



JUNE 2025

Transport Assessment

Land East of Pirton

Iceni Projects Limited on behalf of
Gladman Developments Ltd

June 2025

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ON BEHALF OF GLADMAN
DEVELOPMENTS LTD

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1. INTRODUCTION

- 1.1 Icen Projects Ltd has been appointed by Gladman Developments Ltd (the 'Applicant') to prepare a Transport Assessment (TA) report to support an outline planning application for the erection of up to 130 dwellings, all matters reserved except for means of access, hereafter referred to as 'the site'.
- 1.2 North Hertfordshire District Council (NHDC) are the planning authority and Hertfordshire County Council (HCC) are highway authority.
- 1.3 It should be noted at this stage that a planning application was submitted in June 2017 for 99 units (planning application ref: 17/01543/16). The scheme was subsequently refused in September 2017. Following the refusal, an appeal was lodged.
- 1.4 It is recognised that one of the reasons outlined for the refusal was regarding the site's accessibility to services and facilities. However, the inspector discussed the matter within the appeal decision and concluded the following with respect to accessibility:

"I acknowledge that the existing level of service is limited, particularly for return trips at and beyond the evening peak and at weekends, and that some doubts about its reliability were voiced at the Hearing. However, at current levels it could allow a realistic alternative for at least some commuting and daytime shopping and leisure trips....

...However, this would not alone provide justification to reject the proposal".

- 1.5 Further to this, the appeal decision also outlined the following in regard to Highway Safety:

"In the absence of any objection by the highway authority, there are no good grounds to conclude that increased traffic from the appeal site would add any unacceptable risk to the safe operation of the junction or of roads in and around the village".

- 1.6 Therefore, whilst the Inquiry was dismissed, there was no reason for refusal relating to Transport or Highways.
- 1.7 It is also worth noting that the site is located directly adjacent to the recently constructed residential development known as 'Comice Meadows'. The scheme received planning permission in May 2015 (ref number: 15/01618/1) and is understood to have been constructed in 2019/2020 and is now fully occupied.

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- 1.8 In the lead up to this planning submission, Icen Projects have undertaken scoping discussions with HCC to agree the broad principles of the work required to support the application coming forward. A Scoping Note (SN) was prepared and set out the proposals and content of the TA, including the proposed structure of the assessment work, methodologies used, trip generation and study area for capacity assessments.

Report Structure

- 1.9 Following this introductory chapter, the remainder of this TA is structured as follows:
- **Section 2: Existing Situation** - provides an outline review of the local area, existing transport conditions prevailing at the development Site and in the immediate surrounding area, including a review of the most recently available Personal Injury Collision (PIC) data;
 - **Section 3: Transportation Policy** - provides a review of national, regional and local development and transport planning policy relevant to the location, scale and type of the proposal;
 - **Section 4: Development Proposals** - sets out the development proposals including existing and proposed land uses, access arrangements and servicing requirements;
 - **Section 5: Trip Generation and Highway Assessment**- presents the results of the vehicle trip generation assessment relative to the proposal and the junction capacity assessments undertaken; and,
 - **Section 6: Summary and Conclusions** - Provides a summary and conclusion by highlighting the key points raised within this TS Report.
- 1.10 All technical appendices are included at the end of this TA for information.

2. EXISTING SITUATION

Introduction

- 2.1 This chapter considers the existing transport conditions, including public transport, walking, cycling, highways and traffic plus provides a summary of the existing links. A review of road safety statistics for Pirton, particularly within the vicinity of the site, has also been undertaken.

Site Description

- 2.2 The site is located on the east side of Pirton, a village located approximately 5km north of Hitchin and currently comprises an open field in agricultural use. Bridleway 'Pirton 21' forms the southern boundary, open fields form the eastern boundary, and a single dwelling forms the northern boundary. The Cala Homes development is to the west of the site, which achieved planning approval in May 2015 under reference number 15/01618/1.
- 2.3 The location of the site can be seen at **Figure 2.1**.
- 2.4 Drovers Way is the main internal road through the Cala Homes development which the site would be accessed from, via Coopers Elms. The roads are typically quiet in nature as they only serve the residential development itself and do not connect to or serve other developments or uses.
- 2.5 Footways exist on both sides of Drovers Way up to Coopers Elms, at which point they terminate, and the road becomes a shared surface beyond. A new footway has been constructed which connects with Drovers Way in the very northern section of the site. The new footpath routes along the eastern boundary of the Cala Homes development and joins Hambridge Way, the bridleway to the south.
- 2.6 An emergency access is located at the very southern end of Drovers Way which joins Hambridge Way. At the northern end, Drovers Way forms a junction with Holwell Road.

Figure 2.1 – Site Boundary (indicative)



- 2.7 The existing accesses and connections described above can be seen from **Figure 2.2**.
- 2.8 Holwell Road forms part of a route towards the centre of Pirton where some amenities are located. The road is a two-way working single carriageway road which connects Pirton to Holwell. In the vicinity of the site, Holwell Road serves a bank of residential properties on the southern side, which are located to the west of the junction with Drovers Way.
- 2.9 As part of the Cala Homes development, a new footway has been provided from the site access which terminates at the existing properties to the west, whereby residents are then required to walk in the carriageway.
- 2.10 This is considered to be common practice in village locations whereby both pedestrians and vehicles are aware of the arrangement and therefore act appropriately, including walking within the opposing lane to the traffic.

Figure 2.2 – Site Context



2.11 **Figure 2.3** includes a photograph of Holwell Road, which was taken whilst on site in January 2025.

Figure 2.3 – Holwell Road



- 2.12 Royal Oak Lane also forms part of the route to local amenities within the High Street, which forms a priority junction with Holwell Road. The road is similar in nature with respect to being very low trafficked, however, it is a more typical residential road servicing properties on both the east and west side.
- 2.13 High Street, which contains the majority of local amenities, is accessible from the southern end of Royal Oak Lane. The road is subject to a 30mph speed limit although actual speeds would appear to be lower due to on-street parking and the built-up character of the area, both of which contribute to a strong sense of place and help calm traffic. Footways are present along both sides of the road although they are intermittent in places.
- 2.14 Hambridge Way, forming the southern boundary of the site, provides frontage to several homes and access to Elm Tree Farm Close, a relatively recent residential development. As the road becomes a bridleway and eventually transitions into the Icknield Way Trail, traffic volumes and speeds are low. Despite the absence of footways, the limited traffic makes the road suitable for walking and cycling. It is also worth reiterating that the emergency access associated with the Cala Homes development is located here, to the west of the site.

Walking and Cycling Assessment

Walking

- 2.15 The footways within the site and the Cala Homes development are in an adequate state of repair, allowing journeys to be undertaken safely on foot at all times.
- 2.16 The '*Manual for Streets*' (MfS) document identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, although 800m not being the maximum limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.
- 2.17 **Figure 2.4** highlights the location of some local facilities / amenities in context with the site, followed by **Table 2.1** which sets out approximate distances from the centre of the site. As set out, there are three route options available, however, the walking and cycling distances are via the main access and through the emergency access at the southern end of the Cala Homes development.

Figure 2.4 Local Facilities Plan



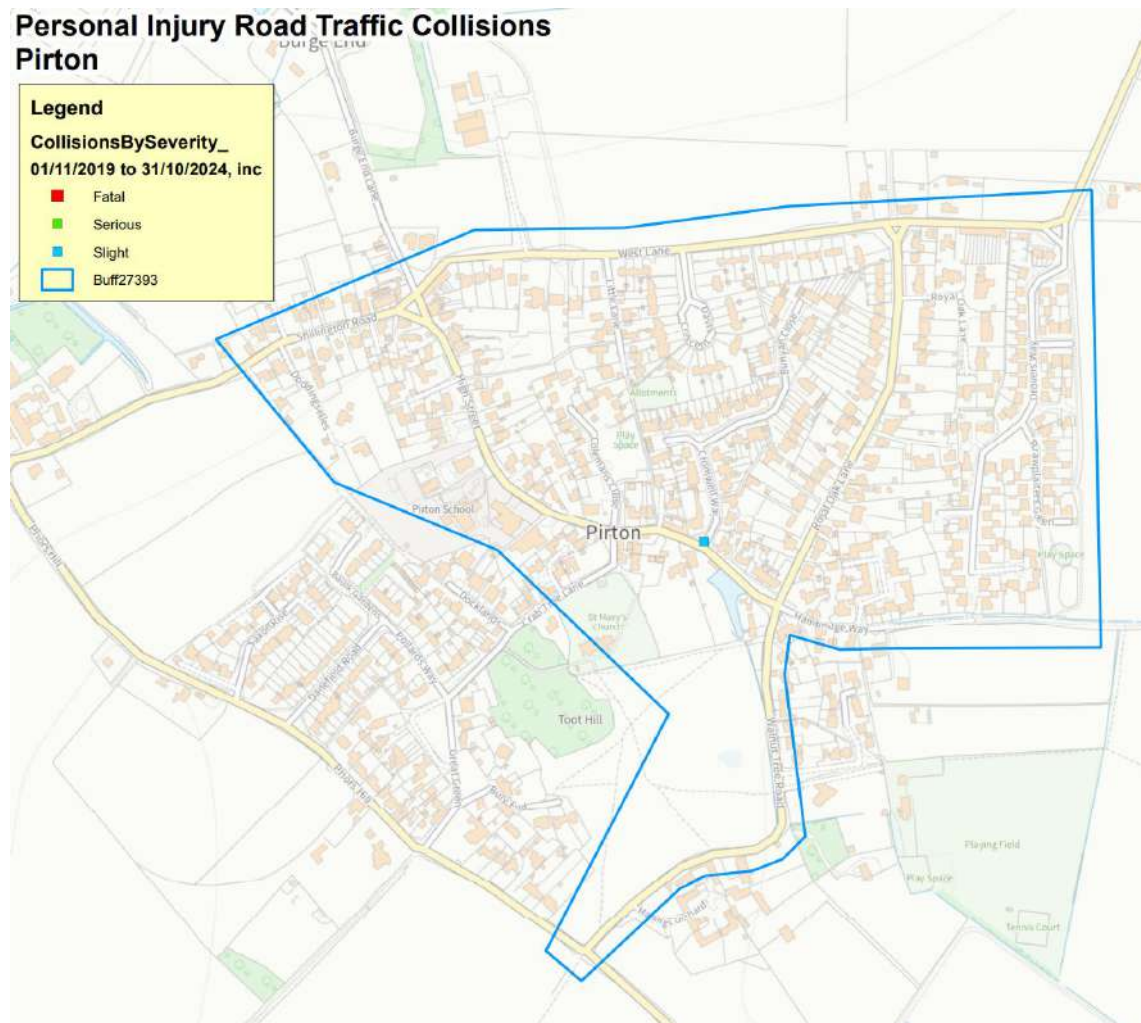
Table 2.1 – Site Boundary (indicative)

Local Facility / Amenity	Distance from site	Approximate Walking Time (minutes)	Approximate Cycle Time (minutes)
Playground	100m	2	1
Post Office and Village Store	780m	10	2
Playground	900m	11	3
The Fox Public House	850m	11	3
Village Hall	910m	11	3
Pirton School	940m	12	3
Methodist Church	1,000m	13	3
St Marys Church	950m	12	3
Motte & Bailey Public House	1,130m	14	4
Sports & Recreation Ground	950m	12	3

Note: Walking time based on 80m per minute. Cycling time based on 320m per minute

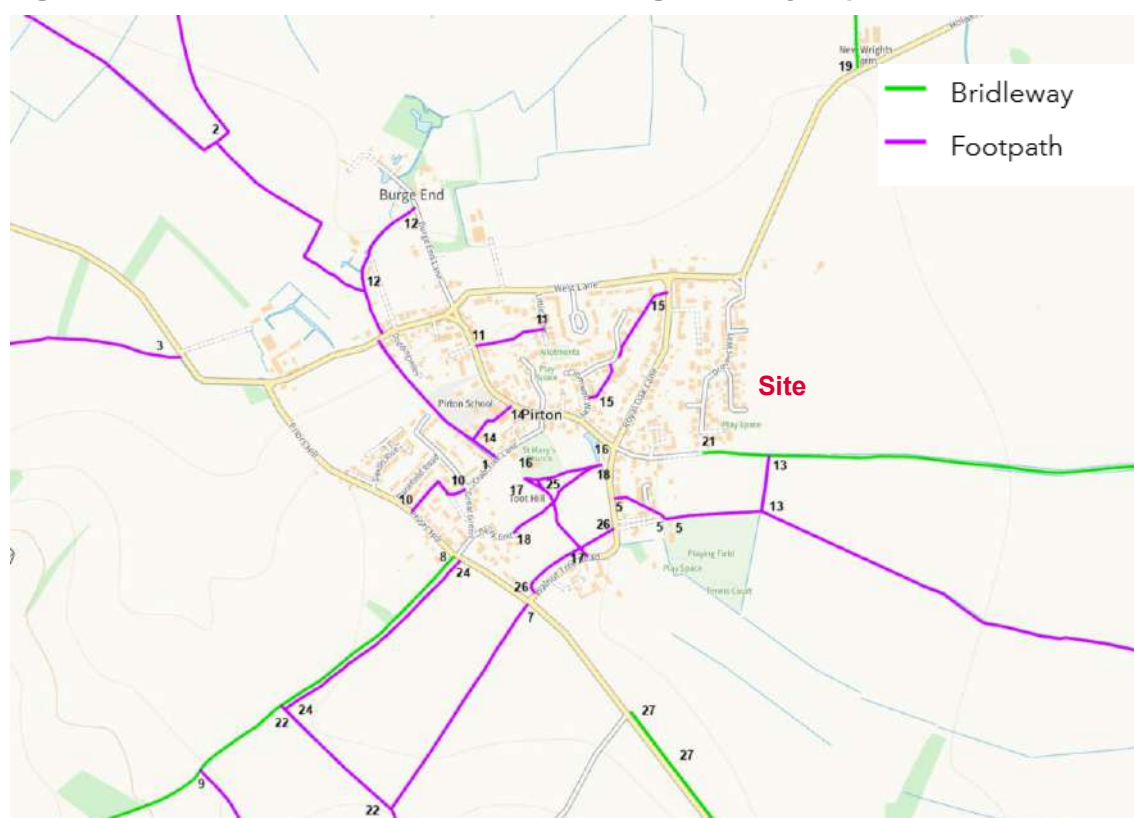
- 2.18 It has been shown that a number of local amenities are located within the 2km acceptable walking distance, with the furthest being Motte & Bailey Public House, which is c.1,130m from the site and therefore well within the walking distance outlined in MfS.
- 2.19 As outlined earlier within this section, the roads which residents would need to walk along are low trafficked, given the village nature of the site, and, as such, create an appealing environment for users wishing to walk / cycle to the amenities.
- 2.20 Analysis of 5 years' worth of Personal Injury Collision (PIC) data has been undertaken which highlights that there has only been a single collision recorded along the key routes between the Site and surrounding amenities during this period. This collision was recorded as being 'slight' in terms of its severity and occurred within the vicinity of the Cromwell Way / High Street junction on 7th January 2020.
- 2.21 The full collision data, which was obtained from Hertfordshire County Council and covered the five-year period up to the end of October 2024, is appended at **Appendix A1**. The full extents of the study area and the location of the recorded collision has been captured within **Figure 2.5** below.

Figure 2.5 – Personal Injury Collision data (study area and collision location)



- 2.22 Overall, it is considered that the existing number of collisions within the study area is low and there is no reason to suggest that the Proposed Development will result in an increased risk of collisions occurring.
- 2.23 In addition to the local footways and footpaths linking the site to the local community, there are a number of Public Rights of Way (PRoW) routes through and around Pirton, offering good linkage to the wider area and the local residential neighbourhoods. Some are surfaced and have been observed as being well used by local residents as connections through the village.
- 2.24 An extract taken from the HCC PRoW map is shown at **Figure 2.6**, which shows there are many PRoW routes within the vicinity of the site and Pirton.

Figure 2.6 – Extract from HCC Interactive Public Rights of Way Map



Cycling

- 2.25 Cycle use is considered a feasible means of transport over short to medium distances. It is potentially influenced by many of the same factors as walking but will also be influenced by route conditions, route topography, traffic levels and secure cycle parking at the destination. These conditions are beginning to have less of an effect on cycling with the increased sales and use of electric bikes.
- 2.26 The availability of traffic-free cycle routes that are direct and safe can have a positive effect on cycling levels. Future residents may likely wish to cycle to local facilities, including to schools, places of worship, public house, local shop and post office. The surrounding roads are considered suitable for cyclists given the number and speed of vehicles in the vicinity are relatively low and the width of the road allow cars to pass. In addition, Bridleway 021 bounds the site to the south, which is available for cyclists, albeit principally as a leisure route.
- 2.27 Hitchin is also located close enough to the site to make it attractive to cycle there to access additional services and facilities not found in Pirton, including the railway station.
- 2.28 The Hertfordshire Cycle Route Map is included at **Appendix A2**.

Local Public Transport

Buses

- 2.29 The nearest bus service is 89 which routes between Hitchin and Henlow Camp. There are no formal bus stops with shelters within Pirton but, instead, it is recognised as a 'hail and ride' service.
- 2.30 The service routes along Holwell Road, past the northwest corner of the Site, as well as Royal Oak Lane and High Street where residents can wait and hail the bus service.
- 2.31 **Table 3.1** outlines the frequency of the service, correct at the time of writing.

Table 3.1. – Bus Service (towards Hitchin)

Service	Towards Hitchin		Towards Henlow Camp	
	Weekday Service	Saturday Service	Weekday Service	Saturday Service
89	06:54	08:34	09:15	09:16
	07:56	09:19	12:11	12:11
	09:19	10:19	12:50	12:50
	10:19	12:14	14:31	14:31
	12:14	13:54	16:13	16:30
	13:54	14:34	17:40	17:30
	14:34		18:57	

- 2.32 The journey time using the 89 bus service from Pirton to Hitchin is approximately 15 – 20 minutes and provides residents onward sustainable connections, either by additional bus services or from Hitchin Railway Station.
- 2.33 It is therefore clear that the site is situated within very close proximity to locations where bus services can be hailed, which provide opportunities to travel locally and to surrounding areas. Given the very short walk to the bus route and the short journeys into Hitchin, it is realistic to assume that future residents will utilise this mode of transport.

Trains

- 2.34 Hitchin is the nearest railway station, which is location approximately 6km to the south. It can be reached by bus as outlined above and also by bicycle in approximately 24 minutes. The station provides 176 cycle storage spaces, supporting convenient access to the rail network for cyclists.
- 2.35 Operated by Great Northern, Hitchin station lies on three key rail routes. Route 1 runs from Cambridge to London King's Cross via Stevenage, Welwyn Garden City, and Finsbury Park.

Route 2 follows a similar path from Peterborough to London King's Cross, also passing through Stevenage, Welwyn Garden City, and Finsbury Park. Route 3 travels from Letchworth Garden City to London Moorgate via Stevenage, Hertford North, and Finsbury Park.

- 2.36 All three routes converge at Letchworth Garden City, Hitchin, and Stevenage, with Routes 1 and 2 continuing together to King's Cross, while Route 3 diverts toward Hertford North, reconnects at Finsbury Park, and then branches again toward Moorgate.
- 2.37 Routes 1 and 2 offer frequent services, including express trains that can reach London King's Cross in under 30 minutes, making them a practical option for commuters, particularly those travelling to London. For residents of the site, a multimodal journey involving cycling from Pirton to Hitchin or travelling by bus and then taking the train could enable travel to King's Cross in just over an hour each way. The Thameslink service also continues to the south of London serving many other destinations including Gatwick Airport and Brighton.
- 2.38 In contrast, Route 3 is less suited to peak-time commuting due to limited service, with only one train in each direction during peak hours. However, its hourly inter-peak frequency may make it a useful option for leisure travel.
- 2.39 Great Northern Rail's full network map has been appended at **Appendix A2** illustrating how local rail services offer onward connections toward a wide range of destinations.

Summary

- 2.40 The above information demonstrates that the development site is located in close proximity to bus services, which provide the opportunity to travel into Hitchin and to the railway station which provides access to Peterborough, Cambridge, Royston and Letchworth Garden City to the North and to the south to central London and a number of destinations in between and beyond. In addition, there are numerous opportunities to walk and cycle to nearby services and amenities within Pirton. It is therefore considered that the site is well located to take advantage of the existing local services, amenities, and access to sustainable transport.

3. TRANSPORTATION POLICY

National and Local Policy

3.1 Relevant policy and guidance relating to this area comprises of the following documents:

- The National Planning Policy Framework (NPPF) (December 2024);
- National Planning Practice Guidance (NPPG) Travel Plans, Transport Assessments and Statements (March 2014);
- Hertfordshire Local Transport Plan (LTP4) (2018 – 2031);
- North Hertfordshire Local Plan (2011 – 2031)
- Pirton Neighbourhood Plan

National Planning Policy Framework (NPPF) (2024)

3.2 The NPPF provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with local development plans and that the NPPF must be considered when preparing the development plan and is therefore a material consideration in planning decisions. The main objective of the NPPF is to achieve sustainable development.

3.3 The latest version of the NPPF was published in December 2024.

3.4 With regard to transport policy, the NPPF includes a section on ‘Promoting sustainable transport’ which includes the following text relevant to the Proposed Development.

Paragraph 109

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.*

Paragraph 115

In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁸; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

Paragraph 116

Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Paragraph 116

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

3.5 The NPPF is therefore clear that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered “severe”, and that there should be a focus on sustainable modes of travel as opposed to a reliance on the private car.

3.6 The updated NPPF focuses on a vision led approach to new developments rather than a traditional ‘predict and provide’ approach which tends to be based on assessment of worst-case scenario traffic flows and highway based mitigation to accommodate predicted demand. Instead, the vision led approach is centred around the aspirations of a Site in terms of its connectivity and accessibility and incorporating improvements to walking and cycling routes and links to public transport as part of development proposals.

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- 3.7 It also references the importance of monitoring, post occupation to understand travel patterns of residents in the context of an increase in home working and where retail trips are now the dominant trip purpose, rather than commuting.
- 3.8 The illustrative masterplan, detailed in Chapter 4, demonstrates how the Proposed Development aligns with the vision led approach. The masterplan has been designed to provide the opportunity for local residents to join the existing network, including a north / south active travel link within the Cala Homes Scheme and the East / West Bridleway which runs along the southern boundary. In summary, it possible to: to connectivity considered form the outset to:
- Link with existing PRowS and incorporate them into the Site
 - Provide a new connection through the Site and into the Cala Homes scheme which recognises desire lines to access a local school, avoiding the vehicular routes where possible
 - The internal layout of the masterplan is designed to encourage low speeds, provide pedestrian and cyclist priority and reduce vehicle dominance
- 3.9 The Framework Travel Plan provides details of proposed monitoring following first occupation of the Site.
- 3.10 This TA demonstrates that the Site is in a sustainable location, with opportunities for active travel and use of public transport. The proposals therefore follow the advice provided within the NPPF in regard to transport.

National Planning Practice Guidance (NPPG)

- 3.11 Information contained as part of the NPPG provides advice for travel plans, transport assessments and statements in decision taking.

Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of the development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement.

- 3.12 This TA has been prepared in accordance with NPPG and the scope of the assessment has been agreed with HCC at the pre-application stage as detailed in **Chapter 1**. A Framework Travel Plan accompanies this TA.

