Hourly Total	1	0	60	0	29	1	0	3	94	96.70
Hourly Average	0.25	0.00	15.00	0.00	7.25	0.25	0.00	0.75	23.50	24.18
0800 - 0815	0	0	22	0	9	0	1	0	32	33.30
0815 - 0830	0	0	17	0	7	0	1	0	25	26.30
0830 - 0845	0	0	23	0	7	1	0	0	31	31.50
0845 - 0900	0	0	23	0	9	1	0	0	33	33.50
Hourly Total	0	0	85	0	32	2	2	0	121	124.60
Hourly Average	0.00	0.00	21.25	0.00	8.00	0.50	0.50	0.00	30.25	31.15
0900 - 0915	2	0	23	1	5	0	1	1	33	33.70
0915 - 0930	0	0	16	0	6	0	0	0	22	22.00
0930 - 0945	0	0	18	2	3	1	1	0	25	26.80
0945 - 1000	0	0	23	1	4	0	0	1	29	30.00
Hourly Total	2	0	80	4	18	1	2	2	109	112.50
Hourly Average	0.50	0.00	20.00	1.00	4.50	0.25	0.50	0.50	27.25	28.13
Session Total	3	0	225	4	79	4	4	5	324	333.80
Session Average	0.25	0.00	18.75	0.33	6.58	0.33	0.33	0.42	27.00	27.82

Date
Wednesday 15 November 2023

Weather
Cloudy
Temp: 12°C

1500 - 1900 (Weekday PM Peak)

Movement 1.5: Right from A36 Southampton Road to Southampton Road									Original Data	
TIME	P/CYCLE	M/CYCLE	CAR	TAXI	LGV	OGV1	OGV2	BUS/COACH	TOTAL	PCU TOTAL
1500 - 1515	0	0	27	1	3	0	0	0	31	31.00
1515 - 1530	0	1	28	0	8	0	0	0	37	36.40
1530 - 1545	0	0	26	0	3	0	0	2	31	33.00
1545 - 1600	0	0	26	0	1	0	0	2	29	31.00
Hourly Total	0	1	107	1	15	0	0	4	128	131.40
Hourly Average	0.00	0.25	26.75	0.25	3.75	0.00	0.00	1.00	32.00	32.85
1600 - 1615	0	0	33	1	4	0	0	0	38	38.00
1615 - 1630	0	1	25	1	4	0	0	2	33	34.40
1630 - 1645	0	2	40	0	6	0	0	1	49	48.80
1645 - 1700	0	0	46	1	6	0	0	1	54	55.00
Hourly Total	0	3	144	3	20	0	0	4	174	176.20
Hourly Average	0.00	0.75	36.00	0.75	5.00	0.00	0.00	1.00	43.50	44.05
1700 - 1715	0	0	41	0	3	0	0	1	45	46.00
1715 - 1730	0	0	52	0	3	0	0	0	55	55.00
1730 - 1745	0	0	39	0	4	0	0	0	43	43.00
1745 - 1800	0	0	38	0	4	1	0	1	44	45.50
Hourly Total	0	0	170	0	14	1	0	2	187	189.50
Hourly Average	0.00	0.00	42.50	0.00	3.50	0.25	0.00	0.50	46.75	47.38
1800 - 1815	0	0	29	0	8	0	0	0	37	37.00
1815 - 1830	0	0	27	0	1	0	0	1	29	30.00
1830 - 1845	0	0	28	0	2	0	0	0	30	30.00
1845 - 1900	0	0	34	0	1	0	1	1	37	39.30
Hourly Total	0	0	118	0	12	0	1	2	133	136.30
Hourly Average	0.00	0.00	29.50	0.00	3.00	0.00	0.25	0.50	33.25	34.08
Session Total	0	4	539	4	61	1	1	12	622	633.40
Session Average	0.00	0.25	33.69	0.25	3.81	0.06	0.06	0.75	38.88	39.59

Alderbury

Queue Length Survey

Maximum survey

Site 1 of 1

A36

Southampton Road

A36 Southampton Road

Lat/Long

lat 51.058958° lon -1.759604°

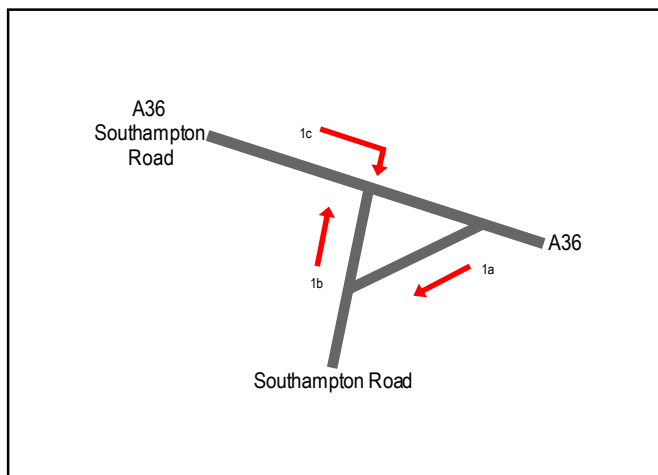
Date

Wednesday 15 November 2023

Weather

Cloudy

Temp: 5°C



0700 - 1000 (Weekday AM Peak)

TIME	1a	1b	1c
0700 - 0705	0	2	3
0705 - 0710	0	2	1
0710 - 0715	0	2	2
0715 - 0720	0	5	2
0720 - 0725	0	3	2
0725 - 0730	0	5	1
0730 - 0735	0	5	1
0735 - 0740	0	5	1
0740 - 0745	0	7	1
0745 - 0750	0	4	2
0750 - 0755	0	5	2
0755 - 0800	0	5	0
Hourly Average	0.00	4.17	1.50
0800 - 0805	0	7	1
0805 - 0810	0	9	2
0810 - 0815	0	8	1
0815 - 0820	0	7	1
0820 - 0825	0	5	2
0825 - 0830	0	3	1
0830 - 0835	0	10	3
0835 - 0840	0	5	2
0840 - 0845	0	5	2
0845 - 0850	0	7	2
0850 - 0855	0	4	1
0855 - 0900	0	3	1
Hourly Average	0.00	6.08	1.58
0900 - 0905	0	3	2
0905 - 0910	0	2	1
0910 - 0915	0	3	1
0915 - 0920	0	5	2
0920 - 0925	0	4	2
0925 - 0930	0	2	2
0930 - 0935	0	4	1
0935 - 0940	0	3	2
0940 - 0945	0	4	3
0945 - 0950	0	4	2
0950 - 0955	0	4	3
0955 - 1000	0	2	1
Hourly Average	0.00	3.33	1.83
Session Total	0.00	4.53	1.64

Date

Wednesday 15 November 2023

Weather

Cloudy

Temp: 12°C

1500 - 1900 (Weekday PM Peak)