Hertfordshire Local Transport Plan – 2018 – 2031

- 3.13 The Local Transport Plan 4 (LTP3) was adopted in May 2018 and was prepared by HCC and runs from 2018 to 2031. The Plan can help deliver a positive future vision of Hertfordshire. As well as providing for safe and efficient travel, transport has a major input into wider policies such as economic growth, meeting housing needs, improving public health and reducing environmental damage. The Plan states Hertfordshire's vision.

- 3.14 The current edition sets out the following:

- Transport objectives;
- Policies;
- Targets for achieving the objectives; and
- An overarching funding programme.

- 3.15 The LTP also contains a series of “daughter” documents covering the following topics:

- Accessibility Strategy;
- Bus Strategy;
- Cycling Strategy;
- Long Term Strategy;
- Rights of Way Improvement Plan;
- Rail Strategy;
- Road Safety Plan;
- Speed Management Strategy; and
- Strategic Environmental Assessment.

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- 3.16 The proposed development scheme accords with the principles of Hertfordshire's vision for transport and would not create any adverse effects in relation to highways.

North Hertfordshire Local Plan 2011 – 2031

- 3.17 The North Hertfordshire Local Plan 2011-2031 was adopted on Tuesday 8 November 2022. This Local Plan seeks to address the key issues facing North Hertfordshire and will set a strategic vision and spatial strategy for the District over the period 2011 to 2031. The transport policy pertinent to this proposal are outlined below.

Policy SP6: Sustainable Transport

We will deliver accessibility improvements and promote the use of sustainable transport modes insofar as reasonable and practicable.

We will:

- a) Comply with the NHDC Transport Strategy and the provisions of the Local Transport Plan and other supporting documents as relevant;*
- b) Encourage development in locations which enable sustainable journeys to be made to key services and facilities;*
- c) Work with Hertfordshire County Council, neighbouring authorities, Highways England and service providers to ensure that a range of sustainable transport options are available to all potential occupants or users. This may involve new or improved pedestrian, cycle and passenger transport (including rail and/or bus) links and routes;*
- d) Seek the earliest reasonable opportunity to implement sustainable travel infrastructure on Strategic Housing Sites and other development sites in order to influence the behaviour of occupiers or users, along with supporting Travel Plans in order that sustainable travel patterns become embedded at an early stage;*
- e) Assess development proposals against the parking standards set out in this Plan and having regard to relevant supplementary advice;*
- f) Require applicants to provide assessments, plans and supporting documents to demonstrate the safety and sustainability of their proposals; and*
- g) Protect existing rights of way, cycling and equestrian routes and, should diversion be unavoidable, require replacement routes to the satisfaction of the Council.*

- 3.18 It has been demonstrated that the site is located within proximity of local amenities and facilities, including bus services, a post office and convenience store, school and others. Given the short travel distance to those services within Pirton, it is unlikely residents will choose to drive. Further, a Framework Travel Plan is submitted with the planning application to outline initiatives to further encourage sustainable travel.

Summary

- 3.19 The Site benefits from good access to public transport facilities and provides opportunities for sustainable travel. The assessments undertaken within this TA have demonstrated that the proposed development will not result in a severe impact on the local highway network, and the relevant policies have been accorded to.
- 3.20 As such, the proposed development is considered to accord with the relevant Local, County and Central Government Policy and Guidelines.

4. PROPOSED DEVELOPMENT

Overview

- 4.1 A full description of the proposed redevelopment scheme is contained in the supporting documents accompanying the planning application. The following commentary is relevant in transport and highway layout terms. The Development Framework Plan is submitted separately as part of the application documents, but a snapshot of the plan is provided at **Figure 4.1** below:

Figure 4.1 – Development Framework Plan



- 4.2 A Scoping Note has been prepared and issued to HCC in advance of preparing this TA to agree the scope of work required. A response has since been provided and comments are reflected within this report.

Access Arrangements

- 4.3 It is proposed for vehicular access to be facilitated via Coopers Elms by an extension to the existing carriageway into the development site. It is also proposed to extend the two footways which currently exist on the north and south side of Coopers Elms into the development site. The width of Coopers Elms is 5.5m and it is proposed to retain the same width entering into the site, including the two 2m wide footways.
- 4.4 This proposal is retained from the previous planning application, which was considered acceptable by the highway authority.
- 4.5 A snapshot of the proposed vehicle access arrangement is shown at **Figure 4.1** below. The complete plan is included at **Appendix A3**.

Figure 4.1 – Proposed Highway Arrangement



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- 4.6 In order to ensure the access can accommodate the expected vehicle types, Swept Path Analysis (SPA) has been undertaken. A plan showing the SPA of service vehicles and cars entering / exiting the site is also included at **Appendix A4**. As requested within the pre-application response, a 12.2m long refuse vehicle has been used within the assessment, which is able to enter and exit using the existing over-runable areas.
- 4.7 Visibility at the junction with Drovers Way / Coopers Elms has been considered for a 30mph road. Drawing I000653_01A, which is included at **Appendix A3**, demonstrates the visibility is achievable.
- 4.8 With regard to pedestrian access, the proposed arrangement also includes two 2m footways either side of the access, which joins the existing pedestrian footway on Coopers Elms and Drovers Way. As such, pedestrians can easily access the pedestrian infrastructure within the Cala Homes development, which provides multiple route options to local amenities / facilities. The existing infrastructure and route options can be seen from **Figure 4.2** below.

Figure 4.2 – Connections to existing routes



4.9 It can be seen that desire lines are likely to be via the Cala Home development, connecting with the existing footpath which follows a north/south alignment, or through the development itself to join the bridleway. As demonstrated within **Section 2**, there are a number of amenities / facilities within a suitable walking distance.

4.10 In addition, it can be seen from **Figure 4.1**, there are footway / cycleway routes internally which are separate from the internal carriageway.

Stage 1 Road Safety Audits

4.11 A Stage 1 Road Safety Audit has been undertaken by Beth Newiss and Associates for the proposed vehicle access and footway. The audit outlined a single matter for consideration, which has been considered and a response to this matter has been provided within a designer's response. The full safety audit and designers' response are both contained within **Appendix A5**.

Internal Site Layout

- 4.12 As this application is for outline permission only, the internal site layout has yet to be designed in any detail. Considerations to the local adopted guidance, including HCC Highways Place and Movement Planning and Design Guide and Manual for Streets (MfS) will be combined to ensure the proposed development accords with relevant standards for any future Reserved Matters application.

Refuse Collections and Servicing

- 4.13 Adequate storage for refuse and recycling will be provided in accessible locations and sufficient space will be provided in each collection location/area for refuse vehicles to manoeuvre so that they can enter and exit site in forward gear.

Emergency Vehicles

- 4.14 The internal site layout will be designed in accordance with the principles of MfS which states that *“there should be vehicle access for a pump appliance within 45m of every dwelling entrance for single-family houses, flats and maisonettes.”* The layout of the site will be designed to ensure that emergency vehicles such as Fire Appliances and Ambulances can access the development with relative ease.

5. TRIP GENERATION AND HIGHWAY ASSESSMENT

Introduction

- 5.1 This section of the TA details the methodology and results of the proposed trip generation assessment, proposed trip distribution assessment, traffic growth and junction capacity analysis.

Existing Trip Generation – Vehicles

- 5.2 The existing site is currently an open field and therefore only has ad hoc agricultural vehicle movements and, as such, for robustness it is assumed that the site generates no trips at present.

Proposed Trip Generation - Vehicles

- 5.3 In order to forecast vehicle trip generation from the development site, an ATC survey has been conducted at the site access of the Cala Homes scheme. With the exception of an emergency access, there is only a single point of access for the scheme and therefore it is possible to accurately calculate how many vehicle trips arrive and depart throughout the day.
- 5.4 In order to calculate the trip rate for the Cala Homes development, the average weekday peak hour flows were calculated from the ATCs and the resulting trips divided by the 82 homes contained within the development. The calculations are shown in **Table 5.1**

Table 5.1 Trip Generation Calculations

Day	AM Peak - 0800 - 0900			PM Peak - 1700 - 1800		
	Arrive	Depart	Two-way	Arrive	Depart	two-way
Thurs	16	33	49	31	16	47
Fri	18	36	54	24	20	44
Sat	4	15	19	13	10	23
Sun	4	12	16	5	5	10
Mon	16	33	49	34	8	42
Tues	13	28	41	19	6	25
Wed	9	35	44	33	16	49
Weekday Average	14	33	47	28	13	41
Trip Rate	0.176	0.402	0.578	0.344	0.161	0.505

- 5.5 The results of the localised trip rate are outlined in **Table 5.2**, along with the forecast trip generation based on 130 residential units. It should be noted that the AM and PM localised trip rate is based upon a 5-weekday average. The full results of the ATC are included at **Appendix A6**.

Table 5.2 – Proposed Vehicle Trip Generation

	Trip Rate			Total Trips		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak	0.176	0.402	0.578	23	52	75
PM Peak	0.344	0.161	0.505	45	21	66

Note: Based on 130 units

- 5.6 As can be seen from **Table 5.1**, the proposed development of 130 units is forecast to generate 75 two-way trips in the AM peak and 66 two-way trips in the PM peak period.

Proposed Trip Distribution – Vehicles

- 5.7 ‘Origin and Destination’ data has been obtained from the 2011 Census to distribute the proposed development traffic to the wider highway network. Whilst it is acknowledged that 2021 Census was available at the time of writing, this was recorded during COVID-19 pandemic restrictions when people were being encouraged to work from home where possible and therefore is not considered to provide an accurate representation of how residents travel to their place of work.
- 5.8 In order to predict the route drivers will take between the site and place of work, the “Google Maps” website has been used, which uses local traffic news data and ‘crowd-sourced’, anonymised traffic data from people using Google Maps apps on smartphones. Google combines the driver’s speed with the speed of other phones on the road, across thousands of phones moving around an area at any given time, Google can then get a realistic picture of live traffic conditions. By selecting peak hour time periods, the most efficient routes are predicted based on the average traffic conditions for that day and time.
- 5.9 On occasions where there is more than one vehicular route to a specific Census output area, a review is undertaken to determine the most likely routes to employment areas, i.e. if half of a Census output area is made up of open fields and the other half is an industrial estate, routes to the employment area will be considered the most likely for distributed development trips.

5.10 The results of the above method showed that there are five vehicular routes from the site to which future residents for the development are likely to take in order to get to work, beyond the proposed access and agreed study area, as shown below at **Figure 5.1** below.

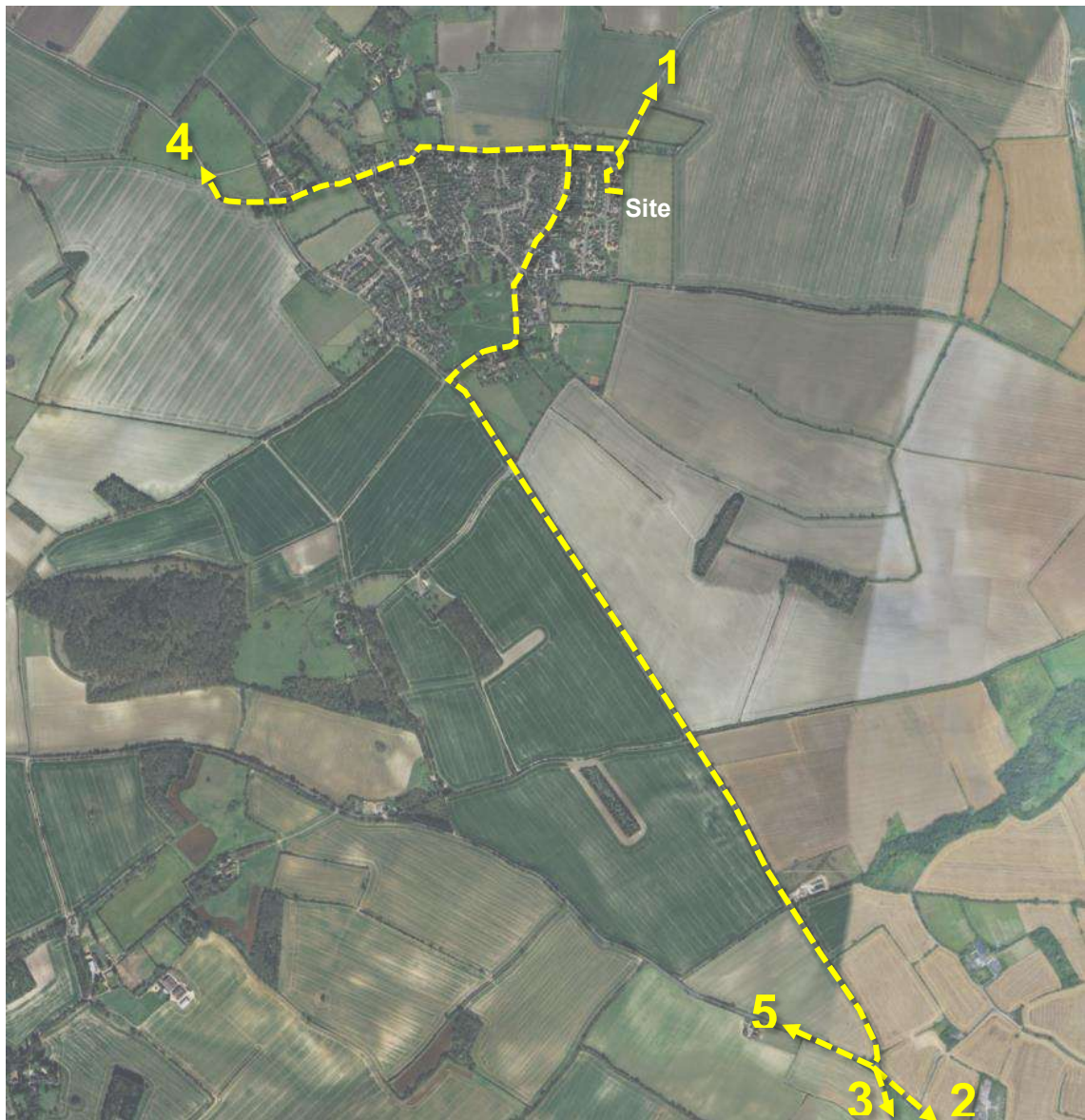
5.11 The distribution of development traffic using the aforementioned method is predicted to result in the following

Table 5.3 Outline Traffic Distribution

Route	% of Traffic
1	14%
2	37%
3	43%
4	4%
5	1%
Total	100%

5.12 The distribution methodology used within the assessment has been applied to the forecast traffic generation and is set out in traffic flow diagrams included at **Appendix A7**.

Figure 5.1 Traffic Distribution Routes from the site



Study Area

5.13 Taking the above into consideration, the following five junctions have been included within the assessment. It should be noted that the same junctions were assessed within the 2017 application.

- Site Access Holwell Road / Drovers Way 'Bennett' Junction
- Holwell Road / Royal Oak Lane / West Lane
- Royal Oak Lane / Hambridge Way / High Street
- Hitchin Road / Walnut Tree Road
- B655 Hexton Road / Hitchin Road / Carters Lane

- 5.14 The study area and junctions were agreed in principle with HCC during pre-application discussions and was confirmed within the highway response.

Traffic Survey Data

- 5.15 The traffic surveys were undertaken on Thursday 8th May 2025. The traffic survey data is included at **Appendix A6**.

Traffic Growth

- 5.16 Growth factors were derived from the Trip Ends Model Program (TEMPRO) to project the 2025 surveyed traffic flows to the future assessment year of 2030 for weekday peak hour periods. The growth factors were calculated from North Hertfordshire 014 Middle Super Output Area (MSOA), which the site is located in. The growth factors are included within the flow diagrams and outlined below for ease of reference.

North Hertfordshire 014 - 2025-2030 - AM Peak - Minor		
Level	Area	Local Growth Figure
E02004922	North Hertfordshire 014	1.039999268
North Hertfordshire 014 - 2025-2030 - AM Peak - A Road		
Level	Area	Local Growth Figure
E02004922	North Hertfordshire 014	1.04270296
North Hertfordshire 014 - 2025-2030 - PM Peak - Minor		
Level	Area	Local Growth Figure
E02004922	North Hertfordshire 014	1.040405816
North Hertfordshire 014 - 2025-2030 - PM Peak - A Road		
Level	Area	Local Growth Figure
E02004922	North Hertfordshire 014	1.043110565

Modelling Methodology

- 5.17 The Impact of the development traffic has been assessed in the Weekday AM and PM peak hours for an assessment year of 2030 (five years after submission). The peak hours are chosen for each junction rather for the whole assessed network, this has been done in order to assess the worst-case scenario for each junction.
- 5.18 The PICADY module of the industry-standard Transport Research Laboratory's (TRL) modelling software Junctions 9 has been used to model the operation of the appropriate priority junctions. PICADY has been used to model the maximum predicted Ratio of Flow to Capacity (RFC), in association with each give-way manoeuvre during each modelled period, together with the maximum average queue (in vehicles) and the average overall delay incurred by every vehicle passing through the junction.

5.19 An RFC value of 0.85 is usually taken as indicating that the manoeuvre is operating at around practical capacity, while a value of 1.00 indicates that it is operating at theoretical capacity.

5.20 Once a manoeuvre is operating at an RFC above 0.85 the junction model can become sensitive to any increase in traffic, often providing excessive queuing and traffic delay results which do not correspond with the 'actual' additional traffic forecast through the junction itself. For clarity, it is normally accepted that a junction is not at capacity until the RFC reaches 1.00. Even at levels beyond this a junction can still perform within acceptable limits.

Scenarios

5.21 The junctions have then been assessed within the following scenarios:

- 2025 Observed;
- 2030 Base Case (applying the observed data to the TEMPRO growth);
- 2030 Development Case (applying the 2030 Base Case to the proposed trip generation);

5.22 Flow diagrams detailing the above traffic scenarios are located at **Appendix A7**.

Junction Capacity Assessment

Holwell Road / Drovers Way – Bennet Junction

5.23 The results shown in **Table 5.4** demonstrate that the junction will operate comfortably within capacity in the AM and PM peak periods in both the Development Case with the proposed development fully occupied. The full PICADY output is attached at **Appendix A8**.

Table 5.4 Holwell Road / Drovers Way Priority Junction – PICADY Results

Test Scenario	Manoeuvre	AM Peak		PM Peak	
		RFC	Max Q	RFC	Max Q
<i>2025 Observed</i>	Stream B-A	0.035	0.1	0.019	0.0
	Stream B-C	0.029	0.1	0.016	0.0
	Stream C-B	0.037	0.1	0.042	0.0
<i>2030 Base</i>	Stream B-A	0.035	0.1	0.018	0.0
	Stream B-C	0.027	0.1	0.016	0.1
	Stream C-B	0.042	0.1	0.043	0.1
<i>2030 Development Case</i>	Stream B-A	0.041	0.1	0.030	0.0
	Stream B-C	0.081	0.1	0.038	0.1
	Stream C-B	0.066	0.1	0.092	0.1

Arm A: Holwell Road (E) Arm B: Drovers Way Arm C: Holwell Road (W)

- 5.24 The results demonstrate that the proposed site access junction will operate below both practical and theoretical capacity in the 2030 Development Case Scenario in both weekday peak hour periods. No residual queuing is predicted and therefore there is not perceived to be any capacity concerns at this junction.

Holwell Road / Royal Oak Lane / West Lane

- 5.25 The results of the modelling are set out in **Table 5.4** with the full PICADY output included at **Appendix A8**.

Table 5.5 Holwell Road / Royal Oak Lane / West Lane Junction – PICADY Results

Test Scenario	Manoeuvre	AM Peak		PM Peak	
		RFC	Max Q	RFC	Max Q
<i>2025 Observed</i>	Stream B-C	0.007	0.00	0.023	0.00
	Stream B-A	0.051	0.00	0.085	0.1
	Stream C-B	0.011	0.00	0.022	0.00
<i>2030 Base</i>	Stream B-C	0.011	0.0	0.020	0.0
	Stream B-A	0.127	0.1	0.080	0.1
	Stream C-B	0.010	0.0	0.019	0.0
<i>2030 Development Case</i>	Stream B-C	0.012	0.0	0.022	0.0
	Stream B-A	0.172	0.2	0.151	0.1
	Stream C-B	0.013	0.0	0.017	0.0

Arm A: Holwell Road Arm B: Royal Oak Lane Arm C: West Lane

- 5.26 The results demonstrate that the junction will operate below both practical and theoretical capacity in the 2030 Development Case Scenario in both weekday peak hour periods. No residual queuing is predicted and therefore there is not perceived to be any capacity concerns at this junction.

Royal Oak Lane / Hambridge Way / High Street

- 5.27 The results of the modelling are set out in **Table 5.5** with the full PICADY output included at **Appendix A8**.

Table 5.6 Royal Oak Lane / Hambridge Way- / High Street – PICADY Results

Test Scenario	Manoeuvre	AM Peak		PM Peak	
		RFC	Max Q	RFC	Max Q
<i>2025 Observed</i>	Stream B-ACD	0.03	0.0	0.03	0.0
	Stream A-BCD	0.07	0.1	0.04	0.0
	Stream D-ABC	0.18	0.2	0.12	0.1
	Stream C-ABD	0.02	0.0	0.01	0.0
<i>2030 Base</i>	Stream B-ACD	0.03	0.0	0.03	0.0
	Stream A-BCD	0.07	0.1	0.04	0.1
	Stream D-ABC	0.18	0.2	0.12	0.2
	Stream C-ABD	0.02	0.0	0.01	0.0
<i>2030 Development Case</i>	Stream B-ACD	0.03	0.0	0.03	0.0
	Stream A-BCD	0.08	0.1	0.04	0.0
	Stream D-ABC	0.18	0.2	0.13	0.1
	Stream C-ABD	0.02	0.0	0.01	0.0

Arm A: Royal Oak Lane

Arm B: Hambridge Way

Arm C: Walnut Tree Road

Arm D: High Street

- 5.28 The results demonstrate that the junction will operate below both practical and theoretical capacity in the 2030 Development Case Scenario in both weekday peak hour periods. No residual queuing is predicted and therefore there is not perceived to be any capacity concerns at this junction.

Hitchin Road / Walnut Tree Road

- 5.29 The results of the modelling are set out in **Table 5.6** with the full PICADY output included at **Appendix A8**.

Table 5.7 Hitchin Road / Walnut Tree Road – PICADY Results

Test Scenario	Manoeuvre	AM Peak		PM Peak	
		RFC	Max Q	RFC	Max Q
<i>2025 Observed</i>	Stream B-AC	0.22	0.3	0.53	1.1
	Stream C-AB	0.36	0.5	0.11	0.1
<i>2030 Base</i>	Stream B-AC	0.24	0.3	0.55	1.2
	Stream C-AB	0.37	0.6	0.11	0.1
<i>2030 Development Case</i>	Stream B-AC	0.28	0.4	0.63	1.6
	Stream C-AB	0.38	0.6	0.11	0.1

Arm A: Walnut Tree Road

Arm B: Hitchin Road (E)

Arm C: Hitchin Road (W)

- 5.30 The results demonstrate that the junction will operate below both practical and theoretical capacity in the 2030 Development Case Scenario in both weekday peak hour periods. No residual queuing is predicted and therefore there is not perceived to be any capacity concerns at this junction.

Hitchin Road / Pirton Road / Carters Lane / Hexton Road

- 5.31 The results of the modelling are set out in **Table 5.5** with the full PICADY output included at **Appendix A8**.

Table 5.8 Royal Oak Lane / Hambridge Way- / High Street – PICADY Results

Test Scenario	Manoeuvre	AM Peak		PM Peak	
		RFC	Max Q	RFC	Max Q
<i>2025 Observed</i>	Stream B-ACD	0.09	0.1	0.69	2.0
	Stream AB-CD	0.21	0.4	0.63	2.4
	Stream D-AB	0.39	0.6	0.17	0.2
	Stream D- C	0.02	0.0	0.01	0.0
	Stream CD-AB	0.26	0.6	0.06	0.1
<i>2030 Base</i>	Stream B-ACD	0.09	0.1	0.72	2.4
	Stream AB-CD	0.22	0.4	0.67	2.9
	Stream D-AB	0.41	0.7	0.17	0.2
	Stream D- C	0.02	0.0	0.01	0.0
	Stream CD-AB	0.27	0.6	0.06	0.1
<i>2030 Development Case</i>	Stream B-ACD	0.12	0.1	0.78	3.0
	Stream AB-CD	0.26	0.5	0.75	4.1
	Stream D-AB	0.47	0.9	0.20	0.3
	Stream D- C	0.02	0.0	0.02	0.0
	Stream CD-AB	0.33	0.8	0.08	0.2

Arm A: Pirton Road (E)

Arm B: Carters Lane (S)

Arm C: Walnut Tree Road

Arm D: High Street

- 5.32 The results demonstrate that the junction will operate below both practical and theoretical capacity in the 2030 Development Case Scenario in both weekday peak hour periods. No residual queuing is predicted and therefore there is not perceived to be any capacity concerns at this junction.

Summary

- 5.33 This section has considered the forecast traffic impact of the proposed development on the local highway network study area agreed with HCC at the scoping stage.
- 5.34 The junction modelling results demonstrate that development traffic will have an immaterial impact on the operation of the following junctions:
- Site Access Holwell Road / Drovers Way 'Bennett' Junction
 - Holwell Road / Royal Oak Lane / West Lane
 - Royal Oak Lane / Hambridge Way / High Street
 - Hitchin Road / Walnut Tree Road
 - B655 Hexton Road / Hitchin Road / Carters Lane
- 5.35 In summary, the traffic impact of the Proposed Development on the operation of the local highway network is considered immaterial and cannot be considered severe.
- 5.36 In view of this assessment, we consider that there are no reasons to object to the application on highways and transportation grounds.

6. SUMMARY AND CONCLUSIONS

- 6.1 Icen Projects Ltd has been appointed by Gladman Developments Ltd (the 'Applicant') to prepare a Transport Assessment (TA) report to support an outline planning application for the erection of up to 130 dwellings, all matters reserved except for means of access, hereafter referred to as 'the site'.
- 6.2 It should be noted at this stage that a planning application was submitted in June 2017 for 99 units (planning application ref: 17/01543/16). The scheme was subsequently refused in September 2017. Following the refusal, an appeal was lodged. Whilst the Inquiry was dismissed, there was no reason for refusal relating to Transport or Highways.
- 6.3 It has been demonstrated that the development site is located in close proximity to existing public transport, as well as being accessible via both walking and cycling methods. In addition, there are numerous opportunities to walk and cycle to some nearby services and amenities within Pirton, which includes school, public house, places of worship, local shop with post office and the village hall are all accessible within 2km.
- 6.4 Analysis of the most recently available five-year personal injury accident data demonstrates that there has been no discernible trend of accidents within the vicinity of the site. There was one personal injury collision reported in the study area over five years resulting in slight injuries.
- 6.5 As per the previous planning application, it is proposed for vehicular access to be facilitated via Coopers Elms by an extension to the existing carriageway into the development site. It is also proposed to extend the two footways which currently exist on the north and south side of Coopers Elms into the development site. The width of Coopers Elms is 5.5m and is proposed to retain the same width entering into the site, including the two 2m wide footways.
- 6.6 A trip generation assessment has been undertaken to consider the potential level of additional trips which would be generated by the proposed development. This shows very light additional flows on the network during peak times.
- 6.7 Junction capacity assessments have been undertaken at five junctions within the local area and all will continue to operate within capacity in 2030 with the proposed development fully occupied.
- 6.8 In view of the above and the assessment contained within this report, it is considered that the proposals satisfy the criteria of NPPF, and as such there is no justifiable reason to object to the application on highways and transportation grounds.

A1. PERSONAL INJURY COLLISION DATA

Personal Injury Road Traffic Collisions Pirton



Legend

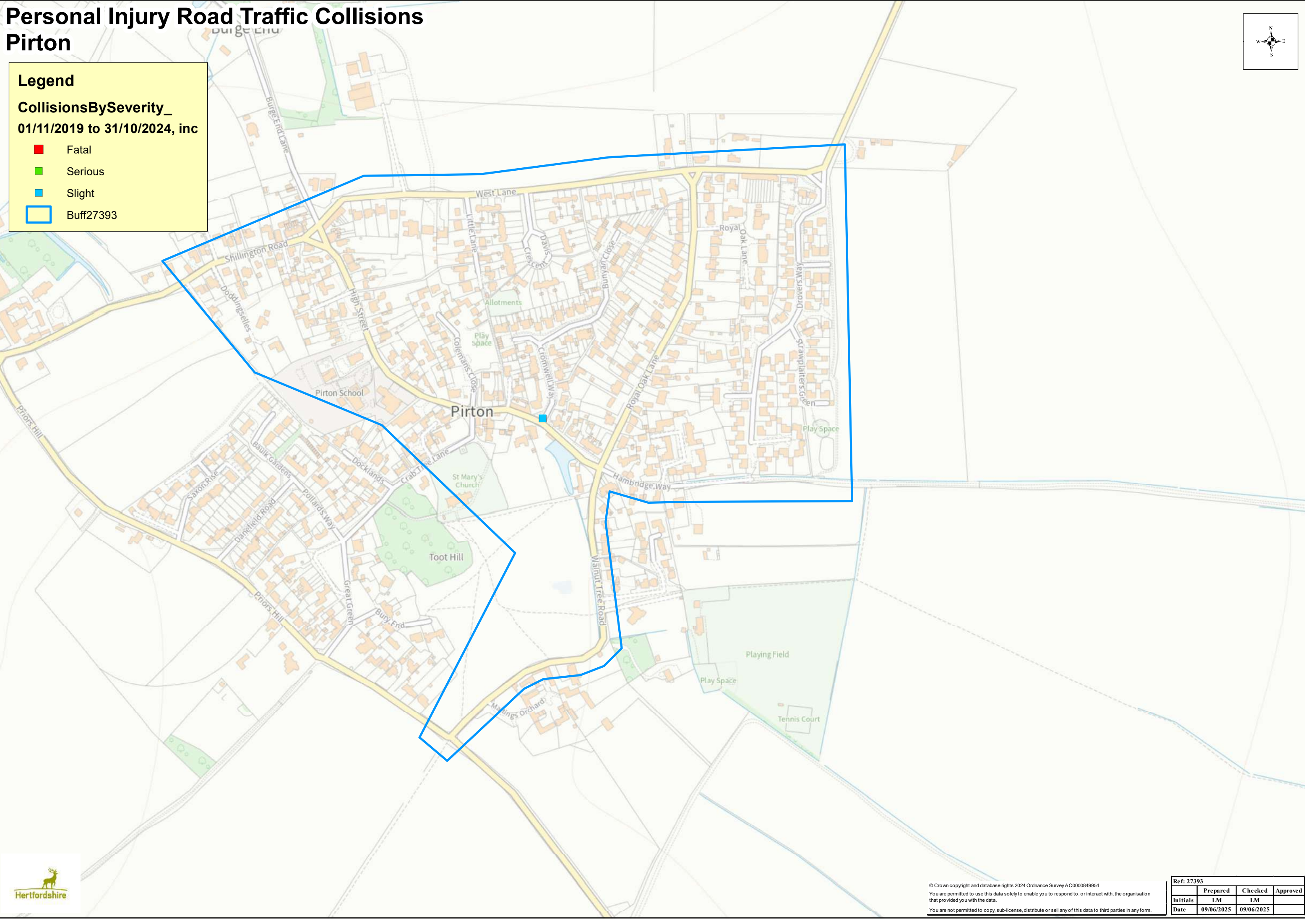
CollisionsBySeverity_
01/11/2019 to 31/10/2024, inc

Fatal

Serious

Slight

Buff27393



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You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data.
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Ref: 27393			
	Prepared	Checked	Approved
Initials	LM	LM	
Date	09/06/2025	09/06/2025	

Short Non Confidential Accident Report

Date Produced: 09-Jun-25

Set Name (if saved) : 27393

Set Total : 1

acc ref:	date: day of week: Time:	Acc Severity: 1st Road: 2nd Road:	parish: district:	speed_limit: jun_detail: jun_control:	weather: light: road_surface:	pedestrian x: spec_conditions: c/way hazard	cwy_type: Num Vehicles:	Casualty Type:	Num Casualties:
2020- 410924736	07-Jan-20 Tue 09 16	Slight 5U240/10 5U32/10	NHerts	30mph T Giveaway	Fine Day Wet	Npernox None None	Single 1	Pedestrians	1
U240 Cromwell Way Pirton J/w U32 High Street									
Easting:	514804	Northing:	231768						

Total Accidents: 1

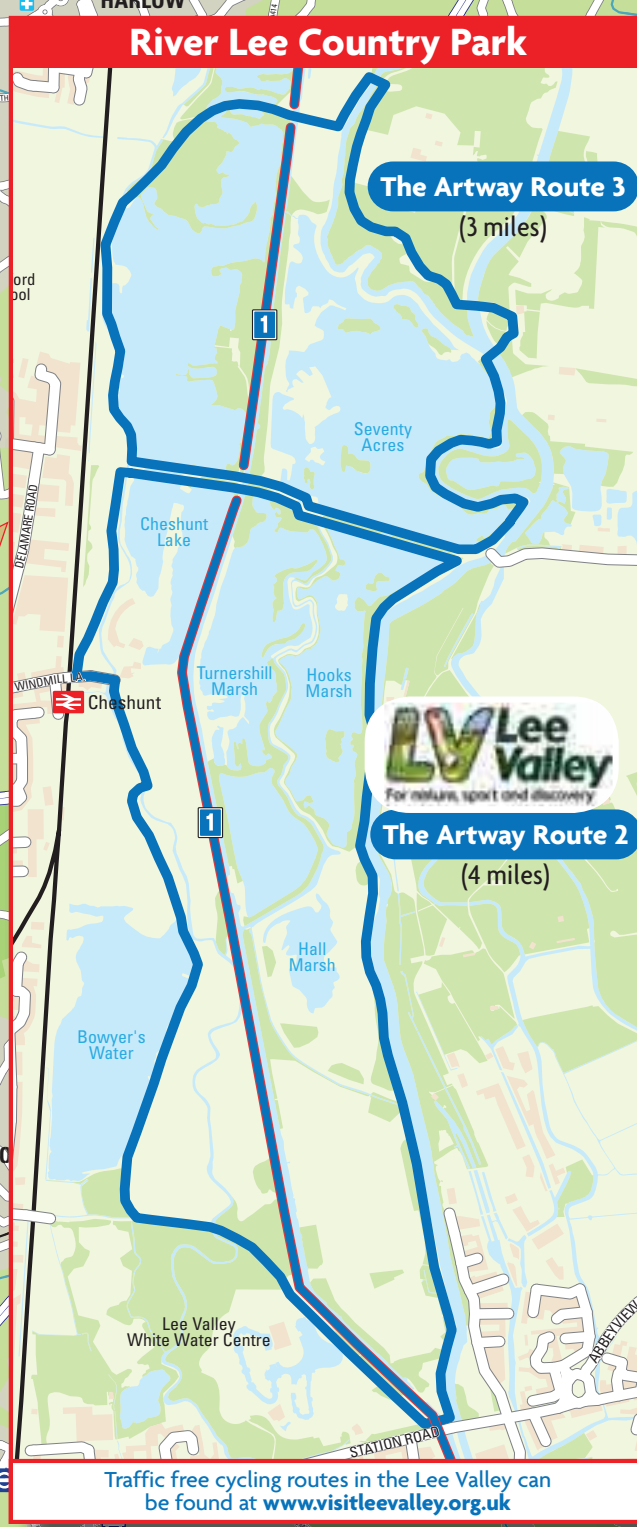
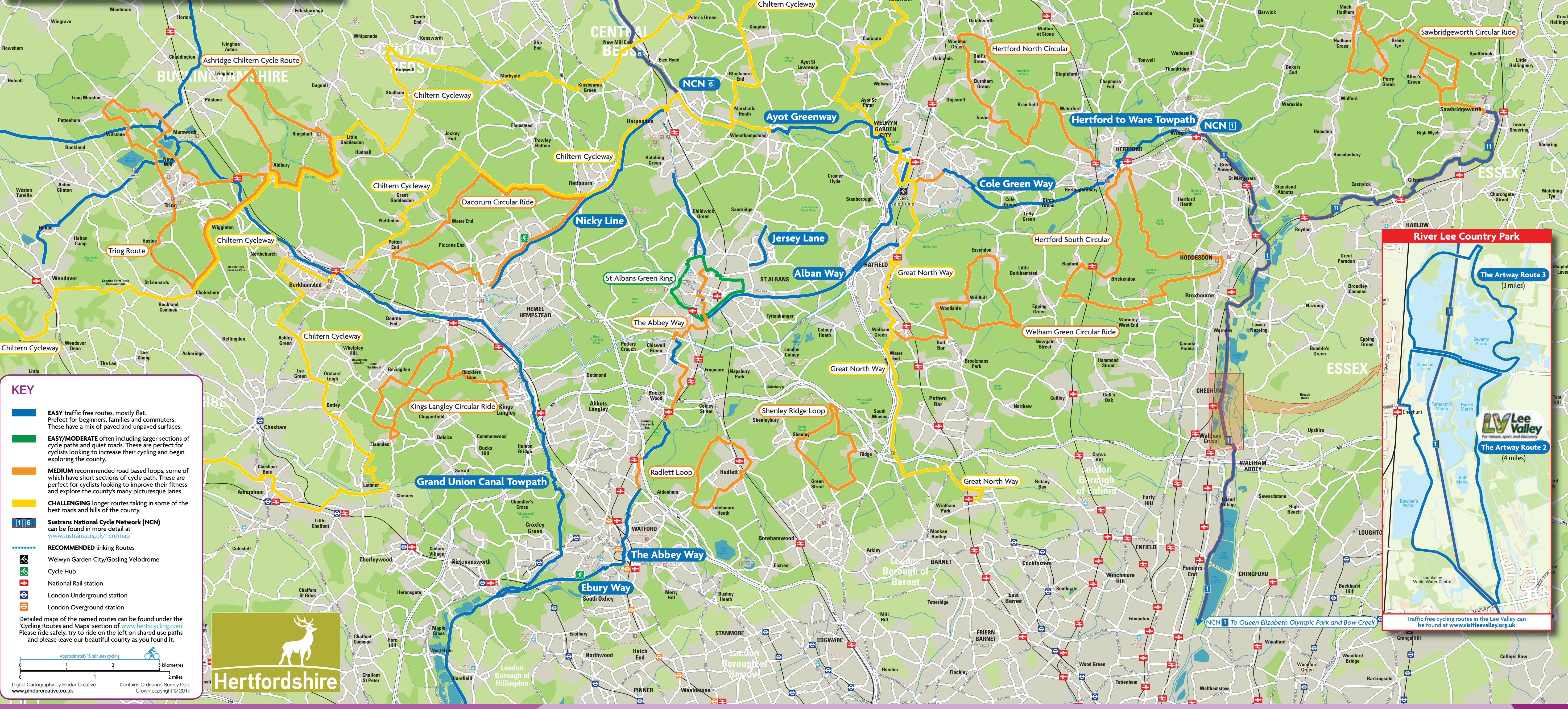
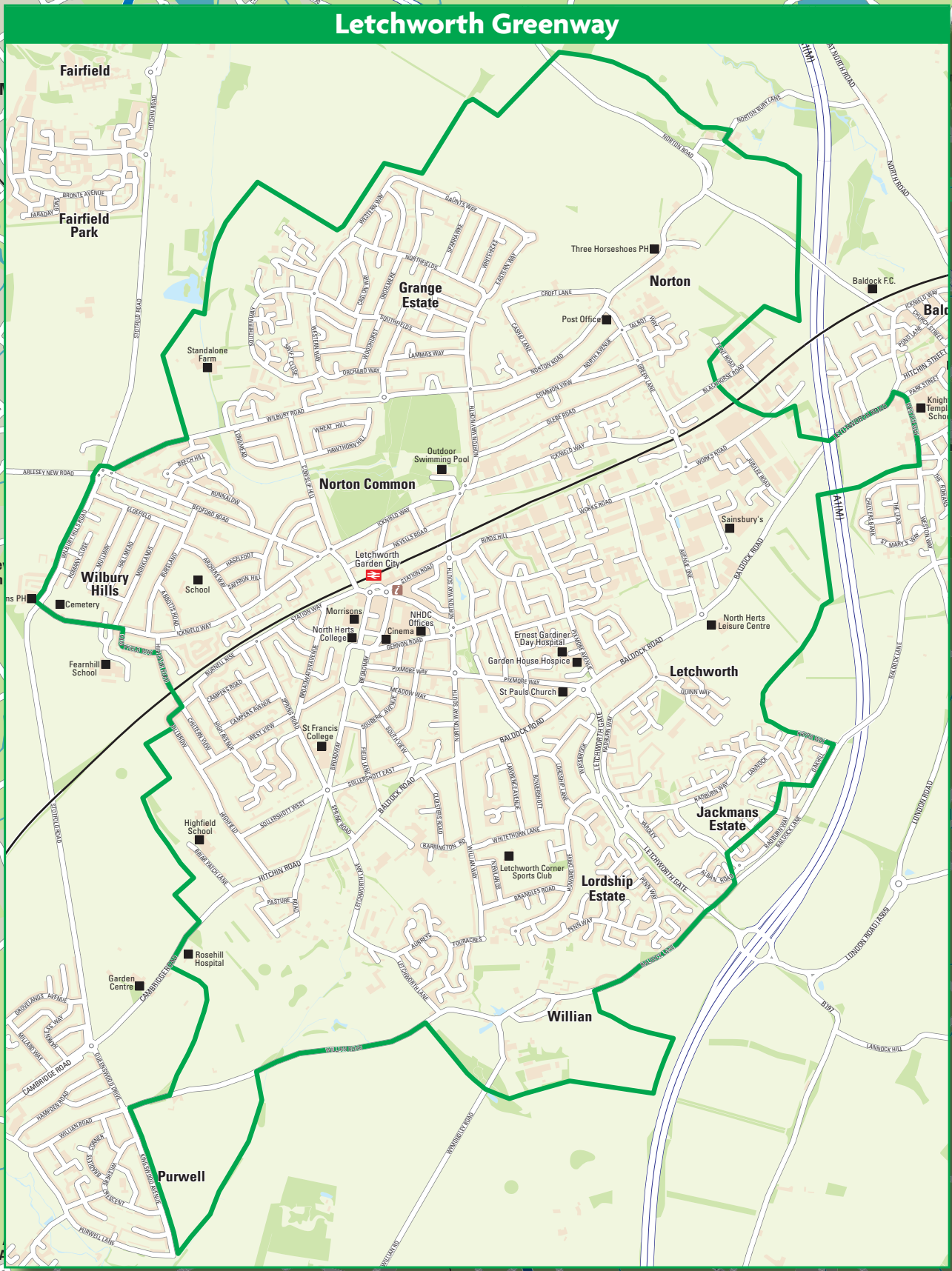
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Page 1 of 1

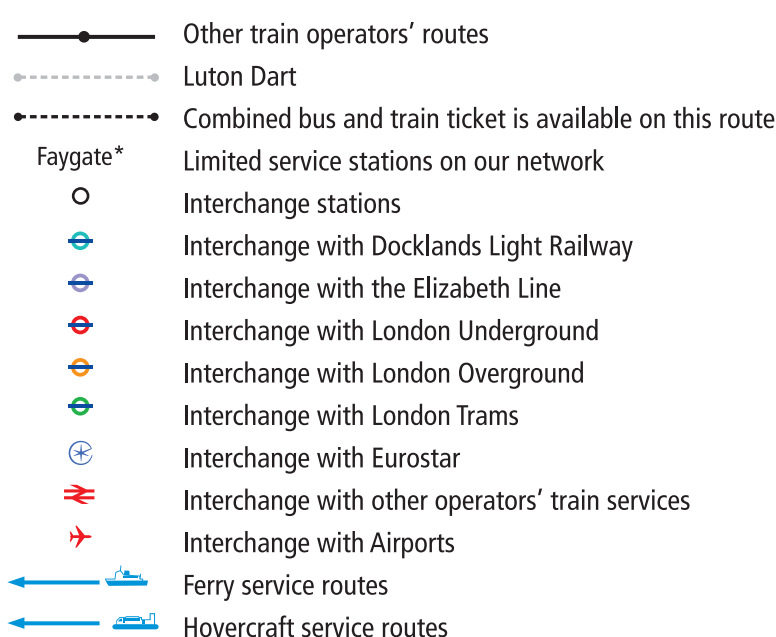
A2. PUBLIC TRANSPORT INFORMATION

Hertfordshire Cycling Map for Recreation and Commuting



SERVICES AND FACILITIES

This is a general guide to the basic daily services. Not all trains stop at all stations on each coloured line so please check the timetable. For real-time information and to check your journey, please see nationalrail.co.uk or our website.



Other train operators may provide additional services along some of our routes.

Oyster and Contactless area

 Pay as you go with contactless (card or device) in the blue shaded area

Contactless only area

 Pay as you go with contactless card or device (not Oyster) in the pink shaded area

The number of stations accepting contactless payments is gradually increasing. For the latest information please visit:

gatwickexpress.com/contactless
greatnorthernrail.com/contactless
southernrailway.com/contactless
thameslinkrailway.com/contactless

- ✔ **Category 'A' Station:** Step-Free access between the street and all platforms, and also between platforms.
- ✔ **Category 'B' Station:** Step-Free access between the street and all platforms. There may not be step-free access between platforms or entrances.
- ✔ **Category 'B' Station:** Step-Free access between the street and some platforms.
- ✔ **Category 'B' Station:** Step-Free access between the street and platforms but only available for trains in the direction of the arrow.
- ✗ **Category 'C' Station:** No step-free access between the street and platforms.

Staff assistance is required to provide a ramp between trains and the platform.

We're committed to accessible travel for all, and this map is intended to give an overview of step-free access at our stations. For more information on the accessibility on our network and the assistance we offer please visit the Assisted Travel section of our website or contact our Assisted Travel team.