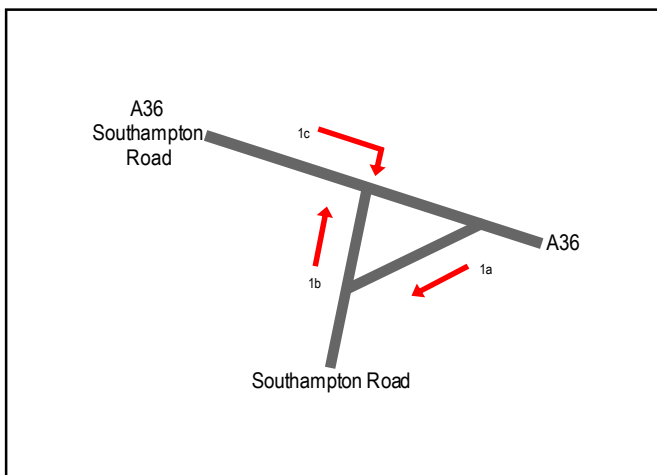
TIME	1a	1b	1c
1500 - 1505	0	3	1
1505 - 1510	0	2	2
1510 - 1515	0	3	2
1515 - 1520	0	2	2
1520 - 1525	0	3	2
1525 - 1530	0	2	4
1530 - 1535	0	6	1
1535 - 1540	0	1	2
1540 - 1545	0	1	1
1545 - 1550	0	1	2
1550 - 1555	0	1	2
1555 - 1600	0	2	1
Hourly Average	0.00	2.25	1.83
1600 - 1605	0	2	2
1605 - 1610	0	2	3
1610 - 1615	0	4	2
1615 - 1620	1	2	2
1620 - 1625	0	4	2
1625 - 1630	0	3	2
1630 - 1635	0	4	1
1635 - 1640	0	5	2
1640 - 1645	0	3	1
1645 - 1650	0	3	5
1650 - 1655	0	3	2
1655 - 1700	0	3	2
Hourly Average	0.08	3.17	2.17
1700 - 1705	0	2	3
1705 - 1710	0	2	2
1710 - 1715	0	2	3
1715 - 1720	0	4	3
1720 - 1725	0	3	7
1725 - 1730	0	4	2
1730 - 1735	0	3	2
1735 - 1740	0	2	2
1740 - 1745	0	1	4
1745 - 1750	0	3	4
1750 - 1755	0	3	4
1755 - 1800	0	3	1
Hourly Average	0.00	2.67	3.08
1800 - 1805	0	3	2
1805 - 1810	0	2	4
1810 - 1815	0	1	1
1815 - 1820	0	1	3
1820 - 1825	0	2	1
1825 - 1830	0	2	2
1830 - 1835	0	2	3
1835 - 1840	0	2	1
1840 - 1845	0	3	2
1845 - 1850	0	1	1
1850 - 1855	0	2	1
1855 - 1900	0	1	3
Hourly Average	0.00	1.83	2.00
Session Total	0.02	2.48	2.27

Alderbury
 Queue Length Survey
 Spot surveys
Site 1 of 1
 A36
 Southampton Road
 A36 Southampton Road

Lat/Long
 lat 51.058958° lon -1.759604°

Date
 Wednesday 15 November 2023

Weather
 Cloudy
 Temp: 5°C



0700 - 1000 (Weekday AM Peak)

TIME	1a	1b	1c
07:00	0	0	0
07:05	0	0	0
07:10	0	0	0
07:15	0	0	0
07:20	0	0	0
07:25	0	2	0
07:30	0	1	0
07:35	0	1	0
07:40	0	0	0
07:45	0	4	0
07:50	0	0	0
07:55	0	0	0
Hourly Average	0.00	0.67	0.00
08:00	0	0	0
08:05	0	0	0
08:10	0	0	0
08:15	0	4	0
08:20	0	0	0
08:25	0	0	0
08:30	0	1	0
08:35	0	0	0
08:40	0	0	0
08:45	0	3	0
08:50	0	0	0
08:55	0	0	0
Hourly Average	0.00	0.67	0.00
09:00	0	0	0
09:05	0	0	0
09:10	0	0	0
09:15	0	0	0
09:20	0	0	0
09:25	0	2	0
09:30	0	0	0
09:35	0	2	1
09:40	0	0	1
09:45	0	0	0
09:50	0	3	0
09:55	0	0	1
Hourly Average	0.00	0.58	0.25
Session Total	0.00	0.64	0.08