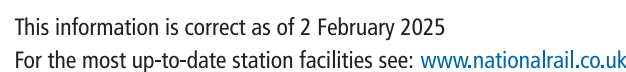
Gatwick Express and Southern Assisted Travel: 0800 138 1016
Thameslink and Great Northern Assisted Travel: 0800 058 2844
southernrailway.com/travel-information/travel-help/assisted-travel
gatwickexpress.com/travel-information/travel-help/assisted-travel
thameslinkrailway.com/travel-information/travel-help/assisted-travel
greatnorthernrail.com/travel-information/travel-help/assisted-travel

- On-train or station staff available for **all trains**
- On-train or station staff available at certain times only
- No on-train or station staff available

 Although this station is not always staffed, our Assisted Travel Support team is there to help you to complete your journey. If you have not booked assistance and require it boarding the train at this station, then on arrival please contact this team by either:

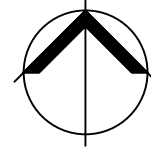
- pressing the "Emergency" or "Assisted travel" button on the Help Points
- calling us on the Freephone number 0808 168 1238 or text to 07970 511077.

Whether you pre-book your assistance or prefer more flexibility, we recommend arriving **20 minutes before your train is scheduled to depart**.



Based on map produced by **FWT London** 13.1.2025 (GTR All Brands Diagram) www.fwt-london.co.uk

A3. PROPOSED SITE ACCESS ARRANGEMENT

[illegible]

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.

2. THIS DRAWING IS BASED UPON OS MAPPING AND TOPOGRAPHICAL MAPPING PROVIDED WITH DRAWING TOPO-01_2D SUPPLIED BY GLADMAN DEVELOPMENTS AND ICENI PROJECTS LTD. SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.

2.4M X 40M JUNCTION VISIBILITY SPLAY
(BASED ON A ROAD SPEED OF 30MPH AS PER MFS STANDARDS)

TANGENTIAL VISIBILITY SPLAY

SITE LOCATION PLAN

AREA OF WORKS

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com



CLIENT _____

GLADMAN DEVELOPMENTS LTD

PROJECT _____

LAND EAST OF PIRTON

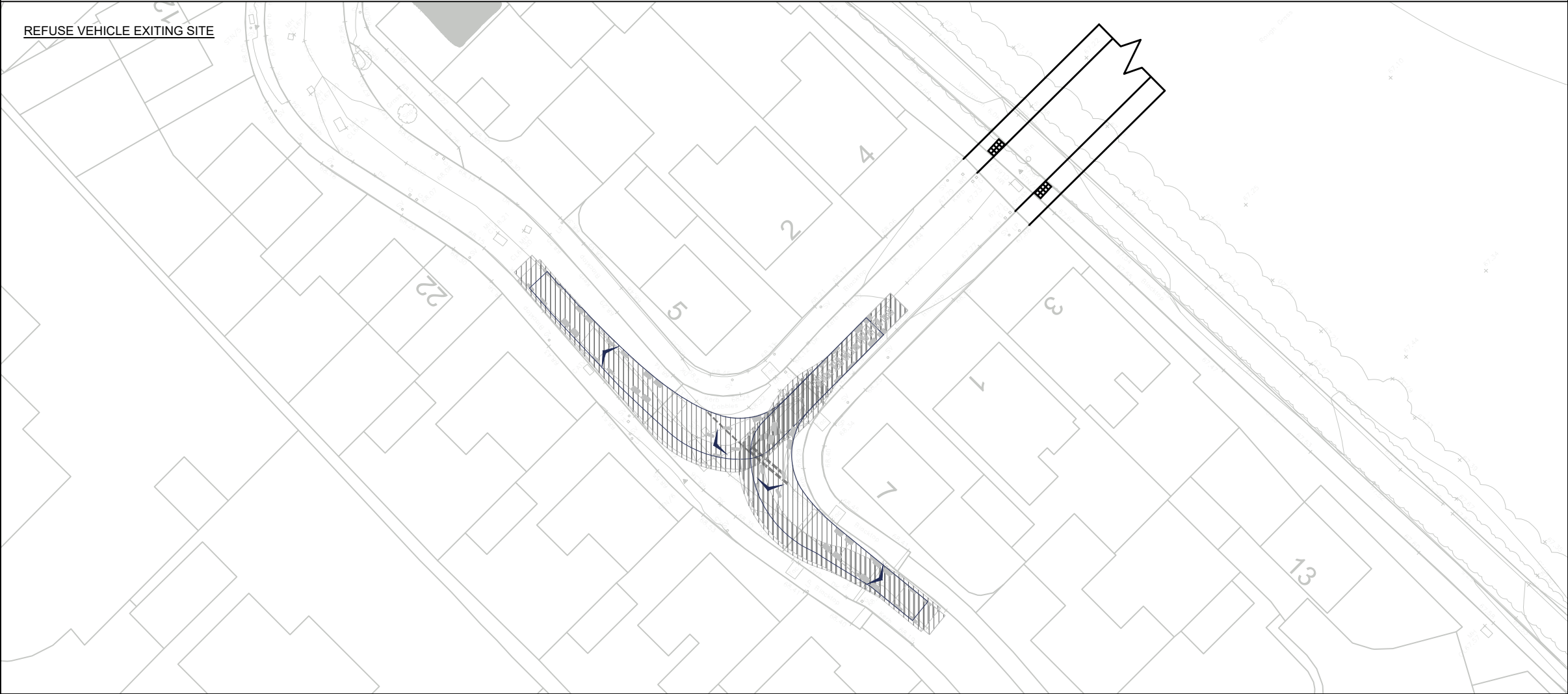
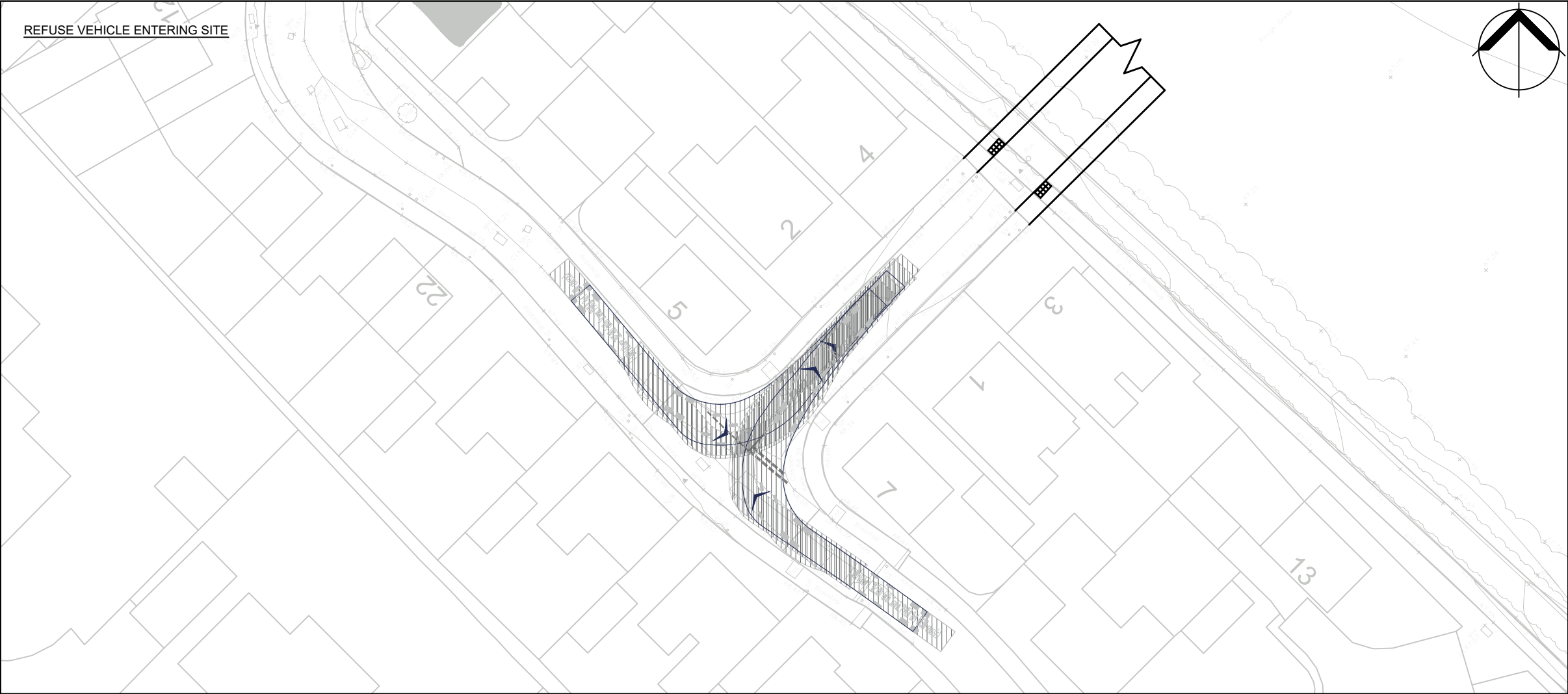
TITLE _____

PROPOSED ACCESS ARRANGEMENT

DRAWN BY AP	CHECKED BY RB	APPROVED BY RA
	06.02.2025	06.02.2025
SCALE @ A3 1 : 250	DATE 06.02.2025	
PROJECT NO. I000653	DRAWING NO. 01	REV. A

iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

A4. SWEPT PATH ANALYSIS

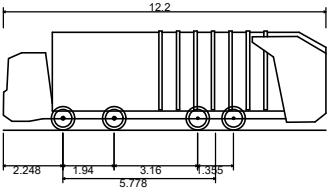


NOTES:

1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.

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VEHICLE PROFILE:



WM Vulture 3025(N) (with Scania P94GB 8x4 NB300 chassis)

Overall Length	12.200m
Overall Width	2.500m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.800m

ICENI PROJECTS LIMITED
DA VINCI HOUSE
44 SAFFRON HILL
LONDON
EC1N 8FH

T 020 3640 8508
mail@iceniprojects.com



CLIENT

GLADMAN DEVELOPMENTS LTD

PROJECT

LAND EAST OF PIRTON

TITLE

REFUSE VEHICLE SWEPT PATH ANALYSIS

DRAWN BY	CHECKED BY	APPROVED BY
AKC	RB	RA
	11.06.2025	11.06.2025

SCALE @ A3	DATE
1:500	11.06.2025

PROJECT NO.	DRAWING NO.	REV.
I000653	02	-

Iceni Projects accept no responsibility for any unauthorised amendments to this drawing. Only figured dimensions are to be worked to.

A5. STAGE 1 ROAD SAFETY AUDIT AND DESIGNERS RESPONSE



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT STAGE 1

PROPOSED HIGHWAY WORKS

IN ASSOCIATION WITH A RESIDENTIAL DEVELOPMENT

COOPERS ELMS, PIRTON, HERTFORDSHIRE

REPORT REF: BN/ICENI/25-125



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

**ROAD SAFETY AUDIT
STAGE 1**

PROPOSED HIGHWAYS WORKS

**IN ASSOCIATION WITH A
RESIDENTIAL DEVELOPMENT**

**COOPERS ELMS
PIRTON,
HERTFORDSHIRE**

REPORT REF: BN/ICENI/25-125

Client: Icen
Da Vinci House
44 Saffron Hill
London
EC1N 8FH

Report Prepared By:	Checked By:
	
Beth Newiss MSoRSA NH Cert Comp	Jason Bown MSoRSA

Job no	BN-ICENI-25-125	Issue no	1	Date	24 th June 2025
Prepared by	BN	Verified by	JB	Approved by	BN

PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	June 2025
Document reference and revision:	BN-ICENI-25-125
Prepared by:	Beth Newiss and Associates
Design Organisation:	Iceni Projects
Project Sponsor:	Gladman Developments Limited
Overseeing Organisation:	Hertfordshire County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN	JB	BN	23/06/2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	JB	BN	24/06/2025

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- A2 LOCATION PLAN

DISTRIBUTION:		
Iceni Projects	Ryan Broon	24/06/2025

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 1 Road Safety Audit carried out on the highway works proposed in association with a residential development located from Cooper Elms, Pirton, Hertfordshire. The audit was requested by Icen Projects on behalf of the Project Sponsor – Gladman Developments.

1.2 SCHEME INFORMATION

The proposals seek outline planning permission to provide a residential development of up to 130 dwellings.

1.3 SITE LOCATION

The proposed site is located to the east of the existing residential area and is currently an open green field, meaning that it generates no vehicle movements. The site will take access from Coopers Elms, which is a residential access road served from Drovers Way, which is the main road that serves the residential dwellings in this area.

Cooper Elms is a short section of carriageway providing access to six (6) residential properties. The carriageway aligns in an east-west direction. There are footways to both sides of the carriageway. Street Lighting is present. At the eastern edge of Coope Elms, where the carriageway terminates a footpath is present aligning in a north -southerly direction.

1.4 THE PROPOSED WORKS

It is proposed to introduce the following:

- Extension of the existing carriageway of Coopers Elm to the east.
- Introduction of an uncontrolled crossing linking the existing footpath across the newly extend carriageway.

1.5 ROAD SAFETY AUDIT

The Road Safety Audit was undertaken during June 2025 in accordance with the scheme drawing. The Road Safety Audit Brief and Audit Team approval was provided on the 11th June 2025 by Ryan Broom of the Design Organisation Icen, on behalf of the Local Highway Authority.

The Road Safety Audit comprised of an examination of the documents provided as detailed in **Appendix A1** alongside and a visit to site.

1.6 SITE VISIT

A visit to site was undertaken by the Audit Team together on the 20th June 2025 between 19:00 and 19:15. During the site visit the weather was warm, and dry. The road surface was dry. During the time of the visit the Audit Team noted no vehicles, one pedestrian was noted.

1.7 COLLISION DATA

The Audit Team were presented with collision data for the area within the Audit Brief, this information covered a wide area. This information noted that there have been no (0) collisions in the vicinity of the proposals in the last 5-year period to 2023.

1.8 SPEED DATA

The existing speed limits of the roads within the areas of highway works are:

Drovers Way – 30mph
Coopers Elms – 30mph.

1.9 EXISTING AND FORECASTED TRAFFIC FLOWS

The site is currently an open green field and does not produce any vehicle movements.

The traffic associated with the proposed residential use site can be found in the table below.

All Vehicles						
Use	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrival	Departure	Total	Arrival	Departure	Total
Trip Rate	0.176	0.402	0.578	0.344	0.161	0.505
Vehicle Trips	23	52	75	45	21	66

Overall, it is expected that there will be an increase in vehicle movements due to the proposed development, but the increase in trips is not considered to have a material impact on the existing highway network.

1.10 DEPARTURES FROM STANDARDS

The Audit Team have not been advised of any Departures from Standards.

1.11 DEPARTURES FROM GG119 STANDARD

The Road Safety Audit has been produced in accordance with GG119 – Road Safety Audit

1.12 AUDIT TEAM INFORMATION

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss	Jason Bown
MCIHT MSoRSA NH Cert Comp	MICHT MSoRSA
Beth Newiss and Associates Limited – Registered Office 19a Grange Hill, Coggeshall, Essex, CO6 1RE	
TEL: 07962349262	Email: bethnewissandassociates@gmail.com

Audit Team approval has been received from Hertfordshire County Council.

1.13 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included.

Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 The Audit Team are not aware of any Road Safety Audits having been completed on these proposals.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location: Throughout

Summary: **Insufficient drainage may result in water ponding and potential slip hazard for powered two wheelers resulting in loss of control and potential personal injury or damage only type incidents.**

No details have been provided in respect of surface water drainage within the vicinity of the proposals. It is therefore not possible to ascertain whether there will be any safety implications. Poor drainage/drainage located in unsuitable locations may result in the collection of surface water which could increase the risk of a slip hazard resulting in loss of control and potential personal injury or damage only incidents, particularly in inclement weather conditions.

RECOMMENDATION: It is recommended that drainage information is provided at detailed design.

3.2 JUNCTIONS

3.2.1 The Audit Team has no comments regarding 'JUNCTIONS' at this stage.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team has no comments regarding 'LOCAL ALIGNMENT' at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 The Audit Team has no comments regarding 'WALKING, CYCLING AND HORSE RIDING' at this stage.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.5.1 The Audit Team has no comments regarding 'SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS' at this stage.

4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with GG119.

Audit Team Leader

Beth Newiss and Associates Limited

Director

Beth Newiss MCIHT MSoRSA NH Cert Comp



Date: 23rd June 2025

Audit Team Member

Beth Newiss and Associates Limited

Consultant

Jason Bown MSoRSA



Date: 24th June 2025

4.2 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	
Signed:	
Organisation:	
Position:	Date:

4.3 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents Received:

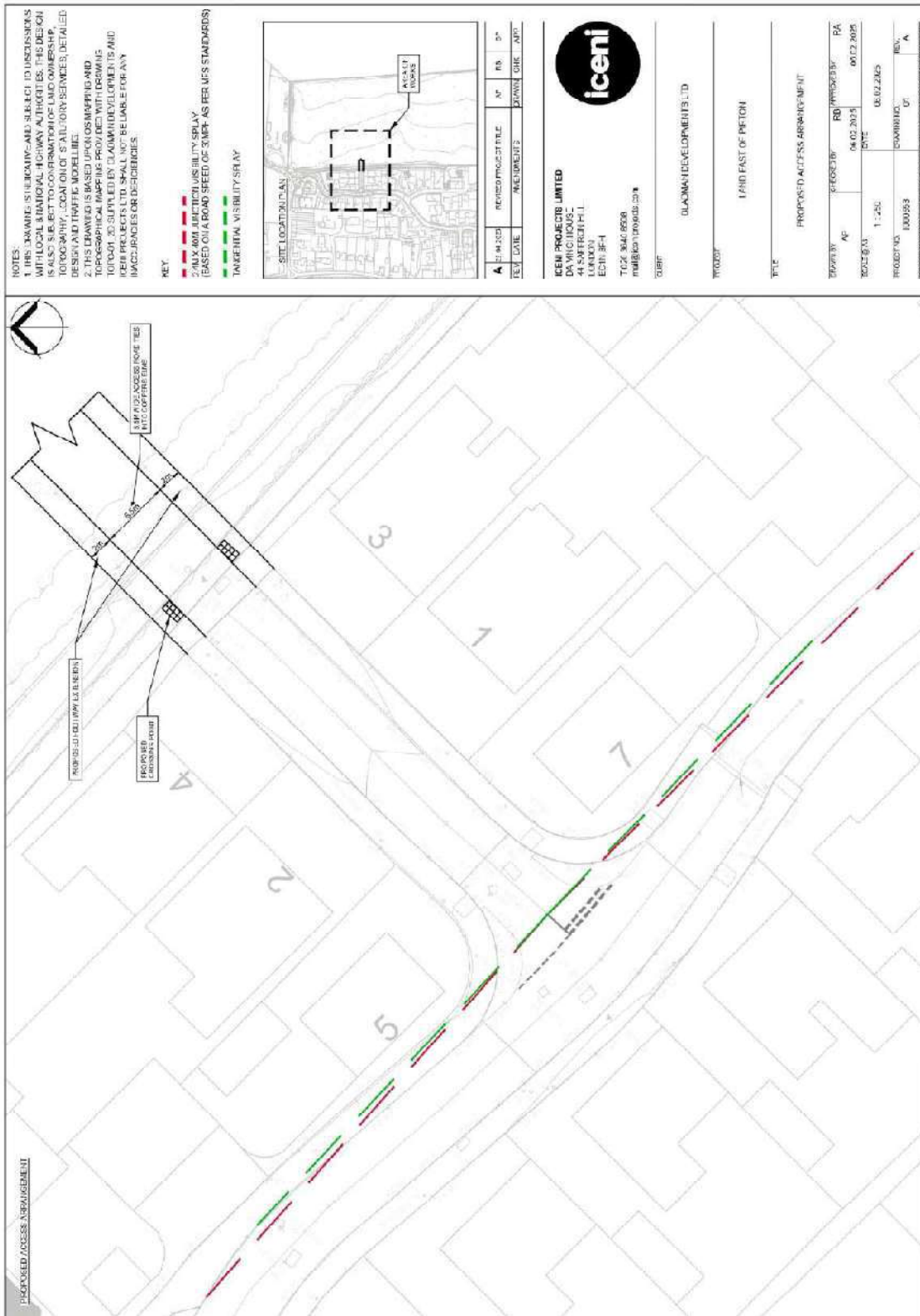
Audit Brief Received 11th June 2025

Drawings Received:

Drawings		
<i>Name</i>	<i>Title</i>	<i>Date</i>
I000653_01A	Proposed Access Arrangement	10.06.2025
I000653 02	Swept Path Analysis	11.06.2025

APPENDIX A2

LOCATION PLAN





STAGE 1 RSA RESPONSE

**Cooper Elms,
Pirton, Hertfordshire**

Table 1 Project details

Report title:	Stage 1 RSA Response
Date:	24.06.2025
Document reference and revision:	I000517
Prepared by:	Iceni Projects Ltd
On behalf of:	Gladman Developments Ltd

Table 2 Authorisation sheet

Project:	Coopers Elms, Pirton, Hertfordshire
Report title:	Stage 1 RSA Response
Prepared by:	Iceni Projects Ltd
Name:	Matthew Bacon
Position:	Senior Engineer
Signed:	M Bacon
Organisation:	Iceni Projects Ltd
Date:	24.06.2025
Approved by:	
Name:	Rob Amey
Position:	Director
Signed:	R Amey
Organisation:	Iceni Projects Ltd
Date:	25.06.2025

Introduction

This Stage One Safety Audit Designers Response is based on the proposals which form part of a forthcoming planning application at land to the east of Butts Lane, Stanford le Hope.

The exact description of development which is reflective of the supporting Transport Assessment is as follows:

Outline planning application with all matters reserved, except means of access, for the erection of up to 121 homes (Use Class C3) (including a mix of market and affordable dwellings), associated car parking, open space, hard and soft landscaping, biodiversity enhancements, boundary treatments, surface water drainage basins and associated works.

A Stage 1 Road Safety Audit has been completed for this site, with the report attached to this designer's response. This designer's response provides additional information/justification in regard to the design methods used, standards used or other aspects that were raised as part of the RSA.

Key personnel

Overseeing Organisation:	Hertfordshire County Council
RSA team:	Beth Newiss and Associates – Beth Newiss and Jason Bown
Design Organisation:	Iceni Projects Ltd – Rob Amey and Ryan Broom

Road safety audit decision log

RSA Problem Raised	RSA Recommendation	Design organisation response
Problem 3.1.1 Location: Throughout Summary: Insufficient drainage may result in water ponding and potential slip hazard for powered two wheelers resulting in loss of control and potential personal injury or damage only type incidents. No details have been provided in respect of surface water drainage within the vicinity of the proposals. It is therefore not possible to ascertain whether there will be any safety implications. Poor drainage/drainage located in unsuitable locations may result in the collection of surface water which could increase the risk of a slip hazard resulting in loss of control and potential personal injury or damage only incidents, particularly in inclement weather conditions.	It is recommended that drainage information is provided at detailed design.	Noted. Such details will be provided at the detailed design stage as suggested.

The Road Safety Audit and Designers Response will be reviewed by the overseeing organisations (Hertfordshire County Council) as part of the planning application submission.

A6. TRAFFIC SURVEY DATA



Innovative Data Solutions

Project Reference:

25361 - Pirton

UK	+44 (0)20 3883 7753
Ireland	+353 (0)44 931 8019
Belgium	+32 (0)334 606 35

Website: idaso.co
info@idasoltd.com

Survey Name: 25361 - Pirton
Date: Thu 08 May 2025





IDASO

Survey Name: 25361 - Pirton
Site: MCC 1
Location: Drovers Way/Holwell Road
Date: Thu 08-May-2025
AM Peak: 08:00 — 09:00 **PCU:** 195
PM Peak: 17:00 — 18:00 **PCU:** 165.3
15 Min Peak: 08:15 — 08:30 **PCU:** 56

Arm A - Holwell Road

Arm B - Drovers Way

Arm C - Holwell Road

	A => A									A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6		
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	2	0	0	0	8	8		
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	16	5	0	0	0	21	21		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	5	2	1	0	0	8	8.5		
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	14	4	1	0	0	19	19.5		
08:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	11	2	0	0	1	14	15		
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	0	0	42	8	2	0	1	53	55		
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	5	2	0	0	1	9	9.2		
09:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	6	1	0	0	0	7	7		
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6		
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	2	1	0	0	8	7.7		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	2	0	20	6	1	0	1	30	29.9		
3 TOT	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	2	0	78	19	3	0	2	104	105.9		

	A => A									A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
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16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	8	0	0	0	0	8	8		
16:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	13	0	2	0	0	15	16		
16:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	8	2	0	0	0	10	10		
H/TOT	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	0	11	11	0	0	45	7	2	0	1	55	57		
17:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	17	2	0	0	0	20	19.4		
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17:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	16	0	0	0	1	17	18		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	11	1	0	0	0	13	12.4	0	1	61	8	1	0	1	72	72.9		
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18:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	1	1	30	0	1	0	0	33	32.1		
3 TOT	0	0	1	0	0	0	0	1	1	0	1	29	3	0	0	0	33	32.4	1	2	136	15	4	0	2	160	162		

B => A									B => B									B => C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10
0	1	28	3	0	0	0	32	31.4	0	0	0	0	0	0	0	0	0	0	0	39	2	1	0	0	42	42.5

B => A									B => B									B => C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	1	15	1	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17

C => A								C => B								C => C										
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
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0	0	69	4	3	0	0	76	77.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	20	0	0	0	1	21	22	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	21	3	0	0	0	24	24	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	19	1	1	0	0	21	21.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	18	3	1	0	0	22	22.5	0	0	7	0	0	0	0	7	7	0	0	2	0	0	0	0	2	2
0	0	78	7	2	0	1	88	90	0	0	9	1	0	0	0	10	10	0	0	3	0	0	0	0	3	3
0	0	16	3	0	0	0	19	19	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	7	3	0	0	1	11	12	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	13	0	0	0	0	13	13	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	40	6	0	0	1	47	48	0	0	4	2	1	0	0	7	7.5	0	0	1	0	0	0	0	1	1
0	0	187	17	5	0	2	211	215.5	0	0	14	4	1	0	0	19	19.5	0	0	4	0	0	0	0	4	4

C => A									C => B									C => C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	10	1	0	0	0	11	11	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	11	1	0	0	0	12	12	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
0	0	10	3	0	0	0	13	13	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	0	14	1	0	0	0	15	15	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
0	0	45	6	0	0	0	51	51	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
0	0	12	3	0	0	0	15	15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
0	0	13	1	0	0	0	14	14	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	11	0	0	0	0	11	11	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
0	0	41	5	0	0	0	46	46	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
0	0	12	0	0	0	0	12	12	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1
0	0	5	0	0	0	0	5	5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
0	0	7	0	0	0	0	7	7	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
0	0	28	0	0	0	0	28	28	0	0	14	2	0	0	0	16	16	0	0	1	0	0	0	0	1	1
0	0	114	11	0	0	0	125	125	0	0	47	3	0	0	0	50	50	0	0	1	0	0	0	0	1	1



IDASO

Survey Name: 25361 - Pirton
Site: MCC 2
Location: Holwell Road/Royal Oak Lane/West Lane
Date: Thu 08-May-2025
AM Peak: 08:00 — 09:00 **PCU:** 188.5
PM Peak: 17:00 — 18:00 **PCU:** 161.9
15 Min Peak: 08:45 — 09:00 **PCU:** 53.5

Arm A - Holwell Road
 Arm B - Royal Oak Lane
 Arm C - West Lane

	A => A									A => B									A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
07:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	1	
07:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	4	1	0	0	0	5	5	
07:30	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	3	1	0	0	0	4	4	
07:45	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25	0	0	7	3	0	0	0	10	10	
08:00	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	0	0	3	0	1	0	0	4	4.5	
08:15	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	10	11	0	0	7	4	0	0	0	11	11	
08:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14	15	0	0	10	1	0	0	0	11	11	
08:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	11	0	0	0	0	11	11	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	3	2	0	1	38	40	0	0	31	5	1	0	0	37	37.5	
09:00	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	1	7	7.2	0	0	2	1	0	0	0	3	3	
09:15	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	2	1	0	0	0	3	3	
09:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	5	1	0	0	0	6	6	
09:45	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	6	5.7	0	0	3	1	0	0	0	4	4	
H/TOT	0	0	0	0	0	0	0	0	0	2	0	17	3	1	0	1	24	23.9	0	0	12	4	0	0	0	16	16	
3 TOT	0	0	0	0	0	0	0	0	0	2	0	71	9	3	0	2	87	88.9	0	0	50	12	1	0	0	63	63.5	

	A => A										A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
16:00	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	1	13	14	0	0	6	3	0	0	0	9	9			
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8			
16:30	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	5	0	1	0	0	6	6.5			
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	6	3	0	0	0	9	9			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	2	1	0	1	28	29.5	0	0	25	6	1	0	0	32	32.5			
17:00	0	0	0	0	0	0	0	0	0	0	1	8	1	0	0	0	10	9.4	0	0	9	2	0	0	0	11	11			
17:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	7	4	1	0	0	12	12.5			
17:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	13	2	0	0	0	15	15			
17:45	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	1	12	13	0	0	8	0	0	0	0	8	8			
H/TOT	0	0	0	0	0	0	0	0	0	0	1	32	1	0	0	1	35	35.4	0	0	37	8	1	0	0	46	46.5			
18:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	7	0	0	0	0	8	7.2			
18:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	1	0	0	2	2.5			
18:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	1	5	0	0	0	0	6	5.4			
18:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18	1	1	14	0	1	0	0	17	16.1			
3 TOT	0	0	0	0	0	0	0	0	0	0	1	74	3	1	0	2	81	82.9	1	1	76	14	3	0	0	95	95.1			

B ==> A									B ==> B									B ==> C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	31	1	2	0	0	34	35	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	12	0	0	0	1	13	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	16	0	1	0	0	17	17.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
0	0	45	2	1	0	1	49	50.5	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3
0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	3	1	0	0	1	5	6	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
0	0	26	4	1	0	1	32	33.5	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	9	7.4
0	0	102	7	4	0	2	115	119	0	0	1	0	0	0	0	1	1	2	0	12	1	0	0	0	15	13.4

B ==> A									B ==> B									B ==> C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1.4
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
0	0	13	2	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	44	4	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0	1	9	1	0	0	0	11	10.4
0	0	9	2	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
0	0	34	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2.4
0	0	34	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0	1	1	10	0	0	0	0	12	10.6
0	0	112	8	0	0	0	120	120	0	0	0	0	0	0	0	0	0	1	2	23	2	0	0	0	28	26



IDASO

Survey Name: 25361 - Pirton
Site: MCC 3
Location: Royal Oak Lane/Hambridge Way/High Street
Date: Thu 08-May-2025
AM Peak: 08:00 — 09:00 PCU: 161
PM Peak: 16:30 — 17:30 PCU: 160.5
15 Min Peak: 08:45 — 09:00 PCU: 44.5

Arm A - Royal Oak Lane
Arm B - Hambridge Way
Arm C - Walnut Tree Road
Arm D - High Street

A ==> A										A ==> B										A ==> C										A ==> D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	6	1	0	0	0	8	7.2	0	0	2	0	0	0	0	2	2		
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0			
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	2	0	0	0	0	2	2			
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	5	1	0	0	0	6	6			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	26	5	0	0	0	32	31.2	0	0	9	1	0	0	0	10	10		
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	4	2	0	0	0	6	6			
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	11	12	0	0	3	0	0	0	0	3	3			
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	0	0	9	0	0	0	1	10	11			
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	26	1	2	0	0	29	30	0	0	21	2	0	0	1	24	25			
09:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1			
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	7	8	0	0	2	0	0	0	0	2	2			
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	1	1	0	0	0	2	2			
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	2	1	1	0	0	4	4.5			
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	1	0	17	1	1	0	1	21	21.7	0	0	6	2	1	0	0	9	9.5			
3 TOT	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	2	0	69	7	3	0	1	82	82.9	0	0	36	5	1	0	1	43	44.5			

A ==> A										A ==> B										A ==> C										A ==> D									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	4	3	0	0	0	7	7			
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	1	1	2			
16:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	1	0	0	4	4.5	0	0	4	1	0	0	0	5	5			
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	15	0	1	0	0	16	16.5	0	0	9	4	0	0	1	14	15			
17:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	1	4	1	0	0	0	6	5.4	0	0	5	0	0	0	0	5	5			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3				
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	6	0	0	0	0	6	6	0	0	6	0	0	0	0	6	6				
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	9	0	1	0	0	10	10.5	0	0	3	0	0	0	0	1	4	5			
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	1	23	1	1	0	0	26	25.9	0	0	17	0	0	0	1	18	19			
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	5	0	0	0	0	5	5			
18:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	2	0	0	0	0	2	2			
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	2	0	0	0	0	2	2			
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3	2.4	0	0	2	0	0	0	0	2	2			
H/TOT	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	11	1	0	0	0	13	12.4	0	0	11	0	0	0	0	11	11			
3 TOT	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	2	49	2	2	0	0	55	54.8	0	0	37	4	0	0	2	43	44			

B ==> A										B ==> B										B ==> C										B ==> D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	2	0	0	0	0	0	2		2	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	2	0	0	0	0	0	2		2	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	2	2		2	0	0	0	0	0	0	0	0		0	0	4	0	0	0	0	0	4		4	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	0	1	0	0	0	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	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	1	1	0	0	2	2.5
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	1	0	0	0	0	0	1		1	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	1	1	0	0	0	0	2		2	0	0	0	1	1	0	0	2	2.5
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	2	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	0	0	0	0	
2	0	3	0	0	0	0	5	3.4		0	0	0	0	0	0	0	0	0		0	0	4	0	0	0	0	0	4		4	1	0	1	0	0	0	0	2	1.2
2	0	3	0	0	0	0	5	3.4		0	0	0	0	0	0	0	0	0		0	0	9	1	0	0	0	0	10		10	1	0	1	1	1	0	0	4	3.7

B ==> A										B ==> B										B ==> C										B ==> D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	0	1		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	1	2	0	0	0	3		3	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	1	0	0	0	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	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	1	0	2	2	0	0	0	5		4.2	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	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	0	1	1	0	0	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	0	0	0	0		0	0	0	1	0	0	0	0	1		1	3	0	0	0	0	0	0	3	0.6
0	0	1	0	0	0	0	1	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	0	2	0	0	0	0	2	2		2	0	0	0	0	0	0	0	0		0	0	0	2	1	0	0	0	3		3	3	0	0	0	0	0	0	3	0.6
0	0	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	2	0	0	0	0	0	0	2	0.4
0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	1	0	0	0	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	0	0	0		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
1	0	0	0	0	0	0	1	0.2		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0		0	6	0	0	0	0	0	0	6	1.2
1	0	1	0	0	0	0	2	1.2		0	0	0	0	0	0	0	0	0		0	0	0	1	0	0	0	0	1		1	8	0	0	0	0	0	0	8	1.6
1	0	3	0	0	0	0	4	3.2		0	0	0	0	0	0	0	0	0		0	1	0	5	3	0	0	0	9		8.2	11	0	0	0	0	0	0	11	2.2

C=>A								C=>B								C=>C								C=>D												
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	0	3	3
0	0	2	0	1	0	0	3	3.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
0	0	9	1	1	0	0	11	11.5	0	0	2	2	0	0	0	4	4	0	0	0	1	0	0	0	1	1	1	0	11	0	0	0	0	0	12	11.2
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
0	0	3	0	0	0	0	3	3	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5
0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	
0	0	6	0	1	0	0	7	7.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	
0	0	19	2	1	0	0	22	22.5	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	17	17.5
0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	
0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	
0	0	4	0	1	0	0	5	5.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	5.5	
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	1	1	4	0	0	0	6	4.6	
0	0	12	2	1	0	0	15	15.5	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	1	1	14	0	1	0	0	17	16.1	
0	0	40	5	3	0	0	48	49.5	0	0	7	2	1	0	0	10	10.5	0	0	1	1	0	0	0	2	2	2	2	1	41	0	2	0	0	46	44.8

C=>A								C=>B								C=>C								C=>D												
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	1	5	2	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	3	4	
0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	
0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	0	7	7	
0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	
0	1	37	6	0	0	0	44	43.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	4	0	0	1	24	25	
0	0	10	2	0	0	0	12	12	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	9	8.2
0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	
0	0	7	0	1	0	0	8	8.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2
0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	
0	0	29	2	1	0	0	32	32.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	2	0	30	1	0	0	0	33	31.4
1	0	17	1	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	0	8	7.2
0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	
0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	
0	1	10	1	0	0	0	12	11.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
1	1	40	3	0	0	0	45	43.6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	0	17	1	0	0	0	19	18.2
1	2	106	11	1	0	0	121	119.5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	3	0	66	6	0	0	1	76	74.6

D ==> A										D ==> B										D ==> C										D ==> D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	4	0	0	0	0	4	4		1	0	0	0	0	0	0	1	0.2		0	0	5	1	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	2	0	1	0	0	3	3.5		0	0	0	0	0	0	0	0	0		0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	4	4		0	0	0	0	0	0	0	0	0		0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	5	5		0	0	0	0	0	0	0	0	0		0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	15	0	1	0	0	16	16.5		1	0	0	0	0	0	0	1	0.2		0	0	23	1	0	0	0	24	24		0	0	0	0	0	0	0	0	0	
0	0	7	1	0	0	1	9	10		0	0	0	1	0	0	0	1	1		0	0	7	2	0	0	1	10	11		0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	3	3		0	0	0	0	0	0	0	0	0		0	0	4	0	0	0	0	4	4		0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	4	4		0	0	0	0	0	0	0	0	0		0	0	3	0	0	0	0	3	3		0	0	0	0	0	0	0	0	0	
0	0	15	0	0	0	0	15	15		0	0	0	0	0	0	0	0	0		0	0	5	0	0	0	0	5	5		0	0	0	0	0	0	0	0	0	
0	0	29	1	0	0	1	31	32		0	0	0	1	0	0	0	1	1		0	0	19	2	0	0	1	22	23		0	0	0	0	0	0	0	0	0	
0	0	9	1	0	0	0	10	10		0	0	0	0	0	0	0	0	0		0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	2	1	0	0	1	4	5		0	0	0	0	0	0	0	0	0		0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	3	1	1	0	0	5	5.5		0	0	1	0	0	0	0	1	1		0	0	8	0	0	0	0	8	8		0	0	0	0	0	0	0	0	0	
0	0	2	1	0	0	0	3	3		0	0	0	0	0	0	0	0	0		0	0	2	1	0	0	0	3	3		0	0	0	0	0	0	0	0	0	
0	0	16	4	1	0	1	22	23.5		0	0	1	0	0	0	0	1	1		0	0	22	1	0	0	0	23	23		0	0	0	0	0	0	0	0	0	
0	0	60	5	2	0	2	69	72		1	0	1	1	0	0	0	3	2.2		0	0	64	4	0	0	1	69	70		0	0	0	0	0	0	0	0	0	

D ==> A										D ==> B										D ==> C										D ==> D									
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
0	0	2	0	0	0	0	2	2		0	0	0	0	1	0	0	0	1	1		1	0	3	0	0	0	0	4	3.2		0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	5		0	0	0	0	0	0	0	0	0		0	0	2	0	1	0	0	3	3.5		0	0	0	0	0	0	0	0	0	
0	0	9	0	0	0	0	9	9		0	0	0	0	0	0	0	0	0		0	0	5	0	0	0	0	5	5		0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	1	1		1	0	1	0	0	0	0	2	1.2		1	0	4	0	0	0	0	5	4.2		0	0	0	0	0	0	0	0	0	
0	0	17	0	0	0	0	17	17		1	0	1	1	0	0	0	3	2.2		2	0	14	0	1	0	0	17	15.9		0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	4	4		0	0	0	0	0	0	0	0	0		0	1	3	2	0	0	0	6	5.2		0	0	0	0	0	0	0	0	0	
0	0	5	0	0	0	0	5	5		4	0	0	0	0	0	0	4	0.8		0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0	
0	0	4	0	0	0	0	4	4		0	0	0	0	0	0	0	0	0		0	0	1	0	0	0	0	1	1		0	0	0	0	0	0	0	0	0	
0	0	6	0	0	0	0	6	6		0	0	0	0	0	0	0	0	0		0	0	5	0	0	0	0	5	5		0	0	0	0	0	0	0	0	0	
0	0	19	0	0	0	0	19	19		4	0	0	0	0	0	0	4	0.8		1	0	15	2	0	0	0	18	17.2		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	4	0	0	0	0	4	4		0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0		0	0	1	0	0	0	0	1	1		0	0	2	0	0	0	0	2	2		0	0	0	0	0	0	0	0	0	
0	0	2	0	0	0	0	2	2		0	0	0	0	0	0	0	0	0		0	0	3	1	0	0	0	4	4		0	0	0	1	0	0	0	1	1	
0	0	1	0	0	0	0	1	1		1	0	0	0	0	0	0	0	0		0	0	1	0	0	0	0	1	1		0	0	0	0	0	0	0	0	0	
0	0	3	0	0	0	0	3	3		0	0	1	0	0	0	0	1	1		0	0	10	1	0	0	0	11	11		0	0	0	1	0	0	0	1	1	
0	0	39	0	0	0	0	39	39		5	0	2	1	0	0	0	8	4		3	0	39	3	1	0	0	46	44.1		0	0	0	1	0	0	0	1	1	



IDASO

Survey Name: 25361 - Pirton
Site: MCC 4
Location: Walnut Tree Road/Hitchin Road
Date: Thu 08-May-2025
AM Peak: 07:45 — 08:45 **PCU:** 294.7
PM Peak: 16:15 — 17:15 **PCU:** 351.3
15 Min Peak: 17:00 — 17:15 **PCU:** 95.9

Arm A - Walnut Tree Road
 Arm B - Hitchin Road
 Arm C - Hitchin Road

	A => A									A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
07:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	1	0	0	0	0	1	1		
07:15	0	0	0	1	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0		
07:30	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18	0	0	1	0	0	0	0	1	1		
07:45	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	2	0	0	0	0	2	2		
H/TOT	0	0	0	1	0	0	0	1	1	0	0	52	3	0	0	0	55	55	0	0	4	0	0	0	0	4	4		
08:00	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	1	14	15	0	0	2	1	0	0	0	3	3		
08:15	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	1	0	0	0	0	1	1		
08:30	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	2	0	0	0	0	2	2		
08:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	41	3	1	0	1	46	47.5	0	0	5	1	0	0	0	6	6		
09:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	2	0	0	0	0	2	2		
09:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	1	1	2		
09:30	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0		
09:45	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	1	0	0	0	0	0	0	1	0.2		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	44	2	1	0	0	47	47.5	1	0	2	0	0	0	1	4	4.2		
3 TOT	0	0	0	1	0	0	0	1	1	0	0	137	8	2	0	1	148	150	1	0	11	1	0	0	1	14	14.2		

	A => A										A => B										A => C									
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU			
16:00	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	2	1	0	0	0	3	3			
16:15	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	0	0	2	0	0	0	0	2	2			
16:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1			
16:45	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	1	0	25	1	1	0	0	28	27.7	0	0	5	1	0	0	0	6	6			
17:00	0	0	0	0	0	0	0	0	0	0	1	8	2	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0			
17:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	1	0	0	0	1	1			
17:30	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0			
17:45	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0			
H/TOT	0	0	0	0	0	0	0	0	0	0	1	39	2	1	0	0	43	42.9	0	0	0	1	0	0	0	1	1			
18:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1			
18:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	1	0	0	0	0	1	1			
18:30	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0			
18:45	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	4	3.4	0	0	1	0	0	0	0	1	1			
H/TOT	0	0	0	0	0	0	0	0	0	0	1	22	2	0	0	0	25	24.4	0	0	3	0	0	0	0	3	3			
3 TOT	0	0	0	0	0	0	0	0	0	1	2	86	5	2	0	0	96	95	0	0	8	2	0	0	0	10	10			

B ==> A									B ==> B									B ==> C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	0	5	5
0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8
0	0	3	1	1	0	0	5	5.5	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7
0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5
0	0	11	3	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0	0	0	22	5	1	0	0	28	28.5
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15
0	0	9	0	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	11	0	2	0	0	13	14
0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	17
0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	17	1	0	0	0	18	18
0	0	32	2	1	0	0	35	35.5	0	0	0	0	0	0	0	0	0	0	0	54	7	2	0	0	63	64
0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	9	0	1	0	0	10	10.5
0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9	10.3
0	0	7	4	2	0	0	13	14	0	0	0	0	0	0	0	0	0	1	0	13	1	1	0	0	16	15.7
0	1	6	0	0	0	0	7	6.4	0	0	0	0	0	0	0	0	0	0	0	8	0	2	0	0	10	11
0	1	22	5	2	0	0	30	30.4	0	0	0	0	0	0	0	0	0	1	0	38	1	4	1	0	45	47.5
0	1	65	10	4	0	0	80	81.4	0	0	0	0	0	0	0	0	0	1	0	114	13	7	1	0	136	140

B ==> A									B ==> B									B ==> C								
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	1	9	2	0	0	1	13	13.4	0	0	0	0	0	0	0	0	0	0	0	37	2	2	1	0	42	44.3
1	0	19	1	0	0	0	21	20.2	0	0	0	0	0	0	0	0	0	1	0	35	6	0	0	0	42	41.2
0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	29	11	0	0	0	40	40
0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	42	3	1	0	0	46	46.5
1	1	59	8	0	0	1	70	69.6	0	0	0	0	0	0	0	0	0	1	0	143	22	3	1	0	170	172
0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	44	7	1	0	0	52	52.5
0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	1	34	2	0	0	0	37	36.4
0	0	16	0	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0	0	1	43	2	0	0	0	46	45.4
0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	3	0	34	1	0	0	0	38	35.6
0	0	62	2	1	0	0	65	65.5	0	0	0	0	0	0	0	0	0	3	2	155	12	1	0	0	173	169.9
1	0	22	2	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	1	0	36	3	0	0	0	40	39.2
0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	27	1	1	0	0	29	29.5
0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25
0	1	14	1	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19
1	1	58	5	0	0	0	65	63.6	0	0	0	0	0	0	0	0	0	1	0	106	5	1	0	0	113	112.7
2	2	179	15	1	0	1	200	198.7	0	0	0	0	0	0	0	0	0	5	2	404	39	5	1	0	456	454.6



IDASO

Survey Name: 25361 - Pirton
Site: MCC 5
Location: Hitchin Road/Pirton Road/Carters Lane/Hexton Road
Date: Thu 08-May-2025
AM Peak: 07:15 — 08:15 **PCU:** 957
PM Peak: 16:15 — 17:15 **PCU:** 1172
15 Min Peak: 16:45 — 17:00 **PCU:** 308.4