Date

Wednesday 15 November 2023

Weather

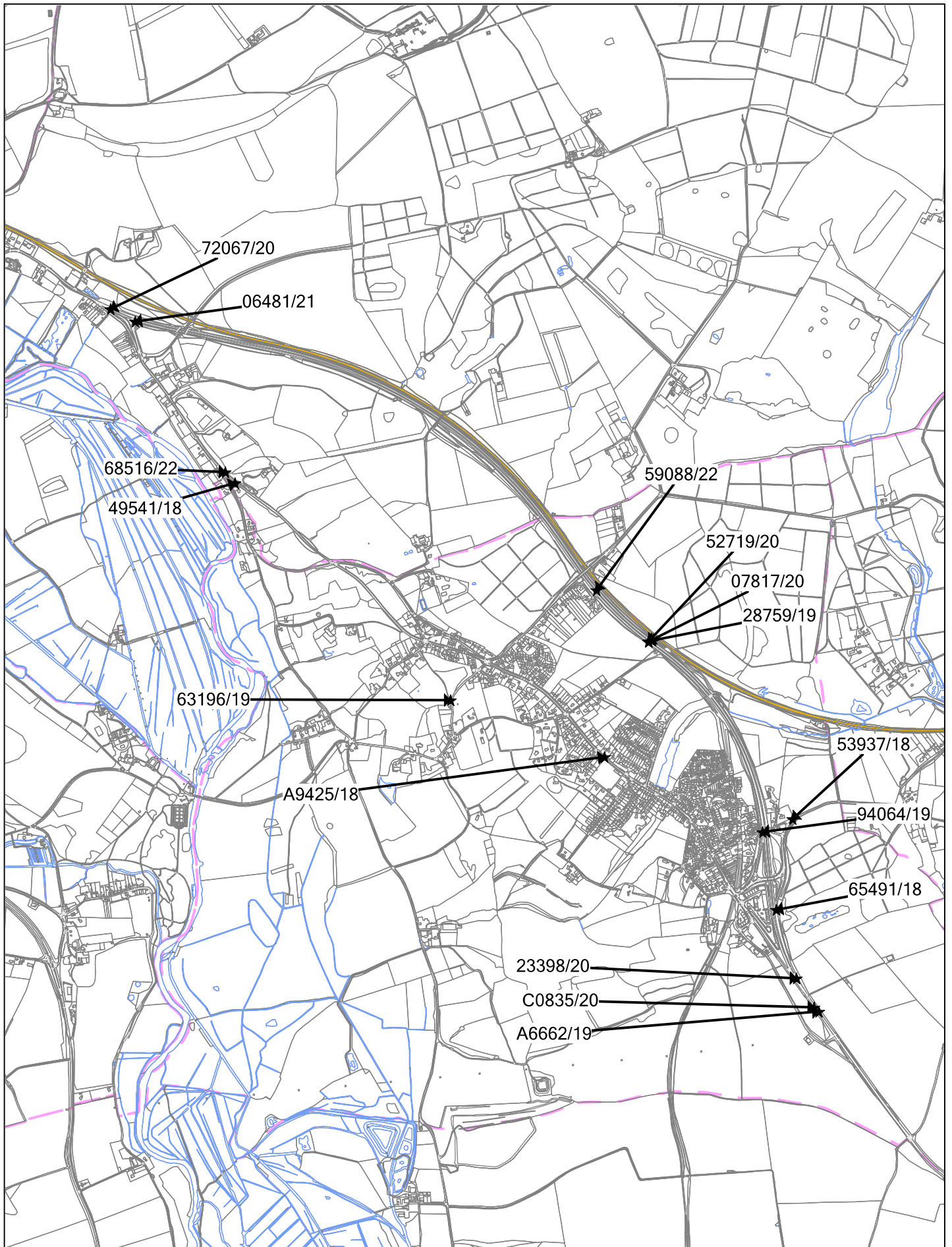
Cloudy

Temp: 12°C

1500 - 1900 (Weekday PM Peak)

TIME	1a	1b	1c
15:00	0	0	0
15:05	0	0	0
15:10	0	0	0
15:15	0	2	0
15:20	0	0	0
15:25	0	0	0
15:30	0	0	0
15:35	0	0	0
15:40	0	0	0
15:45	0	0	0
15:50	0	0	0
15:55	0	0	0
Hourly Average	0.00	0.17	0.00
16:00	0	0	0
16:05	0	2	2
16:10	0	1	2
16:15	0	0	0
16:20	0	0	0
16:25	0	0	0
16:30	0	0	0
16:35	0	3	1
16:40	0	0	1
16:45	0	0	0
16:50	0	1	0
16:55	0	0	0
Hourly Average	0.00	0.58	0.50
17:00	0	0	1
17:05	0	2	0
17:10	0	0	0
17:15	0	0	1
17:20	0	3	0
17:25	0	0	0
17:30	0	0	2
17:35	0	0	0
17:40	0	0	0
17:45	0	0	0
17:50	0	0	1
17:55	0	0	0
Hourly Average	0.00	0.42	0.42
18:00	0	1	0
18:05	0	0	0
18:10	0	0	0
18:15	0	1	1
18:20	0	0	0
18:25	0	0	1
18:30	0	0	0
18:35	0	2	1
18:40	0	0	0
18:45	0	0	0
18:50	0	1	0
18:55	0	1	0
Hourly Average	0.00	0.50	0.25
Session Total	0.00	0.42	0.29

APPENDIX C: Accident Data



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Wiltshire
COUNCIL

Alderbury Area for Mayer Brown

SCALE	1 : 22770
DATE	17/10/2023
DRAWING No.	
DRAWN BY	

Accidents between dates 01/05/2018 and 30/04/2023 (60) months
Selection: Notes:
Selected using Manual Selection Alderbury Area for Mayer brown

Police Ref.	Acc Class	Date	Day	Time	Grid References	Casualties			Causation Factors/ Prob	Ped			Light	Weather	Road Surface	Vehicle Types
						Ftl	Ser	Sl		L	M	D				
72067/20	Slight	22/07/2020	Wed	0855	416822 128920	0	0	1	405V2A 406V2A 404V2A	0	0	0	Light	Fine without high winds	Dry	9 1
06481/21	Slight	21/01/2021	Thu	1646	416935 128863	0	0	1	501V1A 401V1B	0	0	0	Light	Fine without high winds	Dry	9
68516/22	Slight	01/07/2022	Fri	1156	417347 128174	0	0	2	405V1A 408V1B 510V1A	0	0	0	Light	Fine without high winds	Dry	9 9
49541/18	Slight	01/06/2018	Fri	1407	417391 128124	0	0	1	602V1A 410V1A 306V1B	0	0	0	Light	Fine without high winds	Dry	9
63196/19	Slight	30/06/2019	Sun	0400	418377 127131	0	0	2	501V1A 602V1B	0	0	0	Dark	Fine without high winds	Dry	9
59088/22	Slight	08/06/2022	Wed	1443	419045 127635	0	0	2	306V1A 201V1A 306V2A 602V2B	9	9	0	Light	Fine without high winds	Dry	9 9 21 9
A9425/18	Slight	18/11/2018	Sun	1216	419081 126872	0	0	1	505V1A	0	0	0	Light	Fine without high winds	Dry	9 9 9
52719/20	Slight	04/06/2020	Thu	0206	419283 127400	0	0	1	409V1A 410V1A 109V1A	0	0	0	Dark	Fine without high winds	Dry	9
28759/19	Serious	23/03/2019	Sat	1801	419283 127400	0	1	1	307V1A 409V1A 501V1A	0	0	0	Light	Fine without high winds	Dry	9
07817/20	Slight	23/01/2020	Thu	0942	419283 127399	0	0	2	406V1A 405V1B	0	0	0	Light	Fine without high winds	Wet/Damp	9 9
94064/19	Serious	18/09/2019	Wed	1750	419805 126528	0	1	0	706V1B 405V1B 406V1B	0	0	0	Light	Fine without high winds	Dry	19 97
65491/18	Slight	15/07/2018	Sun	1814	419868 126173	0	0	2	501V1A 306V1B	0	0	0	Light	Fine without high winds	Dry	9 9
53937/18	Slight	14/06/2018	Thu	1027	419942 126588	0	0	1	410V1A 108V1B 103V1B	0	0	0	Light	Fine without high winds	Wet/Damp	9
23398/20	Slight	06/03/2020	Fri	0020	419959 125860	0	0	1	305V1A 601V1A	9	5	0	Dark	Fine without high winds	Wet/Damp	9
C0835/20	Fatal	05/12/2020	Sat	1210	420040 125727	1	2	0	410V1A 103V1A	0	0	0	Light	Raining without high winds	Wet/Damp	9 19
A6662/19	Slight	25/10/2019	Fri	2003	420062 125707	0	0	1	307V1B 410V1A 103V1B	0	0	0	Dark	Raining with high winds	Wet/Damp	9
Column Totals						1	4	0					Light : 12 Dark : 4		Dry : 11 Wet : 5	

Total number of accidents listed: 16

Details of Personal Injury Accidents for Period - 01/05/2018 to 30/04/2023 (60) months

Selection:

Selected using Manual Selection

Notes:

Alderbury Area for Mayer brown

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
Grid Ref.	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									

72067/20 Wednesday SOUTHAMPTON ROAD JCT WITH Veh 1 Car Stopping NW to SE
U 22/07/2020 MARSHMEAD CLOSE, PETERFINGER, Veh 2 Pedal cycle Stopping NW to SE Dri F 28 Slight
0855hrs WILTSHIRE
Daylight
E 416,822 Dry
N 128,920 Fine without high winds
60 mph

V1 (CAR) TRAV SE. V2 (CYCLE) TRAV SE. V2 CUTS ACROSS V1 AND V1 CLIPPED V2 N/S. JT.