Arm A - Hitchin Road
Arm B - Pirton Road
Arm C - Carters Lane
Arm D - Hexton Road

TIME	A => A									A => B									A => C									A => D									
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	0	28	28	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	1	13	2	0	0	0	16	15.4	0	0	1	0	0	0	0	0	1	
07:30	0	0	0	0	0	0	0	0	0	0	1	22	3	0	0	0	26	25.4	0	0	20	0	0	0	0	20	20	0	0	0	1	0	0	0	1	1	
07:45	0	0	0	0	0	0	0	0	0	0	1	20	5	2	0	0	28	28.4	0	0	20	0	0	0	0	20	20	0	0	1	1	0	0	0	2	2	
H/TOT	0	0	0	0	0	0	0	0	0	0	2	79	14	2	0	0	97	96.8	0	1	61	4	0	0	0	66	65.4	0	0	2	2	0	0	0	4	4	
08:00	0	0	0	0	0	0	0	0	0	0	0	31	4	0	0	1	36	37	0	0	23	2	0	0	0	25	25	0	0	1	0	0	0	0	1	1	
08:15	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	0	24	0	0	0	0	24	24	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	16	0	1	0	0	17	17.5	0	0	26	1	0	0	0	27	27	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	15	1	1	0	0	17	17.5	0	0	1	0	0	0	0	1	1	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	76	5	1	0	1	83	84.5	0	0	88	4	1	0	0	93	93.5	0	0	2	0	0	0	0	2	2	
09:00	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	0	24	24	0	0	12	1	0	0	0	13	13	0	0	0	0	1	0	0	1	1	
09:30	0	0	0	0	0	0	0	0	0	0	0	19	2	2	0	0	23	24	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	22	3	2	0	0	27	28	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	83	6	4	0	0	93	95	0	0	41	5	0	0	0	46	46	0	0	0	0	1	0	0	1	1	
3 TOT	0	0	0	0	0	0	0	0	0	0	2	238	25	7	0	1	273	276.3	0	1	190	13	1	0	0	205	204.9	0	0	4	2	1	0	0	7	7	

TIME	A => A									A => B									A => C									A => D								
	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	
16:00	0	0	0	0	0	0	0	0	0	0	0	14	4	1	0	0	19	19.5	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	18	0	1	0	0	19	19.5	0	0	4	0	0	0	0	4	4	0	0	0	1	0	0	0	1	
16:30	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	65	5	3	0	0	73	74.5	0	0	18	2	0	0	0	20	20	0	0	0	1	0	0	0	1	
17:00	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21	0	0	3	0	0	0	0	3	3	0	1	0	0	0	0	0	1	
17:15	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	2	1	1	0	0	4	4.5	0	0	1	0	0	0	0	1	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	74	2	0	0	0	76	76	0	0	14	1	1	0	0	16	16.5	0	1	1	0	0	0	0	2	
18:00	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	16	16	0	1	4	0	0	0	0	5	4.4	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	21	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	
18:45	0	0	0	0	0	0	0	0	0	0	1	15	0	1	0	0	17	16.9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	
H/TOT	0	0	0	0	0	0	0	0	0	0	1	68	1	1	0	0	71	70.9	0	1	11	0	0	0	0	12	11.4	0	0	1	0	0	0	0	1	
3 TOT	0	0	0	0	0	0	0	0	0	0	1	207	8	4	0	0	220	221.4	0	1	43	3	1	0	0	48	47.9	0	1	2	1	0	0	0	4	

B => A									B => B									B => C									B => D									
PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	2	70	18	3	0	0	93	93.3
1	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	63	20	3	1	0	88	90	
1	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	10	4	0	0	82	84	
2	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	59	22	4	2	0	87	91.6
4	0	0	19	5	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	2	260	70	14	3	0	350	358.9
1	0	0	17	0	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	54	8	2	0	0	64	65
0	0	0	15	0	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4	0	0	41	9	2	0	0	52	53
0	0	0	17	5	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	36	16	4	1	0	57	60.3
1	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	34	10	1	0	0	45	45.5
2	0	0	66	5	2	0	0	73	74	0	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	10	11.5	0	0	165	43	9	1	0	218	223.8
0	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	31	7	2	0	0	40	41
1.5	0	0	13	0	0	1	0	14	15.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	6	0	0	0	45	45	
0	1	0	13	3	2	0	0	19	19.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	7	9	2	0	55	62.1	
0	0	1	12	1	1	0	0	15	14.9	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	33	13	6	2	0	54	59.6
1.5	1	1	46	4	4	1	0	57	58.9	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	140	33	17	4	0	194	207.7
7.5	1	1	131	14	7	1	0	155	158.4	0	0	0	0	0	0	0	0	0	0	0	12	1	4	0	0	17	19	1	2	565	146	40	8	0	762	790.4

B => A									B => B									B => C									B => D									
PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
0	1	0	37	2	1	0	1	42	42.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	62	25	5	2	0	94	99.1
1	0	0	29	6	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	95	22	1	0	0	118	118.5
0	0	0	22	7	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	1	84	13	4	0	0	102	103.4
0	0	0	36	2	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	87	14	5	0	0	107	108.9
1	1	0	124	17	1	0	1	144	144.7	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	0	2	328	74	15	2	0	421	429.9
0.4	0	0	28	5	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	80	22	3	0	0	105	106.5
0	0	1	36	2	0	0	0	39	38.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	10	3	0	0	106	107.5
0	0	1	35	2	1	0	0	39	38.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	19	6	0	0	113	116
1	2	0	31	1	0	0	0	34	32.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75	19	1	0	0	95	95.5
1.4	2	2	130	10	2	0	0	146	144.2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	336	70	13	0	0	419	425.5
0	0	0	34	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	77	10	1	0	0	91	89.7
0	0	0	20	2	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	68	8	0	0	0	77	76.4
1	0	1	29	1	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	8	1	0	0	66	66.5
0	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	42	7	1	0	0	51	50.9
1	0	1	104	7	0	0	0	112	111.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	5	244	33	3	0	0	285	283.5
3.4	3	3	358	34	3	0	1	402	400.3	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	7	908	177	31	2	0	1125	1138.9

C => A								C => B								C => C								C => D													
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
0	0	2	2	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2		
0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
0	0	5	1	0	0	0	6	6	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
0	0	14	3	1	0	0	18	18.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	
0	0	5	2	0	0	0	7	7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2		
0	0	6	0	1	0	0	7	7.5	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2		
0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	20	3	1	0	0	24	24.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	
0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	
0	0	2	1	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	2.8	
0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	
0	0	15	1	1	0	0	17	17.5	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	2	3	3	1	0	0	9	8.3
0	0	49	7	3	0	0	59	60.5	0	0	8	2	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0	0	0	0	2	9	6	1	0	0	18	17.3

C => A							C => B							C => C							C => D																
P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU		
0	1	15	0	0	1	0	17	17.7	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1	0	9	10.3		
0	0	23	4	0	0	0	27	27	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	5	0	0	0	15	15		
0	0	18	3	0	0	0	21	21	0	0	8	1	1	0	0	10	10.5	0	0	0	0	0	0	0	0	0	0	0	1	10	1	0	0	0	12	11.4	
0	0	27	4	0	0	0	31	31	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	0	8	8.5	
0	1	83	11	0	1	0	96	96.7	0	0	32	6	2	0	0	40	41	0	0	0	0	0	0	0	0	0	0	0	1	34	7	1	1	0	44	45.2	
0	0	29	5	0	0	0	34	34	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	
0	1	15	1	0	0	0	17	16.4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	
0	0	25	0	0	0	0	25	25	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	
0	0	19	1	0	0	0	20	20	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	6	6	
0	1	88	7	0	0	0	96	95.4	0	0	29	3	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	11	6	0	0	0	17	17
0	0	14	3	0	0	0	17	17	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	
0	0	14	1	1	0	0	16	16.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	
0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	
0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	2.4	
0	0	42	6	1	0	0	49	49.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	2	0	7	3	0	0	0	12	10.4
0	2	213	24	1	1	0	241	241.6	0	0	64	9	2	0	0	75	76	0	0	0	0	0	0	0	0	0	0	0	2	1	52	16	1	1	0	73	72.6

[illegible]



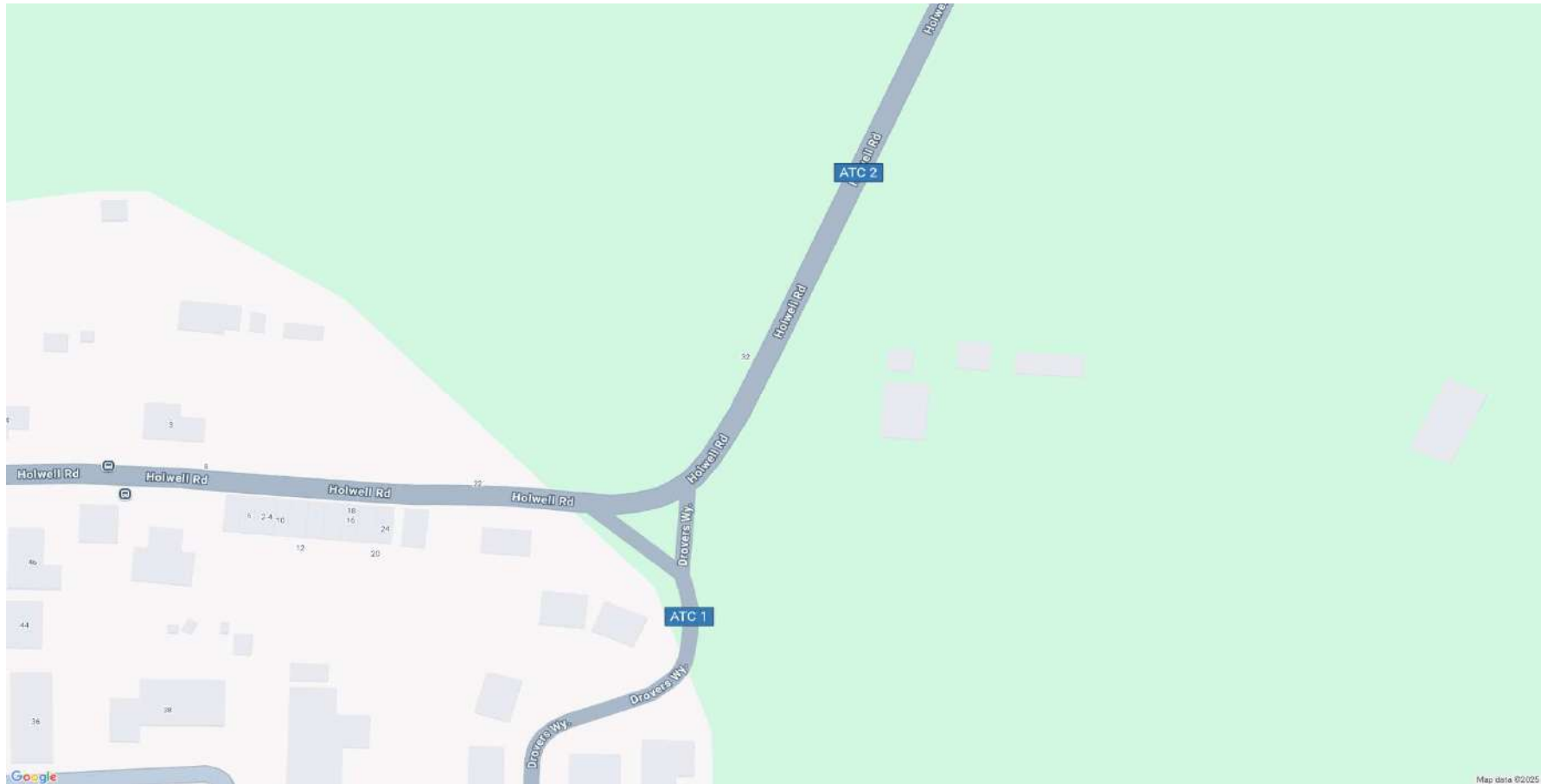
Project Reference:

25361 - Pirton ATC

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Belgium	+32 (0)334 606 35

Website: idaso.co
info@idasoltd.com

Survey Name: 25361 - Pirton ATC
Date: Thu 08 May 2025 — Wed 14 May 2025



IDASO

Survey Name: 25361 - Pirton ATC
Site: ATC 1
Location: Drovers Way
Date: Thu 08-May-2025

IDASO

Survey Name: 25361 - Pirton ATC
Site: ATC 1
Location: Drovers Way
Date: Fri 09-May-2025

[illegible]

IDASO

Survey Name: 25361 - Pirton AT
Site: ATC 1
Location: Drivers Way
Date: Sat 10-May-2025

Northbound (A → B)										Southbound (B → A)										
TIME	M/C	CAR	LHD	OVV1	OVV2	PSV	TOT	PCU	(Mean Speed)	(85% Spd)	M/C	CAR	LHD	OVV1	OVV2	PSV	TOT	PCU	(Mean Speed)	(85% Spd)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	1	0	0	1	1	17.6	17.6
00:05	1	1	0	0	0	0	1	1	15.4	15.4	1	1	0	0	0	0	1	1	16.5	16.0
00:10	1	0	0	0	0	0	1	1	15.0	15.0	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	2	0	0	0	0	2	2	15.2	15.2	0	2	0	0	0	0	2	2	16.8	16.9
00:20	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:25	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:35	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:40	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:50	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:55	0	0	0	1	0	0	1	1.5	14.4	14.4	0	0	0	0	0	0	0	0	0.0	0.0
01:00	0	1	0	0	0	0	1	1	14.9	14.9	0	0	0	0	0	0	0	0	0.0	0.0
01:05	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	2	2.5	14.6	14.6	0	0	0	0	0	0	0	0	0.0	0.0
01:10	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:20	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:25	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:35	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:40	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:50	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:55	0	0	0	1	0	0	1	1.5	14.4	14.4	0	0	0	0	0	0	0	0	0.0	0.0
02:00	0	1	0	0	0	0	2	2.5	14.9	14.9	0	0	0	0	0	0	0	0	0.0	0.0
02:05	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:10	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:20	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:25	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:35	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:40	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:50	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:55	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:00	0	1	0	0	0	0	1	1	14.9	14.9	0	0	0	0	0	0	0	0	0.0	0.0
03:05	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:10	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:20	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:25	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:35	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:40	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:50	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:55	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:05	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:10	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:20	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:25	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:35	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:40	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:50	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:55	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:05	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:10	0	0	0	1	0	0	1	1.5	14.4	14.4	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	1	0	0	0	0	1	1	14.9	14.9	0	0	0	0	0	0	0	0	0.0	0.0
05:20	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
05:25	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	1	0	0	0	0	2	2.5	14.6	14.6	0	0	0	0	0	0	0	0	0.0	0.0

IDASO

Survey Name: 25361 - Pirton ATC
Site: ATC 1
Location: Drovers Way
Date: Sun 11-May-2025

Time	Northbound (A → B)										Southbound (B → A)										Main Speed (MPH)	
	M/C	CAR	LGV	ODV1	ODV2	PSV	TOT	PCU	(MPH)	(MPH)	M/C	CAR	LGV	ODV1	ODV2	PSV	TOT	PCU	(MPH)	(MPH)		
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	1	18.2	18.2		
00:30	0	1	0	0	0	0	0	0	15.4	15.4	0	0	0	0	0	0	1	1	21.6	21.6		
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	1	0	0	0	0	1	1	15.6	15.6	1	1	0	0	0	0	2	14	19.9	20.1		
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	0	14.8	14.8		
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	0	14.8	14.8		
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
05:15	0	1	0	0	0	0	1	1	12.7	12.7	0	0	0	0	0	0	0	0	0.0	0.0		
05:30	0	1	0	0	0	0	1	1	12.7	12.7	0	0	0	0	0	0	0	0	0.0	0.0		
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	2	0	0	0	0	2	2	13	13	0	0	0	0	0	0	0	0	0.0	0.0		
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
06:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
06:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
07:00	0	0	1	0	0	0	1	1	16.5	16.5	0	0	0	0	0	0	0	0	0.0	0.0		
07:15	0	1	0	0	0	0	1	1	15.3	15.3	0	0	0	0	0	0	0	0	0.0	0.0		
07:30	0	1	0	0	0	0	1	1	14.1	14.1	0	0	0	0	0	0	0	0	0.0	0.0		
07:45	0	1	0	0	0	0	1	1	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	2	1	0	0	0	3	3	15.3	15.8	0	0	0	0	0	0	0	0	0.0	0.0		
08:00	0	1	0	0	0	0	1	1	14.7	14.7	0	0	0	0	0	0	0	0	0.0	0.0		
08:15	0	1	0	0	0	0	1	1	18.8	18.8	0	0	0	0	0	0	0	0	0.0	0.0		
08:30	0	3	0	0	0	0	3	3	14.1	15.0	0	1	1	0	0	0	2	2	15.4	15.4		
08:45	0	3	0	0	0	0	3	3	14.1	15.0	0	1	1	0	0	0	2	2	12.6	13.0		
N/TOT	0	10	2	0	0	0	12	12	15.1	17.7	0	3	1	0	0	0	4	4	14	16.6		
09:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
09:15	0	1	0	1	0	0	3	3	13.8	14.2	0	0	0	0	0	0	0	0	0.0	0.0		
09:30	0	3	1	0	0	0	4	4	15.4	17.2	0	0	0	0	0	0	0	0	0.0	0.0		
09:45	0	7	1	0	0	0	8	8	15.1	17.2	0	2	0	0	0	0	2	2	15.8	16.1		
N/TOT	0	14	2	0	0	0	16	16	14.9	17.6	0	4	1	0	0	0	5	5	14.1	14.4		
10:00	0	4	0	4	0	0	8	8	13.9	14.6	0	0	2	2	0	0	3	3	13.0	13.0		
10:15	0	8	0	0	0	0	8	8	14.0	17.6	0	4	0	0	0	0	4	4	13.0	15.8		
10:30	0	1	0	0	0	0	1	1	12.7	12.7	0	0	0	0	0	0	1	1	14.8	14.8		
10:45	0	3	0	2	0	0	5	5	14.4	14.4	0	3	3	0	0	0	3	3	16.0	16.0		
N/TOT	0	15	0	0	0	0	15	15	13.7	15.5	0	9	1	0	0	0	10	10	14.4	17.4		
11:00	1	2	0	0	0	0	3	24	18.4	18.7	0	4	0	0	0	0	4	4	16.8	18.8		
11:15	0	3	2	0	0	0	5	5	15.4	17.1	0	0	0	0	0	0	5	5	14.1	13.4		
11:30	0	2	0	2	0	0	4	14	14.4	15.0	0	4	0	0	0	0	5	5	14.1	13.4		
11:45	0	4	0	0	0	0	4	4	14.7	15.7	0	3	0	0	0	0	3	3	14.4	15.2		
N/TOT	1	11	2	0	0	0	14	134	15.7	18.1	0	11	1	0	0	0	12	12	14.8	18.8		
12:00	0	5	0	0	0	0	5	5	16.6	17.3	0	3	2	0	0	0	5	5	14.2	15.1		
12:15	0	2	2	0	4	0	4	4	17.2	17.3	0	2	0	0	0	0	3	3	15.8	16.0		
12:30	0	3	1	0	0	0	4	4	13.3	15.0	0	3	0	0	0	0	3	3	14.6	15.5		
12:45	0	2	0	0	0	0	2	2	15.2	15.3	0	2	1	0	0	0	3	3	13.1	13.5		
N/TOT	0	12	0	0	4	0	16	154	16.4	17.6	0	10	2	0	0	0	16	16	15.0	16.6		
13:00	0	1	1	0	0	0	2	2	15.5	15.5	0	2	0	0	0	0	2	2	13.9	13.9		
13:15	0	1	1	0	0	0	2	2	16.3	16.4	0	2	0	0	0	0	2	2	16.0	16.2		
13:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	1	1	16.4	16.4		
13:45	0	2	0	2	0	0	4	12	13.4	14.1	0	1	1	0	0	0	2	2	14.8	14.8		
N/TOT	0	4	2	0	0	0	6	6	15	17.6	0	5	2	0	0	0	7	7	15.1	17.4		
14:00	0	4	0	0	0	0	4	4	16.6	18.8	0	6	0	0	0	0	6	6	15.6	19.7		
14:15	0	1	0	0	0	0	1	1	13.9	13.9	0	0	0	0	0	0	1	1	16.0	16.0		
14:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
14:45	0	2	0	0	0	0	2	2	14.1	14.2	0	3	1	0	0	0	4	4	13.9	14.9		
N/TOT	0	7	0	0	0	0	7	7	15.5	19.9	1	12	2	0	0	0	15	144	15.1	19.4		
15:00	0	3	0	4	0	0	4	4	14.0	14.9	0	4	1	0	0	0	5	5	15.8	15.8		
15:15	0	4	0	0	0	0	4	4	16.0	16.9	0	4	0	0	0	0	5	5	14.5	17.5		
15:30	0	3	0	0	0	0	3	3	12.0	13.0	0	3	1	0	0	0	4	4	14.8	15.4		
15:45	0	1	1	0	0	0	2	2	14.1	14.2	0	1	0	0	0	0	1	1	14.3	14.3		
N/TOT	0	10	0	4	0	0	13	14.2	16.2	17.3	0	17	3	0	0	0	17	13	16.7	17.7		
16:00	0	1	1	0	0	0	2	2	15.6	15.6	0	3	0	0	0	0	3	3	16.0	16.3		
16:15	0	5	0	0	0	0	5	5	16.1	17.4	1	3	0	0	0	0	4	34	15.6	16.2		
16:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
16:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
N/TOT	0	8	1	0	0	0	9	9	15.8	18.4	1	9	0									



IDASO

Survey Name: 25361- Pirton ATC
Site: ATC 1
Location: Drovers Way
Date: Mon 12-May-2025