06481/21 Thursday A36, SOUTHAMPTON ROAD, Veh 1 Car Turning left SE to NW Dri M 58 Slight
A 36 21/01/2021 SALISBURY, WILTSHIRE
1646hrs
Daylight
E 416,935 Dry
N 128,863 Fine without high winds
40 mph

V1 (CAR) TRAV NW. V1 TURNS LEFT AND CRASHES STRAIGHT INTO CRASH BARRIER. JT.

68516/22 Friday C324 SOUTHAMPTON RD, APPROX Veh 1 Car Going ahead SE to NW Dri M 71 Slight
C 324 01/07/2022 5M N OF C336 SHUTE END RD, Veh 2 Car Turning right SE to S Dri F 55 Slight
1156hrs ALDERBURY. SMO
Daylight
E 417,347 Dry
N 128,174 Fine without high winds
40 mph

V1(CAR) TRAV NW. V2(CAR) TRAV NW. V1 HAS BEEN DISTRACTED BY PED ON O/S. V2 HAS SLOWED TO TURN LEFT AND V1 HAS FAILED TO STOP IN TIME AND COLLIDED FRONT WITH V2 REAR. V2 HAS LEFT C/WAY O/S. SMO

49541/18 Friday C324 SOUTHAMPTON RD, APPROX Veh 1 Car Going ahead SE to NW Dri M 56 Slight
C 324 01/06/2018 75M SE OF C336 SHUTE END RD,
1407hrs CLARENDON PARK.
Daylight
E 417,391 Dry
N 128,124 Fine without high winds
60 mph

V1 (CAR) TRAV NW HAS LOST CONTROL AND LEFT C/WAY, N/SIDE, COLLIDING WITH FENCE AND OVERTURNING. LW

Details of Personal Injury Accidents for Period - 01/05/2018 to 30/04/2023 (60) months

Selection:

Selected using Manual Selection

Notes:

Alderbury Area for Mayer brown

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No / Type / Manv / Dir / Class						Sex / Age / Sev		
Road No.	Date										
Grid Ref.	Time										
	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										

63196/19 Sunday FOLLY LN, OUTSIDE TOTTERDOWN 30/06/2019 COTTAGE, APROX 185M SW OF JCT 0400hrs WITH HIGH STREET. ALDERBURY
U Darkness: no street lighting
E 418,377 Dry
N 127,131 Fine without high winds
30 mph

V1 (CAR) TRAV NE, LEFT C/WAY N/S, COLLIDED WITH FENCE AND SPAN. TN

59088/22 Wednesday A36 SOUTHBOUND, APPROX 100M 08/06/2022 SE OF BRIDGE, ALDERBURY. SMO 1443hrs Daylight
A 36
E 419,045 Dry
N 127,635 Fine without high winds
70 mph

V1(CAR) TRAV SE. V2(CAR) TRAV SE. V3(LORRY) TRAV SE. V4(CAR) TRAV SE. CAS1(PED) STANDING. V 1 HAS HAD A COLLISION DUE TO TYRES AND COME TO REST IN LANE 1. V4 HAS STOPPED TO ASSIST. V3 HAS MOVED OVER TO LANE 2 TO OVERTAKE. V2 HAS FAILED TO NOTICE AND AND M OVED TO LANE 1. V2 HAS COLLIDED WITH V3 N/S AND THEN V2 HAS COLLIDED FRONT WITH V4 REAR CAUSING V4 TO STRIKE CAS1. SMO

A9425/18 Sunday C324 SOUTHAMPTON RD O/S 18/11/2018 OVERTON HOUSE. ALDERBURY 1216hrs Daylight
C 324
E 419,081 Dry
N 126,872 Fine without high winds
30 mph

V1 (CAR) TRAV S HAS COLLIDED INTO REAR OF V2 (PARKED CAR) WHICH HAS BEEN SHUNTED INTO REAR OF V3 (PARKED CAR), BELIEVED DUE TO MEDICAL ISSUE. IW

52719/20 Thursday A36, ALDERBURY BYPASS, 04/06/2020 SALISBURY, WILTSHIRE 0206hrs
A 36 Darkness: no street lighting
E 419,283 Dry
N 127,400 Fine without high winds
70 mph

V1 (CAR) TRAV SE. V1 HAS SEEN ANIMAL IN THE ROAD AND SWERVED TO AVOID IT. THE CAR HAS COLLIDED WITH BARRIER AND FLIPPED. JT.

Details of Personal Injury Accidents for Period - 01/05/2018 to 30/04/2023 (60) months

Selection:

Selected using Manual Selection

Notes:

Alderbury Area for Mayer brown

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	Class	Sex	Age / Sev
Road No.	Date								
Grid Ref.	Time								
	D/L								
	R.S.C								
	Weather								
	Speed								
	Account of Accident								
28759/19	Saturday	A36 SOUTHAMPTON RD, APROX	Veh 1	Car		Going ahead	SE to NW Dri	F	39 Slight
A 36	23/03/2019	330M SE OF WHITCHERS MEADOW, SALISBURY	Veh 1	Car		Going ahead	SE to NW RSP	M	51 Serious
E 419,283	1801hrs	Daylight							
N 127,400	Dry	Fine without high winds							
	70 mph								
V1 (CAR) TRAV NW COLLIDED WITH CENTRAL RESERVATION O/S, REBOUNDED AND LEFT C/WAY N/S OVERTURNING AND COLLIDING WITH TREE O/S. TN									
07817/20	Thursday	A36 SOUTHAMPTON RD, APROX	Veh 1	Car		Stopping	SE to NW Dri	M	76 Slight
A 36	23/01/2020	330M SE OF WHITCHERS MEADOW, SALISBURY	Veh 2	Car		Wait go ahead held	SE to NW Dri	M	39 Slight
E 419,283	0942hrs	Daylight							
N 127,399	Wet/Damp	Fine without high winds							
	60 mph								
V1 (CAR) TRAV NW BEHIND V2 (CAR) TRAV NW. V2 HELD UP IN TRAFFIC, V1 COLLIDED REAR V2. TN									
94064/19	Wednesday	A36 APROX 290M NE OF JCT WITH	Veh 1	Goods < 3.5t		Change lane to right	S to N		
A 36	18/09/2019	KILN LN, SALISBURY	Veh 2	M/C Unknown		Going ahead	S to N Dri	M	57 Serious
E 419,805	1750hrs	Daylight							
N 126,528	Dry	Fine without high winds							
	70 mph								
V1 (VAN) TRAV N, V2 (M/CYCLE) TRAV N. V1 ENTERED DUAL C/WAY INTO PATH OF V2. V2 COLLIDED O/S V1. RIDER DISPLACED. TN									
65491/18	Sunday	A36 ALDERBURY BYPASS, JCT WITH	Veh 1	Car		Going ahead	N to S Dri	M	53 Slight
A 36	15/07/2018	S/BOUND ON SLIP FROM C324	Veh 2	Car		Going ahead	NE to S Dri	M	37 Slight
E 419,868	1814hrs	GRIMSTEAD RD, ALDERBURY.							
N 126,173	Daylight	Dry							
	Fine without high winds								
	70 mph								
V1 (CAR) TRAV S HAS CROSSED INTO SLIP LANE, COLLIDING WITH V2 (CAR) TRAV S. DRIVER OF V1 FAILED TO STOP AT SCENE AND WAS INTOX WHEN STOPPED. LW									

Details of Personal Injury Accidents for Period - 01/05/2018 to 30/04/2023 (60) months

Selection:

Selected using Manual Selection

Notes:

Alderbury Area for Mayer brown

Police Ref.	Day	Location Description	Vehicles							Casualties		
	Date		Veh No	Type	Manv	Dir	Class		Sex	Age	Sev	
	Road No.	Time										
	Grid Ref.	D/L										
		R.S.C										
		Weather										
		Speed										
Account of Accident												
53937/18	Thursday 14/06/2018	C324 GRIMSTEAD RD, 85M NE OF JCT WITH A36 SLIP, WHADDON, ALDERBURY	Veh 1	Car		Going ahead	RH bend	S	to NE	Dri	F 19 Slight	
C 324	1027hrs											
E 419,942	Daylight											
N 126,588	Wet/Damp											
	Fine without high winds											
	60 mph											
V1 (CAR) TRAV NE ON RH BEND HAS LOST CONTROL, LEAVING C/WAY N/SIDE & SPINNING, COLLIDING WITH A TREE. KB												
23398/20	Friday 06/03/2020	A36 PEPPERBOX HILL ALDERBURY	Veh 1	Car		Going ahead		NW ^{to}	SE	Ped	M 48 Slight	
A 36	0020hrs											
E 419,959	Darkness: street lights present but unlit											
N 125,860	Wet/Damp											
	Fine without high winds											
	70 mph											
V1(CAR) TRV SE ENTERED CLOSED OFF ROADWORKS AREA AND COLLIDED WITH ROAD WORKER (PED) THEN DROVE OFF FAILING TO STOP												
C0835/20	Saturday 05/12/2020	A36, PEPPERBOX HILL, ALDERBURY, WILTSHIRE	Veh 1	Car		Going ahead		NW ^{to}	SE	Dri	M 75 Fatal	
A 36	1210hrs		Veh 2	Goods < 3.5t		Going ahead		SE	to NW	Dri	M 55 Serious	
E 420,040	Daylight		Veh 2	Goods < 3.5t		Going ahead		SE	to NW		F 19 Serious	
N 125,727	Wet/Damp											
	Raining without high winds											
	60 mph											
V1 (CAR) TRAV SE. V2 (VAN) TRAV NW. V1 HAS O/T OTHER CAR ON SOUTHBOUND SIDE OF C/WAY, LOST CONTROL OF THE CAR, SWERVED INTO THE OTHER C/WAY LANE AND INTO THE PATH OF V2. V1 COLLIDES FRONT O/S WITH FRONT V2. JT.												
A6662/19	Friday 25/10/2019	A36 APROX 165M SE OF EXIT SLIP TO SOUTHAMPTON RD, WHADDON	Veh 1	Car		Going ahead		NW ^{to}	SE	Dri	F 26 Slight	
A 36	2003hrs											
E 420,062	Darkness: no street lighting											
N 125,707	Wet/Damp											
	Raining with high winds											
	60 mph											
V1 (CAR) TRAV SE AQUAPLANED. LEFT C/WAY N/S & OVERTURNED. TN												

Accidents between dates 01/05/2018 and 30/04/2023 (60) months

Selection:

Notes:

Selected using Manual Selection

Alderbury Area for Mayer brown

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
72067/20	22/07/2020	1	Slight	0	1	0	0	0	Light	No turn	Dry	0855	SOUTHAMPTON ROAD JCT WITH MARSHMEAD CLOSE, PETERFING
06481/21	21/01/2021	1	Slight	0	0	0	0	0	Light	Left	Dry	1646	A36, SOUTHAMPTON ROAD, SALISBURY, WILTSHIRE
68516/22	01/07/2022	2	Slight	0	0	0	0	1	Light	Right	Dry	1156	C324 SOUTHAMPTON RD, APPROX 5M N OF C336 SHUTE END RD, ALI
49541/18	01/06/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1407	C324 SOUTHAMPTON RD, APPROX 75M SE OF C336 SHUTE END RD, C
63196/19	30/06/2019	2	Slight	0	0	0	0	0	Dark	No turn	Dry	0400	FOLLY LN, OUTSIDE TOTTERDOWN COTTAGE, APROX 185M SW OF J
59088/22	08/06/2022	2	Slight	0	0	1	0	0	Light	No turn	Dry	1443	A36 SOUTHBOUND, APPROX 100M SE OF BRIDGE, ALDERBURY. SMO
A9425/18	18/11/2018	1	Slight	0	0	0	0	0	Light	No turn	Dry	1216	C324 SOUTHAMPTON RD O/S OVERTON HOUSE. ALDERBURY
52719/20	04/06/2020	1	Slight	0	0	0	0	0	Dark	No turn	Dry	0206	A36, ALDERBURY BYPASS, SALISBURY, WILTSHIRE
28759/19	23/03/2019	2	Serious	0	0	0	0	0	Light	No turn	Dry	1801	A36 SOUTHAMPTON RD, APROX 330M SE OF WHITCHERS MEADOW, S
07817/20	23/01/2020	2	Slight	0	0	0	0	1	Light	No turn	Wet/Damp	0942	A36 SOUTHAMPTON RD, APROX 330M SE OF WHITCHERS MEADOW, S
94064/19	18/09/2019	1	Serious	1	0	0	0	0	Light	No turn	Dry	1750	A36 APROX 290M NE OF JCT WITH KILN LN, SALISBURY
65491/18	15/07/2018	2	Slight	0	0	0	0	0	Light	No turn	Dry	1814	A36 ALDERBURY BYPASS, JCT WITH S/BOUND ON SLIP FROM C324 G
53937/18	14/06/2018	1	Slight	0	0	0	0	0	Light	No turn	Wet/Damp	1027	C324 GRIMSTEAD RD, 85M NE OF JCT WITH A36 SLIP, WHADDON, AL
23398/20	06/03/2020	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	0020	A36 PEPPERBOX HILL ALDERBURY
C0835/20	05/12/2020	3	Fatal	0	0	0	0	1	Light	No turn	Wet/Damp	1210	A36, PEPPERBOX HILL, ALDERBURY, WILTSHIRE
A6662/19	25/10/2019	1	Slight	0	0	0	0	0	Dark	No turn	Wet/Damp	2003	A36 APROX 165M SE OF EXIT SLIP TO SOUTHAMPTON RD, WHADDO
Column Totals		24		1	1	2	0	3					
No. of Accidents				1	1	2	0	3					