TIME	Northbound (A >= B)										Southbound (B >= A)										Mean Speed 85% Speed	
	H/C	CAR	LOV	OGV1	OGV2	PSV	TOT	PCU	(MPH)	(MPH)	H/C	CAR	LOV	OGV1	OGV2	PSV	TOT	PCU	(MPH)	(MPH)		
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0		
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0		
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0		
05:15	0	2	0	0	0	0	2	2	18.2	18.5	0	0	0	0	0	0	0	0	0.0	0.0		
05:30	0	1	0	0	0	0	1	1	15.1	15.1	0	0	0	0	0	0	0	0	0.0	0.0		
05:45	0	1	0	0	0	0	1	1	13.2	13.2	0	0	0	0	0	0	0	0	0.0	0.0		
H/TOT	0	4	0	0	0	0	4	4	16.2	17.1	0	0	0	0	0	0	0	0	0	0		
06:00	0	0	1	0	0	0	1	1	20.0	20.0	0	0	0	0	0	0	0	0	0.0	0.0		
06:15	0	3	1	0	0	0	4	4	14.6	16.2	0	1	0	0	0	1	1	18.3	18.3			
06:30	0	1	1	0	0	0	2	2	14.3	14.5	0	0	0	0	0	0	0	0.0	0.0			
06:45	0	2	0	0	0	0	2	2	16.3	16.4	0	0	0	0	0	0	0	0.0	0.0			
H/TOT	0	6	3	0	0	0	9	9	15.5	19.5	0	1	0	0	0	2	2	18.3	18.3			
07:00	0	5	0	0	0	0	5	5	15.3	16.4	0	0	1	0	0	0	1	1	15.8	15.8		
07:15	0	5	2	0	0	0	7	7	16.9	19.0	0	1	1	0	0	0	2	2	16.7	17.1		
07:30	0	3	0	0	0	0	3	3	14.9	15.8	0	0	1	0	0	0	1	1	11.9	11.9		
07:45	0	11	1	0	0	0	13	13	13.5	15.9	0	3	1	0	0	0	5	5	13.2	15.4		
H/TOT	0	24	3	1	0	0	28	28	28.5	15.8	0	4	4	1	0	0	9	9	14.1	18.3		
08:00	0	6	7	0	0	0	13	13	15.9	19.2	0	5	0	0	0	0	5	5	16.4	17.4		
08:15	0	6	1	0	0	0	7	7	16.0	18.7	0	1	0	0	0	0	1	1	16.4	18.15		
08:30	0	6	2	0	0	0	8	8	15.2	18.1	0	0	0	0	0	0	1	1	18.8	18.8		
08:45	0	3	2	0	0	0	5	5	16.0	18.2	0	7	2	0	0	0	9	9	15.5	18.1		
H/TOT	0	21	12	0	0	0	33	33	15.8	19.1	0	13	2	1	0	0	16	16	16.5	16		
09:00	0	4	0	0	0	0	4	4	15.7	16.4	0	4	0	0	0	0	4	4	13.3	14.4		
09:15	0	1	0	0	0	0	1	1	14.8	14.8	0	0	0	0	0	0	0	0	0.0	0.0		
09:30	0	2	0	0	0	0	2	2	18.6	18.6	0	2	0	0	0	0	2	2	14.0	14.0		
09:45	0	6	1	0	0	0	7	7	15.9	18.4	0	1	0	0	0	0	2	2	14.8	14.9		
H/TOT	0	13	1	0	0	0	14	14	15.9	18.7	0	7	1	0	0	0	8	8	13.8	15.9		
10:00	0	2	0	0	0	0	2	2	13.4	13.5	0	1	0	0	0	0	1	1	14.8	14.8		
10:15	0	2	0	0	0	0	2	2	13.2	13.5	0	4	0	0	0	0	4	4	14.9	15.9		
10:30	0	2	0	0	0	0	2	2	15.3	15.5	0	1	0	0	0	0	1	1	8.2	10.30		
10:45	0	1	1	0	0	0	2	2	15.6	15.7	0	3	0	0	0	0	3	3	14.6	15.6		
H/TOT	0	7	1	0	0	0	8	8	14.4	14.6	0	9	0	0	0	0	9	9	14.1	18.9		
11:00	0	2	1	0	0	0	3	3	15.5	16.1	0	0	0	0	0	0	0	0	0.0	0.0		
11:15	0	2	0	0	0	0	2	2	16.6	16.6	0	0	0	0	0	0	3	3	13.4	14.7		
11:30	0	2	1	0	0	0	4	4	15.8	17.8	0	1	1	0	0	0	3	3	16.1	17.4		
11:45	0	2	1	0	0	0	5	5	13.4	15.2	0	2	0	0	0	0	2	2	16.5	16.8		
H/TOT	0	16	4	0	0	0	20	20	16.5	15.2	0	10	1	0	0	0	8	8	13.5	16.2		
12:00	0	1	0	0	0	0	2	2	15.4	18.0	0	0	0	0	0	0	4	4	15.4	17.9		
12:15	0	2	0	0	0	0	3	3	13.2	14.6	0	0	0	0	0	0	4	4	15.5	17.0		
12:30	0	2	0	0	0	0	2	2	18.4	16.6	0	2	0	0	0	0	2	2	18.6	18.6		
12:45	0	2	0	0	0	0	2	2	14.7	14.7	0	0	0	0	0	0	2	2	13.3	14.3		
H/TOT	0	1	7	1	0	0	9	9	18.4	15.3	0	10	0	0	0	0	11	11	15.5	19.5		
13:00	0	5	0	0	0	0	5	5	14.0	15.6	0	3	3	0	0	0	7	7	15.2	17.8		
13:15	0	5	0	0	0	0	10	10	12.3	13.0	0	5	5	0	0	0	4	4	13.2	13.2		
13:30	0	0	0	0	0	0	1	1	12.5	12.5	0	3	1	0	0	0	4	4	15.1	16.4		
13:45	0	1	1	0	0	0	2	2	13.4	13.5	0	2	0	0	0	0	2	2	13.5	13.8		
H/TOT	0	7	3	2	0	0	13	13	15.3	15.5	0	11	5	0	0	0	17	17	17.5	14.9		
14:00	0	2	0	0	0	0	4	4	16.3	17.2	0	1	0	0	0	0	3	3	14.3	14.3		
14:15	0	6	0	1	0	0	7	7	15.7	18.8	0	3	0	0	0	0	4	4	15.3	17.0		
14:30	0	0	1	0	0	0	1	1	15.2	15.2	0	2	0	0	0	0	2	2	11.6	11.7		
14:45	0	5	0	0	0	0	5	5	15.2	15.5	0	0	0	0	0	0	3	3	14.3	14.3		
H/TOT	0	12	3	2	0	0	17	17	18.15	15.7	0	13	0	2	0	0	15	16	14.1	17.8		
15:00	0	5	0	0	0	0	5	5	17.4	19.4	0	3	0	0	0	0	3	3	17.5	18.5		
15:15	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	13.1	13.7		
15:30	0	2	0	0	0	0	4	4	15.4	15.4	0	0	0	0	0	0	3	3	19.9	16.7		
15:45	0	7	1	0	0	0	8	8	16.2	18.9	0	3	0	0	0	0	3	3	16.6	17.3		
H/TOT	0	14	3	0	0	0	17	17	17.164	19.4	0	11	1	0	0	0	14	13.9	15.5	21.2		
16:00	0	3	5	0	0	0	8	8	14.3	14.8	0	1	2	0	0	0	2	2	15.6	16.6		
16:15	0	1	0	0	0	0	1	1	18.1													



IDASO

Survey Name: 25361- Pirton ATC
Site: ATC 1
Location: Drivers Way
Date: Wed 14-May-2025

TIME	Northbound (A => B)										Southbound (B => A)										Mean Speed		85% Speed	
	M/C	CAR	LOV	OGV1	OGV2	PSV	TOT	PCU	(MPH)	(MPH)	M/C	CAR	LOV	OGV1	OGV2	PSV	TOT	PCU	(MPH)	(MPH)	Mean Speed	85% Speed		
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	1	1	14.2	14.2				
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
00:45	0	0	0	0	0	0	0	0	0.0	0.0	1	0	0	0	0	0	1	1	16.4	17.8	17.8	17.8		
H/TOT	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	2	2	14.6	16.1	16.1	16.1		
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
01:30	0	0	1	0	0	0	1	1	20.9	20.9	0	1	0	0	0	0	1	1	22.8	22.8				
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
H/TOT	0	0	1	0	0	0	1	1	20.9	20.9	0	1	0	0	0	0	1	1	22.8	22.8				
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	19.3	19.3				
05:15	0	2	0	0	0	0	2	2	15.8	15.9	0	0	0	0	0	0	0	0	0.0	0.0				
05:30	0	1	0	0	0	0	1	1	12.4	12.4	0	1	0	0	0	0	1	1	7.8	7.8				
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
H/TOT	0	3	0	0	0	0	3	3	14.7	15.7	0	2	0	0	0	0	2	2	13.6	14.1				
06:00	0	2	0	0	0	0	2	2	14.4	14.4	0	1	0	0	0	0	1	1	13.6	13.6				
06:15	0	1	1	0	0	0	2	2	15.0	15.0	0	0	1	0	0	0	1	1	15.1	15.1				
06:30	0	1	0	0	0	0	1	1	13.9	13.9	0	0	0	0	0	0	0	0	0.0	0.0				
06:45	0	2	0	0	0	0	2	2	13.3	13.7	0	0	1	0	0	0	1	1	16.4	16.4				
H/TOT	0	6	1	0	0	0	7	7	14.2	14.6	0	1	2	0	0	0	3	3	15	15.6				
07:00	0	3	1	0	0	0	4	4	16.1	16.2	0	0	0	0	0	0	0	0	0.0	0.0				
07:15	0	4	0	0	0	0	4	4	15.3	15.8	0	0	1	0	0	0	1	1	14.8	14.8				
07:30	0	7	1	0	0	0	8	8	14.5	17.7	0	1	0	0	0	0	1	1	13.7	13.7				
07:45	0	7	1	0	0	0	8	8	16.5	20.7	0	2	1	0	0	0	3	3	16.4	17.3				
H/TOT	0	21	3	0	0	0	24	24	15.6	17.8	0	3	2	0	0	0	5	5	15.5	16.6				
08:00	0	6	1	0	0	0	7	7	14.8	16.5	0	2	1	0	0	0	3	3	17.6	18.6				
08:15	0	8	1	0	0	0	9	9	15.8	18.9	0	0	0	0	0	0	0	0	0.0	0.0				
08:30	0	12	2	0	0	0	14	14	16.3	18.8	0	1	0	0	0	0	2	2	12.3	12.5				
08:45	0	4	0	1	0	0	5	5	15.5	16.5	0	4	0	0	0	0	4	4	14.2	14.2				
H/TOT	0	30	4	1	0	0	35	35	15.8	17.4	0	7	1	1	0	0	9	9	15.5	16.6				
09:00	0	5	0	0	0	0	5	5	16.1	17.0	0	6	0	0	0	0	6	6	15.6	15.6				
09:15	0	2	0	0	0	0	2	2	11.9	11.9	0	2	0	0	0	0	2	2	12.2	12.3				
09:30	0	2	0	0	0	0	2	2	17.4	17.5	0	2	0	0	0	0	2	2	15.8	15.9				
09:45	0	5	1	0	0	0	6	6	13.4	13.9	0	2	1	0	0	0	3	3	14.0	14.2				
H/TOT	0	14	1	0	0	0	15	15	14.6	17.4	0	12	1	0	0	0	13	13	14.7	16.3				
10:00	0	3	1	0	0	0	4	4	15.5	16.6	0	3	0	0	0	0	3	3	14.4	14.4				
10:15	0	3	0	0	0	0	3	3	15.8	16.5	0	0	0	0	0	0	0	0	0.0	0.0				
10:30	0	1	1	0	0	0	2	2	14.9	15.1	0	1	1	0	0	0	2	2	12.5	12.6				
10:45	0	2	0	1	0	0	3	3	15.0	15.5	0	2	0	0	0	0	2	2	14.8	14.8				
H/TOT	0	9	2	1	0	0	12	12	15.4	17.6	0	6	1	0	0	0	7	7	14	15.1				
11:00	0	1	0	0	0	0	1	1	17.4	17.4	0	1	0	0	0	0	1	1	16.2	16.2				
11:15	0	1	0	0	0	0	1	1	14.4	14.4	0	0	0	0	0	0	0	0	0.0	0.0				
11:30	0	1	1	0	0	0	2	2	13.8	14.0	0	4	0	0	0	0	4	4	14.2	15.8				
11:45	0	5	1	0	0	0	6	6	14.9	18.9	0	0	0	0	0	0	1	1	15.9	15.9				
H/TOT	0	8	2	0	0	0	10	10	14.9	17.9	0	5	1	0	0	0	6	6	14.8	16.2				
12:00	0	2	1	1	0	0	4	4	12.7	14.8	0	1	1	0	0	0	2	2	15.7	15.9				
12:15	0	1	0	1	0	0	2	2	13.4	13.4	0	5	2	0	0	0	7	7	13.2	17.1				
12:30	0	6	1	0	0	0	7	7	14.7	19.0	0	5	1	0	0	0	6	6	14.2	19.3				
12:45	1	3	1	0	0	0	5	4	15.8	15.9	1	2	1	0	0	0	4	4	14.2	14.5				
H/TOT	1	12	3	2	0	0	18	18	14.6	17.1	1	13	5	0	0	0	19	18	14.3	17.5				
13:00	0	1	0	0	0	0	1	1	16.3	16.3	0	2	0	0	0	0	2	2	15.1	15.2				
13:15	0	0	2	0	0	0	2	2	15.8	15.9	0	2	0	1	0	0	3	3	12.5	13.6				
13:30	0	1	0	0	0	0	1	1	14.4	14.5	0	2	1	0	0	0	3	3	18.5	20.5				
13:45	0	0	0	1	0	0	1	1	16.9	16.9	0	2	1	1	0	0	4	4	14.5	14.4				
H/TOT	0	2	2	2	0	0	6	7	15.6	16.8	0	8	2	2	0	0	12	13	15	19.2				
14:00	0	4	1	0	0	0	5	5	14.0	15.6	0	1	0	0	0	0	1	1	12.5	12.5				
14:15	0	4	0	0	0	0	4	4	15.7	16.3	0	2	0	0	0	0	2	2	13.2	13.2				
14:30	0	2	0	0	0	0	2	2	17.4	17.4	0	2	0	0	0	0	2	2	19.3	19.8				
14:45	0	8	1	0	0	0	9	9	16.4	18.9	0	6	0	0	0	0	6	6	13.6	14.1				
H/TOT	0	18	2	0	0	0	20	20	15.8	18.1	0													



IDASO

Survey Name: 25361 - Pirton ATC
Site: ATC 1
Location: Drovers Way
Date: Thu 08 May 2025 — Wed 14 May 2025

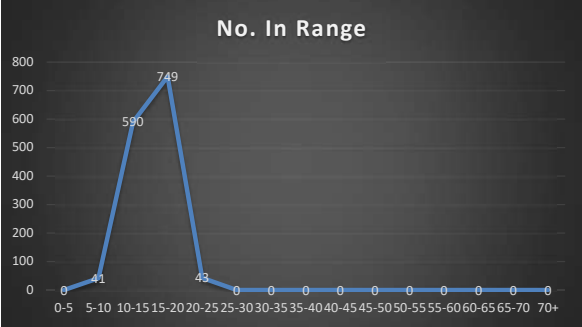
Speed Survey

Cummulative 85% Speed 17.8 MPH
Cummulative Minimum Speed 5.9 MPH
Cummulative Maximum Speed 25.4 MPH
Cummulative Average Speed 15.1 MPH

Northbound (A => B)

No. of Vehicles 1423
85% Speed 17.7 MPH
Minimum Speed 5.9 MPH
Maximum Speed 24.8 MPH
Average Speed 15.3 MPH

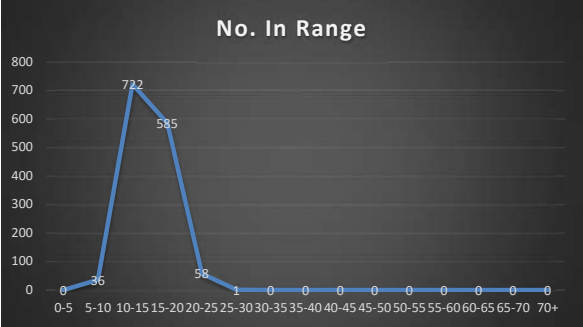
Speed MPH	No. In Range
0-5	0
5-10	41
10-15	590
15-20	749
20-25	43
25-30	0
30-35	0
35-40	0
40-45	0
45-50	0
50-55	0
55-60	0
60-65	0
65-70	0
70+	0



Southbound (B => A)

No. of Vehicles 1402
85% Speed 17.9 MPH
Minimum Speed 5.9 MPH
Maximum Speed 25.4 MPH
Average Speed 15.0 MPH

Speed MPH	No. In Range
0-5	0
5-10	36
10-15	722
15-20	585
20-25	58
25-30	1
30-35	0
35-40	0
40-45	0
45-50	0
50-55	0
55-60	0
60-65	0
65-70	0
70+	0



IDASO

Survey Name: 25361 - Pirton ATC
Site: ATC 2
Location: Holwell Road
Date: Thu 08-May-2025

Time	Northbound (A → B)										Southbound (B → A)																				
	T/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	(Mean Spd) (MPH)	(MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	(Mean Spd) (MPH)	(MPH)										
00:00	0	0	1	0	0	0	0	1	1	31.5	31.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
00:15	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	0	1	1	28.1	28.1	0	0	1	1	28.1	28.1	0	0	
00:30	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	1	0	0	0	1	1	31.0	31.0	0	0	1	1	31.0	31.0	0	0	
N/TOT	0	0	0	1	0	0	0	0	1	1	31.5	31.5	0	2	0	0	0	0	2	2	35.5	35.5	0	0	2	2	35.5	35.5	0	0	
01:00	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	0	1	1	37.1	37.1	0	0	1	1	37.1	37.1	0	0	
02:00	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	1	0	0	0	0	1	1	40.8	40.8	0	0	1	1	40.8	40.8	0	0	
02:45	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
N/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	40.8	40.8	0	0	1	1	40.8	40.8	0	0	
03:00	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
N/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
04:45	0	0	1	0	0	0	0	1	1	26.9	26.9	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
N/TOT	0	0	1	0	0	0	0	1	1	26.9	26.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	1	0	0	0	1	1	32.7	32.7	0	0	1	1	32.7	32.7	0	0	
05:15	0	1	0	0	0	0	0	1	1	38.6	38.6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
05:30	0	1	0	0	0	0	0	1	1	36.8	36.8	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
05:45	0	0	1	0	0	0	0	1	1	31.8	31.8	0	0	0	1	0	0	0	1	1	1	46.9	46.9	0	0	1	1	46.9	46.9	0	0
N/TOT	0	2	1	0	0	0	0	3	3	36.4	36.4	0	0	2	0	0	0	0	2	2	38.8	38.8	0	0	2	2	38.8	38.8	0	0	
06:00	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	
06:30	0	1	1	0	0	0	0	2	2	36.3	36.3	0	1	1	0	0	0	2	2	3	33.8	33.8	0	0	2	2	33.8	33.8	0	0	
06:45	0	5	2	0	0	0	0	7	7	34.8	34.8	0	2	0	0	0	0	2	2	2	41.2	41.2	0	0	2	2	41.2	41.2	0	0	
N/TOT	0	6	3	0	0	0	0	9	9	35.1	40.9	0	3	0	0	0	0	5	5	3	38	40.7	0	0	5	5	38	40.7	0	0	
07:00	17	2	2	0	0	0	0	21	21	35.9	35.9	2	2	1	3	0	0	5	5	5	36.7	36.7	0	0	5	5	36.7	36.7	0	0	
07:15	0	6	2	1	0	0	0	9	9	35.1	38.6	2	0	0	0	0	0	6	6	6	33.0	38.2	0	0	6	6	33.0	38.2	0	0	
07:30	0	0	2	0	0	0	0	33	33	33.5	32.6	0	6	2	0	0	0	9	9	9	29.7	34.1	0	0	9	9	29.7	34.1	0	0	
07:45	27	22	2	0	0	0	0	34	34	34.4	33.9	3	1	0	0	0	0	40	40	40	31.2	35.4	0	0	40	40	31.2	35.4	0	0	
N/TOT	180	80	8	0	0	0	0	914	914	33.4	39.4	0	15	7	0	0	0	222	22	32	36.1	36.1	0	0	22	22	32	36.1	0	0	
08:00	0	26	2	1	0	0	0	29	29	29.5	31.7	34.4	0	7	2	0	0	9	9	9	34.3	40.1	0	0	9	9	34.3	40.1	0	0	
08:15	0	23	3	1	0	0	0	27	27	27.5	33.2	38.0	0	17	4	0	0	21	21	21	29.7	33.8	0	0	21	21	29.7	33.8	0	0	
08:30	24	24	3	0	0	0	0	31	31	34.9	35.2	2	1	0	0	0	0	34	34	34	31.6	36.1	0	0	34	34	31.6	36.1	0	0	
08:45	0	18	4	0	0	0	0	22	22	32.4	37.1	0	11	2	0	0	0	13	13	13	32.1	36.7	0	0	13	13	32.1	36.7	0	0	
N/TOT	0	91	9	2	0	0	0	102	103	32.8	37.3	0	48	11	0	0	0	59	59	59	31.5	36.9	0	0	59	59	31.5	36.9	0	0	
09:00	0	18	3	0	0	0	0	21	21	31.5	37.4	0	8	0	0	0	0	9	9	9	33.5	32.6	0	0	9	9	33.5	32.6	0	0	
09:15	0	16	0	0	0	0	0	16	16	32.2	38.7	0	5	1	0	0	0	7	7	7	35.4	38.0	0	0	7	7	35.4	38.0	0	0	
09:30	0	4	2	0	0	0	0	6	6	29.4	36.9	0	6	3	0	0	0	9	9	9	29.6	42.0	0	0	9	9	29.6	42.0	0	0	
09:45	0	44																													

IDASC

Survey Name: 25361 - Pirton AT
Site: ATC 2
Location: Holwell Road
Date: Fri 09-May-2025

[illegible]



IDASO

Survey Name: 25361- Pirton ATC
Site: ATC 2
Location: Holwell Road
Date: Sat 10-May-2025