Total number of accidents listed: 16

APPENDIX D: Indicative Site Plan



Proposed Dwellings	
2B4P Bungalow	4
2B4P Dwelling Houses	9
3B5P Dwelling Houses	32
4B6P Dwelling Houses	2
Total Units	47

P4	24-09-2024	Planning Issue	SL	SH
P3	23-09-2024	Planning Issue	SL	SH
P2	16-08-2024	Planning Issue	SL	SR
P1	08-01-2024	First Issue	SL	SR
Rev. Date = notes			Drawn	Checked

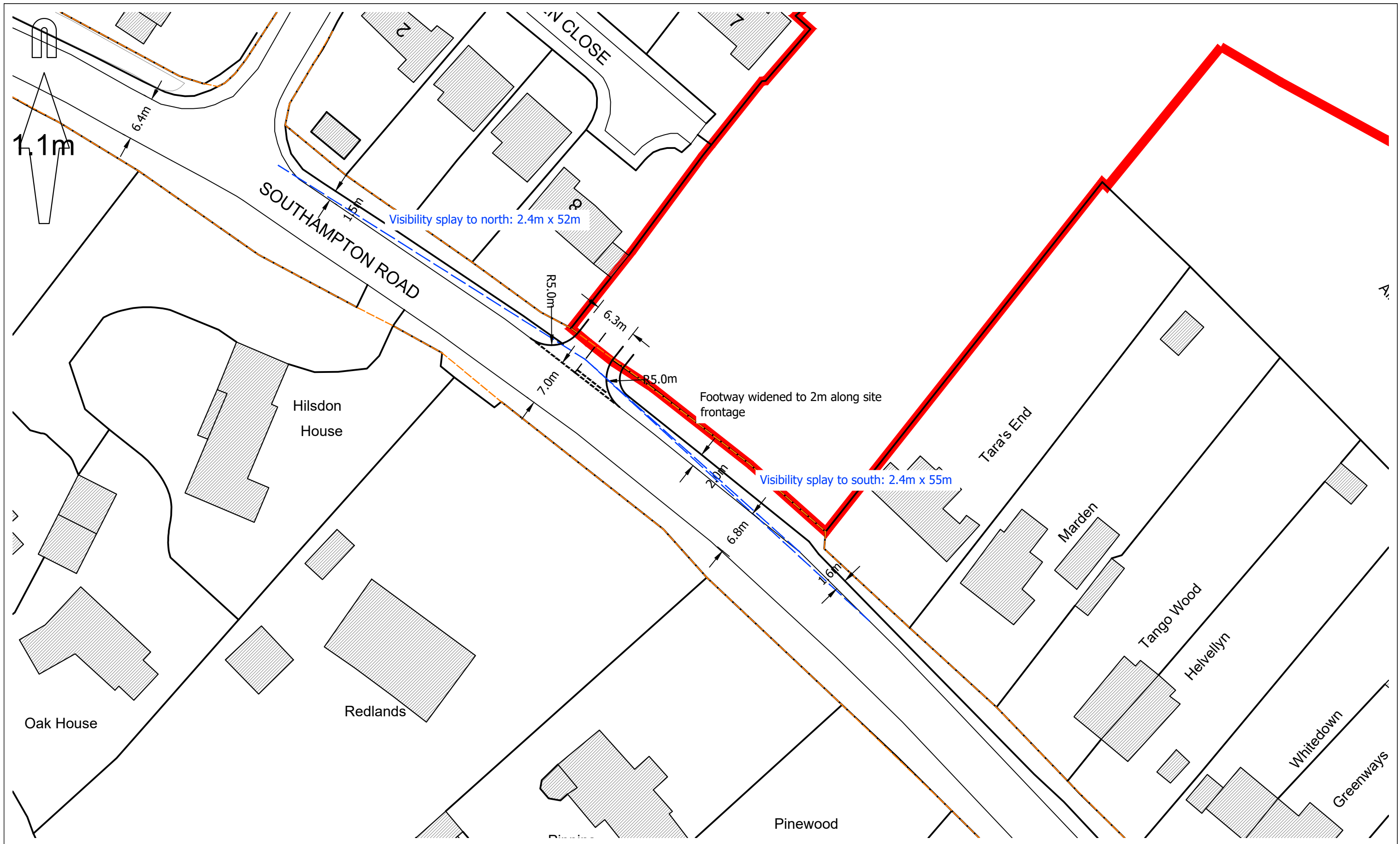
rhp **r h partnership architects**
28 Foundry Street Brighton BN1 4AA
T 01273 645220
www.rhpartnership.co.uk
brighton@rhpartnership.co.uk

Project
Land off Southampton Road
Alderbury

Drawing
Indicative Proposed Site Plan

Project	originator	volume	level	type	role	number	revision
P1365-RHP-ZZ-00-DR-A-1200 P4							
Scale(s) (J) A0		RHP Project			Drawn	Child	
1:600		P1365			SL	SR	
Status						Sustainability	
Planning						SC	

APPENDIX E: Access Drawings



Mayer Brown Limited
DeskLodge House 2 Redcliffe Way Redcliffe Bristol BS1 6NL
Telephone 0117 9251027 Fax 0117 9251029
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

FORMULA LAND (ALDERBURY) LTD

project

LAND TO THE NORTH OF SOUTHAMPTON ROAD
ALDERBURY

title

PROPOSED PRIORITY ACCESS JUNCTION

scale

1:500 @ A3

drawn by

HI

checked by

RB

date created

NOV-23

date revised

NOV-23

cad file

01 ACCESS PLAN.DWG

suitability

rev.

- A

drawing number

B/WALDERBURY.1/01



— VEHICLE BODY OUTLINE
— VEHICLE TYRE TRACK OUTLINE

11.3

2.243 1.75 3.352 1.396

Refuse Vehicle (4 axle) - Wiltshire SPEC

Overall Length	11.300m
Overall Width	2.600m
Overall Body Height	3.580m
Min Body Ground Clearance	0.321m
Track Width	2.600m
Lock to lock time	6.00s
Wall to Wall Turning Radius	10.150m



Mayer Brown Limited
DeskLodge House 2 Redcliffe Way Redcliffe Bristol BS1 6NL
Telephone 0117 9251027 Fax 0117 9251029
enquiry@mayerbrown.co.uk www.mayerbrown.co.uk

client

FORMULA LAND (ALDERBURY) LTD

project

LAND TO THE NORTH OF SOUTHAMPTON ROAD
ALDERBURY

title

SWEPT PATH ANALYSIS

VEHICLE: 11.3M LARGE REFUSE - WILTSHIRE SPEC

LOCATION: SITE ACCESS

scale

1:500 @ A3

drawn by

RB

checked by

HI

date created

03-11-23

date revised

-

cad file

231103 - TRACKING

suitability

-

rev.

P1

drawing number

B/WALDERBURY.1/TK03

APPENDIX F: TRICS Data

Calculation Reference: AUDIT-807403-231002-1059

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SC SURREY	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

Mayer Brown Temple Gate Bristol

Licence No: 807403

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 12 to 99 (units:)
 Range Selected by User: 10 to 100 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/05/23

Selected survey days:

Tuesday 3 days
 Wednesday 2 days
 Thursday 2 days
 Friday 2 days

Selected survey types:

Manual count 8 days
 Directional ATC Count 1 days

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 9

Selected Location Sub Categories:

Village 9

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 17 days - Selected

Secondary Filtering selection:

Use Class:

C3 9 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days
 1,001 to 5,000 5 days
 5,001 to 10,000 2 days
 10,001 to 15,000 1 days

Population within 5 miles:

25,001 to 50,000 2 days
 50,001 to 75,000 2 days
 75,001 to 100,000 3 days
 100,001 to 125,000 2 days

Car ownership within 5 miles:

1.1 to 1.5 9 days

Travel Plan:

Yes 4 days
 No 5 days

PTAL Rating:

No PTAL Present 9 days

LIST OF SITES relevant to selection parameters

1	AC-03-A-06 COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 99 Survey date: FRIDAY 29/04/22	DETACHED HOUSES	CHESHIRE WEST & CHESTER	Survey Type: MANUAL
2	LE-03-A-02 MELBOURNE ROAD IBSTOCK Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 85 Survey date: THURSDAY 28/06/18	DETACHED & OTHERS	LEICESTERSHIRE	Survey Type: MANUAL
3	NF-03-A-27 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 93 Survey date: THURSDAY 16/09/21	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
4	NF-03-A-40 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 57 Survey date: TUESDAY 11/10/16	MIXED HOUSES	NORFOLK	Survey Type: DIRECTIONAL ATC COUNT
5	SC-03-A-10 GUILDFORD ROAD ASH Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 32 Survey date: WEDNESDAY 14/09/22	MIXED HOUSES	SURREY	Survey Type: MANUAL
6	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 Survey date: FRIDAY 22/09/17	DETACHED & SEMI-DETACHED	SUFFOLK	Survey Type: MANUAL
7	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL
8	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 Survey date: TUESDAY 25/09/18	MIXED HOUSES	SOMERSET	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9

WS-03-A-16

DETACHED & SEMI-DETACHED

WEST SUSSEX

BRACKLESHAM LANE

BRACKLESHAM BAY

Neighbourhood Centre (PPS6 Local Centre)

Village

Total No of Dwellings: 58

Survey date: WEDNESDAY 09/11/22

Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
WS-03-A-07	Park homes rather than standard homes

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AC-03-A-05	30/04/21	Covid
BY-03-A-01	09/09/20	Covid
CA-03-A-07	27/05/21	Covid
ES-03-A-06	16/06/21	Covid
GS-03-A-02	23/04/21	Covid
NM-03-A-02	20/10/20	Covid
NN-03-A-01	20/10/20	Covid
SF-03-A-08	16/09/20	Covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	61	0.103	9	61	0.330	9	61	0.433
08:00 - 09:00	9	61	0.165	9	61	0.319	9	61	0.484
09:00 - 10:00	9	61	0.160	9	61	0.217	9	61	0.377
10:00 - 11:00	9	61	0.150	9	61	0.167	9	61	0.317
11:00 - 12:00	9	61	0.132	9	61	0.163	9	61	0.295
12:00 - 13:00	9	61	0.172	9	61	0.176	9	61	0.348
13:00 - 14:00	9	61	0.178	9	61	0.158	9	61	0.336
14:00 - 15:00	9	61	0.165	9	61	0.194	9	61	0.359
15:00 - 16:00	9	61	0.246	9	61	0.200	9	61	0.446
16:00 - 17:00	9	61	0.270	9	61	0.174	9	61	0.444
17:00 - 18:00	9	61	0.330	9	61	0.150	9	61	0.480
18:00 - 19:00	9	61	0.283	9	61	0.143	9	61	0.426
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.354			2.391			4.745

Parameter summary

Trip rate parameter range selected:

12 - 99 (units:)

Survey date date range:

01/01/15 - 15/05/23

Number of weekdays (Monday-Friday):

17

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

9

Surveys manually removed from selection:

1

APPENDIX G: Census Data

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 26 September 2023]

population All usual residents ages 16 and over in employment the week before the census
units Persons
date 2011

place of work	currently residing in		Direction of travel (from Google Maps) Route via north (A36 or A354 at Salisbury)
	E01031970 : Wiltshire 060A		
Basingstoke and Deane	5		Clarendon Road to A30
Eastleigh	14		South on A36
New Forest	13		South on A36
Southampton	34		South on A36
Test Valley	27	54	South on A36 (Romsey)
	27	split 50/50	Clarendon Road to A30 (Stockbridge/Andover)
Winchester	14		South on A36
Bournemouth	10		South on A36
Christchurch	6		South on A36
East Dorset	0		North on A36
North Dorset	2		North on A36 A354
Poole	5		South on A36
Purbeck	0		North on A36
West Dorset	0		North on A36
Weymouth and Portland	0		North on A36
E02006644 : Wiltshire 001	0		North on A36
E02006645 : Wiltshire 002	0		North on A36
E02006646 : Wiltshire 003	0		North on A36
E02006647 : Wiltshire 004	0		North on A36
E02006648 : Wiltshire 005	1		North on A36 A36
E02006649 : Wiltshire 006	5		North on A36 A36
E02006650 : Wiltshire 007	0		North on A36
E02006651 : Wiltshire 008	0		North on A36
E02006652 : Wiltshire 009	0		North on A36
E02006653 : Wiltshire 010	0		North on A36
E02006654 : Wiltshire 011	0		North on A36
E02006634 : Wiltshire 012	0		North on A36
E02006655 : Wiltshire 013	1		North on A36 A36
E02006656 : Wiltshire 014	0		North on A36
E02006657 : Wiltshire 015	0		North on A36
E02006658 : Wiltshire 016	0		North on A36
E02006659 : Wiltshire 017	0		North on A36
E02006660 : Wiltshire 018	0		North on A36
E02006635 : Wiltshire 019	0		North on A36
E02006678 : Wiltshire 020	0		North on A36
E02006679 : Wiltshire 021	0		North on A36
E02006680 : Wiltshire 022	0		North on A36
E02006681 : Wiltshire 023	0		North on A36
E02006636 : Wiltshire 024	1		North on A36 A36
E02006637 : Wiltshire 025	1		North on A36 A36
E02006638 : Wiltshire 026	1		North on A36 A36
E02006682 : Wiltshire 027	0		North on A36
E02006639 : Wiltshire 028	0		North on A36
E02006640 : Wiltshire 029	0		North on A36
E02006683 : Wiltshire 030	0		North on A36
E02006684 : Wiltshire 031	4		North on A36 A36
E02006685 : Wiltshire 032	0		North on A36
E02006686 : Wiltshire 033	0		North on A36
E02006641 : Wiltshire 034	1		North on A36 A36
E02006687 : Wiltshire 035	0		North on A36
E02006688 : Wiltshire 036	0		North on A36
E02006689 : Wiltshire 037	0		North on A36
E02006642 : Wiltshire 038	0		North on A36
E02006690 : Wiltshire 039	0		North on A36
E02006691 : Wiltshire 040	1		North on A36 A36
E02006643 : Wiltshire 041	3		North on A36 A36
E02006692 : Wiltshire 042	1		North on A36 A36
E02006693 : Wiltshire 043	0		North on A36
E02006694 : Wiltshire 044	0		North on A36
E02006661 : Wiltshire 045	3		North on A36 A36
E02006662 : Wiltshire 046	1		North on A36 A36
E02006695 : Wiltshire 047	0		North on A36
E02006663 : Wiltshire 048	33		North on A36 A36
E02006664 : Wiltshire 049	42		North on A36 A36
E02006665 : Wiltshire 050	1		North on A36 A36
E02006666 : Wiltshire 051	7		North on A36 A36
E02006667 : Wiltshire 052	0		North on A36
E02006668 : Wiltshire 053	13		North on A36 A36
E02006669 : Wiltshire 054	10		North on A36 A36
E02006670 : Wiltshire 055	44		North on A36 A36
E02006671 : Wiltshire 056	84		North on A36 A36
E02006672 : Wiltshire 057	67		North on A36 A354
E02006673 : Wiltshire 058	43		North on A36 A354
E02006674 : Wiltshire 059	10		North on A36 A354
E02006675 : Wiltshire 060	50		South on A36
E02006676 : Wiltshire 061	3		North on A36 A354
E02006677 : Wiltshire 062	22		Lights Lane
	610		

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some co

APPENDIX H: Junction Modelling

Junctions 9
PICADY 9 - Priority Intersection Module
Version: 9.5.1.7462 © Copyright TRL Limited, 2019
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Filename: PICADY - Site access (v1 Nov2023).j9

Path: H:\WAlderbury.1\05 Calculations

Report generation date: 21/11/2023 11:22:31

»2023 + Devt, AM

»2023 + Devt, PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (Veh)	Delay (s)	RFC	LOS	Network Residual Capacity
	2023 + Devt											
Stream B-AC	D1	0.0	7.79	0.03	A	468 %	D2	0.0	7.80	0.02	A	516 %
Stream C-AB		0.0	4.83	0.01	A	[Stream B-AC]		0.0	5.11	0.01	A	[Stream B-AC]

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Site Access
Location	Southampton Road
Site number	
Date	21/11/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	B/WAlderbury.1
Enumerator	MAYERBROWN2K\hiorwerth
Description	

Units

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

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
	✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2023 + Devt	AM	ONE HOUR	07:45	09:15	15
D2	2023 + Devt	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2023 + Devt, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.38	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	468	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Southampton Road (north)		Major
B	Site Access		Minor
C	Southampton Road (south)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Southampton Road (south)	7.00			125.0	✓	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 - Site Access	One lane	3.15	8	8

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	491	0.086	0.216	0.136	0.309
B-C	638	0.094	0.237	-	-
C-B	646	0.240	0.240	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

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	2023 + Devt	AM	ONE HOUR	07:45	09:15	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 - Southampton Road (north)		✓	95	100.000
B - Site Access		✓	15	100.000
C - Southampton Road (south)		✓	248	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Southampton Road (north)	B - Site Access	C - Southampton Road (south)
From	A - Southampton Road (north)	0	5	90
	B - Site Access	10	0	5
	C - Southampton Road (south)	245	3	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Southampton Road (north)	B - Site Access	C - Southampton Road (south)
From	A - Southampton Road (north)	0	0	1
	B - Site Access	0	0	0
	C - Southampton Road (south)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.03	7.79	0.0	A
C-AB	0.01	4.83	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	11	496	0.023	11	0.0	7.430	A
C-AB	3	748	0.004	3	0.0	4.829	A
C-A	184			184			
A-B	4			4			
A-C	68			68			

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-AC	13	489	0.028	13	0.0	7.576	A
C-AB	4	769	0.005	4	0.0	4.705	A

C-A	219			219			
A-B	4			4			
A-C	81			81			

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-AC	17	479	0.035	16	0.0	7.789	A
C-AB	5	797	0.006	5	0.0	4.545	A
C-A	268			268			
A-B	6			6			
A-C	99			99			

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-AC	17	479	0.035	17	0.0	7.789	A
C-AB	5	797	0.006	5	0.0	4.548	A
C-A	268			268			
A-B	6			6			
A-C	99			99			

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-AC	13	489	0.028	14	0.0	7.580	A
C-AB	4	769	0.005	4	0.0	4.707	A
C-A	219			219			
A-B	4			4			
A-C	81			81			

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-AC	11	496	0.023	11	0.0	7.433	A
C-AB	3	748	0.004	3	0.0	4.832	A
C-A	184			184			
A-B	4			4			
A-C	68			68			

2023 + Devt, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	516	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2023 + Devt	PM	ONE HOUR	16:45	18:15	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 - Southampton Road (north)		✓	137	100.000
B - Site Access		✓	7	100.000
C - Southampton Road (south)		✓	186	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A - Southampton Road (north)	B - Site Access	C - Southampton Road (south)
From	A - Southampton Road (north)	0	11	126
	B - Site Access	5	0	2
	C - Southampton Road (south)	180	6	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A - Southampton Road (north)	B - Site Access	C - Southampton Road (south)
From	A - Southampton Road (north)	0	0	1
	B - Site Access	0	0	0
	C - Southampton Road (south)	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (Veh)	Max LOS
B-AC	0.02	7.80	0.0	A
C-AB	0.01	5.11	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	487	0.011	5	0.0	7.468	A
C-AB	6	710	0.008	6	0.0	5.112	A
C-A	134			134			
A-B	8			8			
A-C	95			95			

17:00 - 17:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	480	0.013	6	0.0	7.604	A
C-AB	7	722	0.010	7	0.0	5.030	A
C-A	160			160			
A-B	10			10			
A-C	113			113			

17:15 - 17:30

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	469	0.016	8	0.0	7.801	A
C-AB	9	740	0.012	9	0.0	4.921	A
C-A	196			196			
A-B	12			12			
A-C	139			139			

17:30 - 17:45

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	8	469	0.016	8	0.0	7.801	A
C-AB	9	740	0.012	9	0.0	4.924	A
C-A	196			196			
A-B	12			12			
A-C	139			139			

17:45 - 18:00

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	6	480	0.013	6	0.0	7.604	A
C-AB	7	722	0.010	7	0.0	5.034	A
C-A	160			160			
A-B	10			10			
A-C	113			113			

18:00 - 18:15

Stream	Total Demand (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	End queue (Veh)	Delay (s)	Unsignalised level of service
B-AC	5	487	0.011	5	0.0	7.469	A
C-AB	6	710	0.008	6	0.0	5.113	A

C-A	134			134			
A-B	8			8			
A-C	95			95			