TIME	Northbound (A >> B)										Southbound (B >> A)										TOT
	M/C	CAR	LOV	OGV1	OGV2	PSV	YOT	PCU	(MPH)	(MPH)	M/C	CAR	LOV	OGV1	OGV2	PSV	YOT				
00:00	0	0	0	0	0	0	1	1	27.0	27.0	0	0	0	0	0	0	0	1	36.9	36.9	
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
00:30	0	1	0	0	0	0	0	1	30.6	30.6	0	0	0	0	0	0	0	0	28.5	28.5	
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
H/TOT	0	2	0	0	0	0	0	2	28.8	29	0	2	0	0	0	0	0	2	36.1	36.1	
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	0	0	1	1	28.0	28.0	0	0	0	0	0	0	0	0	20.8	20.8	
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
H/TOT	0	1	0	0	0	0	0	1	28	28	0	0	0	0	0	0	0	0	20.8	20.8	
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	28	28	
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
05:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
05:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
05:45	0	0	2	0	0	0	2	2	34	34	0	0	0	0	0	0	0	0	34.0	34.0	
H/TOT	0	0	2	0	0	0	2	2	34	34	0	0	0	0	0	0	0	0	34.0	34.0	
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
06:30	0	1	1	0	0	0	2	2	33.8	34.0	0	0	0	0	0	0	0	1	42.8	42.8	
06:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
H/TOT	0	1	1	0	0	0	2	2	33.8	34	0	0	0	0	0	0	0	1	42.8	42.8	
07:00	0	1	1	0	0	0	2	2	33.8	34	0	0	0	0	0	0	0	1	42.8	42.8	
07:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0	
07:30	0	3	0	0	0	0	3	3	37.2	39.6	0	0	0	0	0	0	0	2	42.8	42.8	
07:45	0	3	1	0	0	0	4	4	31.1	32.5	0	0	3	0	0	3	3	3	36.1	36.7	
H/TOT	0	7	1	0	0	0	8	8	33.5	36.5	0	0	3	0	0	3	3	3	34.7	35.7	
08:00	0	1	1	0	0	0	2	2	39.4	39.6	0	2	0	0	0	0	0	2	42.8	42.8	
08:15	0	3	0	0	0	0	3	3	30.3	32.9	0	2	1	0	0	0	0	3	34.3	36.7	
08:30	0	7	0	0	0	0	8	8	32.8	42.8	0	1	1	0	0	0	0	3	28.7	38.0	
08:45	0	4	1	0	0	0	5	5	35.5	36.3	0	7	2	0	0	0	0	9	31.8	35.4	
H/TOT	0	15	2	1	0	0	18	18	35.5	39.9	0	12	4	0	1	0	0	17	31.3	37.9	
09:00	0	5	1	0	0	0	6	6	30.2	33.8	0	4	0	0	0	0	0	4	35.2	39.5	
09:15	0	10	2	0	0	0	12	12	33.1	39.2	0	4	2	0	0	0	0	6	31.1	40.4	
09:30	0	9	1	0	0	0	10	10	32.7	38.7	0	7	0	0	1	0	8	33.3	37.8		
09:45	0	31	6	0	0	0	39	40	31.5	35.5	0	22	4	2	1	26	29	31.3	36.6		
10:00	0	6	0	0	0	0	6	6	31.2	35.3	0	5	0	0	0	0	0	5	27.0	32.0	
10:15	0	12	0	1	0	0	13	13	33.5	32.2	0	8	0	0	0	0	0	7	29.9	37.7	
10:30	0	10	2	0	0	0	12	12	32.5	36.7	0	10	2	0	0	0	0	12	31.5	38.3	
10:45	0	13	3	1	0	0	17	17	31.9	35.4	0	8	0	0	0	0	0	8	30.5	37.5	
H/TOT	0	41	5	2	0	0	48	49	32.1	36.6	0	30	2	0	0	0	0	32	31.7	36.2	
11:00	0	17	1	0	0	0	19	19	29.4	37.9	0	7	1	0	0	0	0	11	26.4	26.4	
11:15	0	18	1	0	0	0	19	19	33.8	36.8	0	9	0	0	0	0	0	9	34.9	34.9	
11:30	0	11	1	0	0	0	11	11	30.8	35.5	0	10	3	0	0	0	0	13	30.3	30.3	
11:45	1	7	1	1	0	0	0	9	32.6	43.2	0	4	2	0	0	0	0	6	36.1	36.1	
H/TOT	1	53	3	1	0	0	58	59	31.5	35.5	0	29	3	0	0	0	0	29	31.5	35.5	
12:00	0	4	2	0	0	0	6	6	31.4	36.7	0	5	2	0	0	0	0	7	30.6	30.6	
12:15	0	11	0	1	0	0	12	12	32.6	40.7	1	6	1	1	0	0	0	9	31.1	31.1	
12:30	0	11	1	1	0	0	13	13	30.5	37.1	0	5	1	0	0	0	0	8	30.5	30.5	
12:45	0	11	1	0	0	0	12	12	30.2	37.2	0	6	0	0	0	0	0	8	30.2	30.2	
H/TOT	0	34	4	2	0	0	40	41	31.1	37.3	1	20	4	3	0	0	0	28	30.6	30.6	
13:00	0	13	1	1	1	0	16	17	31.3	38.1	0	9	0	0	0	0	0	9	30.9	30.9	
13:15	0	10	0	0	0	0	4	4	30.3	32.6	0	4	0	0	0	0	0	4	30.3	30.3	
13:30	0	6	1	1	0	0	8	8	31.8	41.2	1	13	1	0	0	0	0	15	31.8	31.8	
13:45	0	10	0	0	0	0	10	10	33.0	39.1	0	11	0	0	0	0	0	11	33.0	33.0	
H/TOT	0	33	2	2	1	0	38	40	31.8	37.7	1	39	3	0	0	0	0	43	31.8	31.8	
14:00	0	8	0	0	0	0	8	8	29.0	34.5	0	3	0	0	0	0	0	3	29.0	29.0	
14:15	0	4	0	1	0	0	6	5	5.9	30.4	42.9	0	8	0	0	0	0	8	30.4	30.4	
14:30	1	8	0	0	0	0	9	8	28.8	36.9	0	8	0	1	0	0	0	10	28.8	28.8	
14:45	0	9	0	0	0	0	9	9	31.8	38.8	0	7	0	0	0	0	0	9	31.8	31.8	
H/TOT	2	27	0	1	0	0	30	32	30.4	37.7	1	26	3	1	1	0	0	32	30.4	30.4	
15:00	0	3	0	0	0	0	3	3	31.7	33.3	0	5	0	0	0	0	0	5	31.7	31.7	
15:15	1	9	1	0	0	0	11	10	28.1	37.8	2	9	0	0	0	0	0	12	28.1	28.1	
15:30	0	5	0	0	0	0	5	5	32.0	36.5	0	7	1	0	0	0	0	8	32.0	32.0	
15:45	0	3	0	0	0	0	3	3	29.9	30.4	0	6	0	0	0	0	0	6	29.9	29.9	
H/TOT	1	20	2	0	0	0	23	22	30	35.8	2	27	0	1	0	0	0	30	35.8	35.8	
16:00	0	1	0	0	0	0	1	1	31.7	33.3	0	4	0	0	0	0	0	4	31.7	31.7	
16:15	1	4	0	0	0																

[illegible]

Time	Northbound (A >> B)										Southbound (B >> A)										Main Speed (MPH)		85th Speed	
	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	(Mph)	(MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	(Mph)	(MPH)				
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
00:05	0	1	0	0	0	0	0	0	36.6	36.6	0	0	0	0	0	0	0	0	0.0	0.0				
00:10	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
N/TOT	0	1	0	0	0	0	1	1	36.6	36.6	0	0	0	0	0	0	0	0	0.0	0.0				
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
N/TOT	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
03:15	0	0	1	0	0	0	1	1	36.8	36.8	0	0	0	0	0	0	1	1	27.1	27.1				
03:30	0	1	0	0	0	0	1	1	44.6	44.6	0	0	0	0	0	0	0	0	0.0	0.0				
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
N/TOT	0	1	1	0	0	0	2	2	37.7	38.4	0	0	1	0	0	0	1	1	27.1	27.1				
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
04:15	0	3	0	0	0	0	3	3	41.4	42.4	0	0	0	0	0	0	0	0	0.0	0.0				
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
04:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0				
N/TOT	0	6	0	0	0	0	6	6	39.7	50.3	0	0	0	0	0	0	0	0	0.0	0.0				
05:00	3	3	0	0	0	0	3	3	39.0	39.5	0	0	0	0	0	0	0	0	0.0	0.0				
05:15	0	9	0	0	0	0	9	9	34.4	38.0	0	0	0	0	0	0	0	0	0.0	0.0				
05:30	5	5	4	0	0	0	14	14	36.7	38.0	1	1	0	0	0	0	0	0	21.6	21.6				
05:45	0	17	4	2	0	0	23	24	37.4	44.5	0	1	1	0	0	0	1	1	30.9	30.9				
N/TOT	1	34	8	2	0	0	45	45	36.7	44.1	0	1	1	0	0	0	2	2	31.4	31.4				
06:00	0	7	0	0	0	0	7	7	34.3	38.3	0	3	1	0	0	0	4	4	33.8	36.2				
06:15	0	10	5	0	0	0	15	15	35.8	39.4	1	2	3	0	0	0	5	5	40.3	43.0				
06:30	1	23	5	0	0	0	29	28	35.1	38.2	0	0	0	0	0	0	1	1	27.2	27.2				
06:45	0	17	0	0	0	0	18	18	35.8	37.7	1	5	3	0	0	0	10	9	30.8	41.5				
N/TOT	1	57	10	1	0	0	69	69	35.7	37.8	1	10	6	1	0	0	18	17	32.6	41.0				
07:00	9	4	1	0	0	0	14	14	35.5	37.1	0	0	0	0	0	0	4	4	39.8	40.4				
07:15	0	23	1	0	0	0	24	24	31.5	36.5	0	0	0	0	0	0	7	7	32.4	37.5				
07:30	1	33	3	0	0	0	37	36	32.5	36.9	0	5	2	0	0	0	8	8	29.6	36.5				
07:45	1	27	2	0	0	0	29	28	34.7	38.8	0	3	1	0	0	0	12	14	32.7	36.5				
N/TOT	1	92	10	1	0	0	104	103	32.8	37	0	21	12	0	0	0	33	33	31.8	38.5				
08:00	0	29	2	1	0	0	32	32	37.2	37.2	0	7	0	0	0	0	7	7	31.5	36.2				
08:15	0	22	1	0	0	0	24	24	32.5	36.8	0	14	1	0	0	0	15	15	28.3	33.7				
08:30	16	2	6	0	0	0	24	23	39.5	40.9	0	22	0	0	0	0	22	22	30.0	33.7				
08:45	0	20	1	0	0	0	21	21	32.1	36.6	0	11	3	0	0	0	14	14	32.2	37.8				
N/TOT	0	87	6	1	0	0	96	97	32.5	37.4	0	53	5	0	0	0	58	58	31.1	35.8				
09:00	0	10	2	0	0	0	12	12	33.0	34.3	1	6	0	0	0	0	7	6	47.4	37.4				
09:15	9	3	3	1	0	0	15	13	32.5	36.1	1	1	0	0	0	0	5	5	32.7	35.8				
09:30	0	13	0	0	0	0	13	13	32.7	36.0	0	4	1	0	0	0	5	5	32.7	35.5				
09:45	0	13	1	0	0	0	15	15	35.5	39.9	0	8	1	0	0	0	9	9	30.3	36.2				
N/TOT	0	46	2	1	0	0	49	48	35.6	38.6	2	26	3	0	0	0	29	28	30.6	36.5				
10:00	0	5	1	0	0	0	6	6	32.3	40.1	0	4	1	0	0	0	5	5	39.8	31.7				
10:15	3	3	0	0	0	0	4	4	30.8	31.4	0	1	0	0	0	0	1	1	31.9	31.9				
10:30	0	7	1	0	0	0	8	8	31.5	36.5	0	2	2	1	0	0	5	5	5.5	28.1				
10:45	0	5	0	0	0	0	5	5	31.6	31.8	0	7	1	0	0	0	8	8	31.5	31.5				
N/TOT	0	20	2	1	0	0	23	23	31.5	35.5	0	14	3	2	0	0	19	20	31	34.7				
11:00	0	5	0	0	0	0	6	6	5.9	30.6	0	3	0	0	0	0	6	6	28.8	31.7				
11:15	3	3	1	0	0	0	5	5	36.4	38.1	0	6	3	0	0	0	9	9	32.5	41.1				
11:30	5	1	6	0	0	0	12	12	29.4	33.6	2	2	0	0	0	0	6	6	28.8	47.3				
11:45	0	5	0	0	0	0	5	5	38.0	41.3	1	6	2	0	0	0	9	8	34.3	31.3				
N/TOT	1	18	2	1	0	0	22	21	33.3	39.1	1	17	10	0	0	0	28	27	31.7	36.7				
12:00	0	4	0	0	0	0	4	4	10.5	29.0	0	1	0	0	0	0	1	1	6.5	30.7				
12:15	0	9	0	0	0	0	7	7	29.4	34.8	0	7	1	0	0	0	9	9	35.7	32.3				
12:30	0	8	1	0	0	0	10	10	32.3	39.8	0	4	2	0	0	0	6	6	30.9	36.1				
12:45	0	31	0	0	0	0	31	31	22.7	24.4	0	2	1	0	0	0	7	7	7.5	30.6				
N/TOT	0	23	2	1	0	0	26	26	32.3	39.8	0	14	3	0	0	0	25	25	26.6	36.5				
13:00	0	4	1	0	0	0	5	5	28.8	32.3	0	6	1	0	0	0	7	7	28.4	30.6				
13:15	5	5	1	0	0	0	7	7	7.5	32.0	0	6	0	0	0	0	6	6	7.0	43.5				
13:30	0	3	0	0	0	0	3	3	30.1	30.8	0	5	0	0	0	0	8	8	37.0	38.0				
13:45	3	3	0	0	0	0	6	6	31.6	32.8	0	5	0	0	0	0	8	8	37.7	37.7				
N/TOT	0	15	2	3	0	0	20	20	31.5	35.8	0	24	2	0	0	0	26	26	31.3	41.2				
14:00	0	4	0	1	0	0	5	5	29.2	36.2	0	4	1	0	0	0	5	5	32.3	35.1				
14:15	0	9	0	0	0	0	11	12	35.5	37.6	0	9	0	0	0	0	9	9	32.3	41.4				
14:30	0	4	0	0	0	0	7	7	28.3	34.1	0	9	2	0	0	0	12	13	33.5	41.1				
14:45	0	7	0	0	0	0	7	7	32.1	38.7	0	7	0	0	0	0	8	8	35.2	39.2				
N/TOT	0	24	0	1	0	0	29	31	31.9	39.1	0	27	5	1	0	0	1	34	35.5	32.7	39.7			
15:00	0	11	1	0	0	0	12	12	33.2	37.7	0	13	0	0	0	0	13	13	35.6	39.7				
15:15	0	18	2	0	0	0	20	20	33.0	36.6	0	7	1	0	0	0	9	9	35.5	31.2				
15:30	0	9	5	0	0	0	14	14	32.7	37.3	0	7	3	0	0	0	10	10	33.3	38.7				
15:45	0	6	0	0	0	0	7	7	7.5	31.7	0	21	0	0	0	0	23	23	23.7	38.6				
N/TOT	0	44	8	0	0	0	54	52	32.6	37.4	0	52	6	0	0	0	54	54	36.2	38.8				
16:00	0	9	0	0	0	0	9	9	32.1	39.6	0	13	1	0	0	0	17	17	37.5	39.7				
16:15	0	8	2	1	0	0	11	11	31.5	31.1	0	0	0	0	0	0	18	19	30.1	36.1				
16:30	0	6																						



IDASO

Survey Name: 25361- Pirton ATC
Site: ATC 2
Location: Holwell Road
Date: Wed 14-May-2025

TIME	Northbound (A => B)										Southbound (B => A)									
	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	Mean Speed (MPH)	85% Speed (MPH)
00:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
00:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
01:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	0	0	0	0	1	1	51.4	51.4
01:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	1	1	43.7	43.7
01:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	47.5	47.9
02:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
02:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
03:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:15	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:30	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
04:45	0	0	0	1	0	0	1	1.5	25.9	25.9	0	1	0	0	0	0	1	1	38.4	38.4
H/TOT	0	0	0	1	0	0	1	1.5	25.9	25.9	0	1	0	0	0	0	1	1	38.4	38.4
05:00	0	1	0	0	0	0	1	1	36.6	36.6	0	0	0	0	0	0	0	0	0.0	0.0
05:15	0	1	0	0	0	0	1	1	26.1	26.1	0	1	1	0	0	0	2	2	36.3	37.4
05:30	0	1	0	0	0	0	1	1	31.6	31.6	0	0	1	0	0	0	1	1	43.8	43.8
05:45	0	0	0	0	0	0	0	0	0.0	0.0	0	0	0	0	0	0	0	0	0.0	0.0
H/TOT	0	3	0	0	0	0	3	3	31.4	33.6	0	1	2	0	0	0	3	3	38.8	44.9
06:00	0	0	0	0	0	0	0	0	0.0	0.0	0	1	2	0	0	0	3	3	38.6	40.2
06:15	0	0	0	0	0	0	0	0	0.0	0.0	0	1	1	0	0	0	2	2	39.4	39.6
06:30	1	2	2	0	0	0	5	4.4	32.4	33.5	0	0	0	0	0	0	1	1	33.5	33.5
06:45	0	4	0	1	0	0	5	5.5	33.7	34.9	0	2	0	0	0	0	2	2	31.7	31.7
H/TOT	1	6	2	1	0	0	10	9.9	33	40.3	0	4	4	0	0	0	8	8	36.4	40.8
07:00	0	11	3	1	0	0	15	15.5	36.7	43.0	0	4	0	0	0	0	4	4	35.4	35.7
07:15	0	11	4	0	0	0	15	15	35.1	38.8	0	4	2	0	0	0	6	6	33.5	37.7
07:30	0	22	2	0	0	0	24	24	33.5	38.1	0	4	3	0	0	0	7	7	33.6	37.6
07:45	0	26	4	0	0	0	30	30	32.4	36.3	0	11	2	0	0	0	13	13	33.7	37.7
H/TOT	0	79	13	1	0	0	84	84.5	34	37.5	0	23	7	0	0	0	30	30	33.9	37.6
08:00	0	29	2	2	0	0	33	34	31.4	35.8	0	13	3	0	0	0	16	16	31.7	36.9
08:15	0	17	2	1	0	0	20	20.5	35.1	41.5	0	10	2	0	0	0	12	12	32.1	37.2
08:30	0	15	1	1	0	0	17	17.5	33.4	35.5	0	20	1	1	0	0	22	22.5	29.7	34.8
08:45	0	27	4	1	0	0	32	32.5	32.9	36.4	0	14	1	1	0	0	16	16.5	30.3	35.8
H/TOT	0	88	9	5	0	0	102	104.5	32.9	37.3	0	57	7	2	0	0	66	67	30.8	36.2
09:00	0	19	2	0	0	0	21	21	32.5	38.2	0	6	1	1	0	0	8	8.5	27.8	38.1
09:15	0	10	0	0	0	0	10	10	33.8	39.4	1	7	0	0	0	0	9	8	27.2	38.0
09:30	0	9	0	0	0	0	9	9	34.2	40.8	0	4	1	0	0	0	5	5	30.6	33.5
09:45	0	2	0	0	0	0	2	2	31.8	31.8	0	4	0	0	0	0	4	4	31.3	32.3
H/TOT	0	40	2	0	0	0	42	42	33.1	38.1	1	21	2	2	0	0	26	26.4	28.7	36
10:00	0	10	3	0	0	0	13	13	30.4	35.7	0	3	1	0	0	0	4	4	29.9	30.6
10:15	0	6	1	1	0	0	8	8.5	31.8	36.2	0	6	1	0	0	0	7	7	28.9	38.7
10:30	0	3	1	0	0	0	4	4	34.7	36.2	0	3	3	0	0	0	6	6	31.6	37.5
10:45	1	5	1	1	0	0	8	7.9	31.2	37.5	1	6	2	0	0	0	9	8.4	35.6	40.7
H/TOT	1	24	6	2	0	0	33	33.4	31.5	36	1	18	7	0	0	0	26	25.4	32	38.8
11:00	0	5	1	0	0	0	6	6	31.6	36.2	0	2	1	0	0	0	3	3	26.4	26.6
11:15	0	5	1	0	0	0	6	6	32.3	35.4	0	4	0	0	0	0	4	4	33.8	36.0
11:30	0	3	0	0	0	0	3	3	35.4	38.0	0	6	3	0	0	0	9	9	24.9	43.6
11:45	0	8	2	0	0	0	10	10	32.7	40.4	0	2	2	0	0	0	4	4	32.9	33.6
H/TOT	0	21	4	0	0	0	25	25	32.7	39	0	14	6	0	0	0	20	20	28.5	36.8
12:00	0	10	1	0	0	0	11	11	32.0	40.8	0	8	1	1	0	0	10	10.5	32.5	38.2
12:15	0	7	2	1	0	0	10	10.5	31.1	37.0	0	8	1	0	0	0	9	9	30.2	38.2
12:30	0	10	0	0	0	0	10	10	31.1	37.8	0	3	3	0	0	0	6	6	32.0	37.4
12:45	1	25	1	0	0	0	4	4	27.0	34.4	1	8	4	1	0	0	12	11.9	29.7	35.0
H/TOT	1	29	6	2	0	0	38	38.4	31.1	36.9	1	25	9	2	0	0	37	37.4	31.2	37.3
13:00	0	4	0	0	0	0	4	4	27.6	30.3	0	7	1	1	0	0	9	9.5	23.5	32.1
13:15	0	11	2	0	0	0	13	13	33.2	40.5	0	3	1	0	0	0	4	4	36.8	38.3
13:30	0	4	0	0	0	0	5	5	31.6	38.2	0	6	0	0	0	0	6	6	33.9	41.8
13:45	0	2	0	1	0	0	3	3	35	39.1	30.4	1	5	1	0	0	7	6.4	29.1	39.9
H/TOT	0	21	2	2	0	0	25	26	31.9	38.2	1	21	3	1	0	0	26	25.9	29.3	38.1
14:00	0	7	2	0	0	0	9	9	30.1	37.0	0	11	1	1	0	0	13	13.5	32.1	38.2
14:15	0	5	0	1	0	0	6	6	31.6	33.0	0	5	1	1	0	0	7	7	34.5	44.3
14:30	0	10	1	1	0	0	12	12.5	32.3	35.5	0	12	2	0	0	0	14	14	32.1	38.3
14:45	0	6	1	1	0	0	8	8.5	29.2	38.3	0	10	0	1	0	0	11	11.5	32.8	41.2
H/TOT	0	28	4	3	0	0	35	36.5	30.7	37.5	0	38	4	3	0	0	42	40.5	32.8	38.5
15:00	0	7	0	0	0	0	7	7	33.3	32.7	0	14	1	1	0	0	16	16.5	32.9	41.3
15:15	1	12	1	0	1	0	15	15.7	31.7	35.2	0	5	0	0	0	0	5	5	35.1	39.7
15:30	0	16	3	0	0	0	19	19	33.4	38.8	0	12	1							



IDASO

Survey Name: 25361 - Pirton ATC
Site: ATC 2
Location: Holwell Road
Date: Thu 08 May 2025 — Wed 14 May 2025

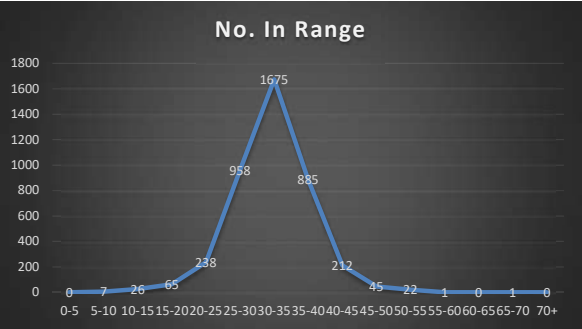
Speed Survey

Cummulative 85% Speed 37.2 MPH
Cummulative Minimum Speed 6.4 MPH
Cummulative Maximum Speed 69.0 MPH
Cummulative Average Speed 31.6 MPH

Northbound (A => B)

No. of Vehicles 4135
85% Speed 37.4 MPH
Minimum Speed 7.0 MPH
Maximum Speed 69.0 MPH
Average Speed 32.2 MPH

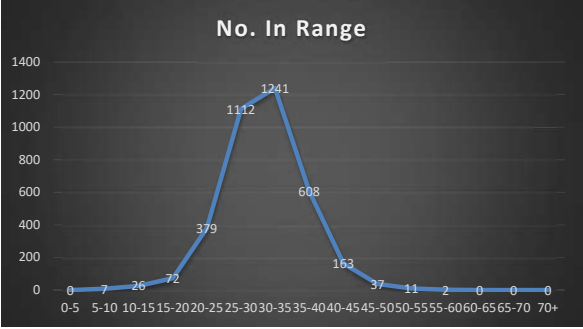
Speed MPH	No. In Range
0-5	0
5-10	7
10-15	26
15-20	65
20-25	238
25-30	958
30-35	1675
35-40	885
40-45	212
45-50	45
50-55	22
55-60	1
60-65	0
65-70	1
70+	0



Southbound (B => A)

No. of Vehicles 3658
85% Speed 36.8 MPH
Minimum Speed 6.4 MPH
Maximum Speed 57.5 MPH
Average Speed 31.0 MPH

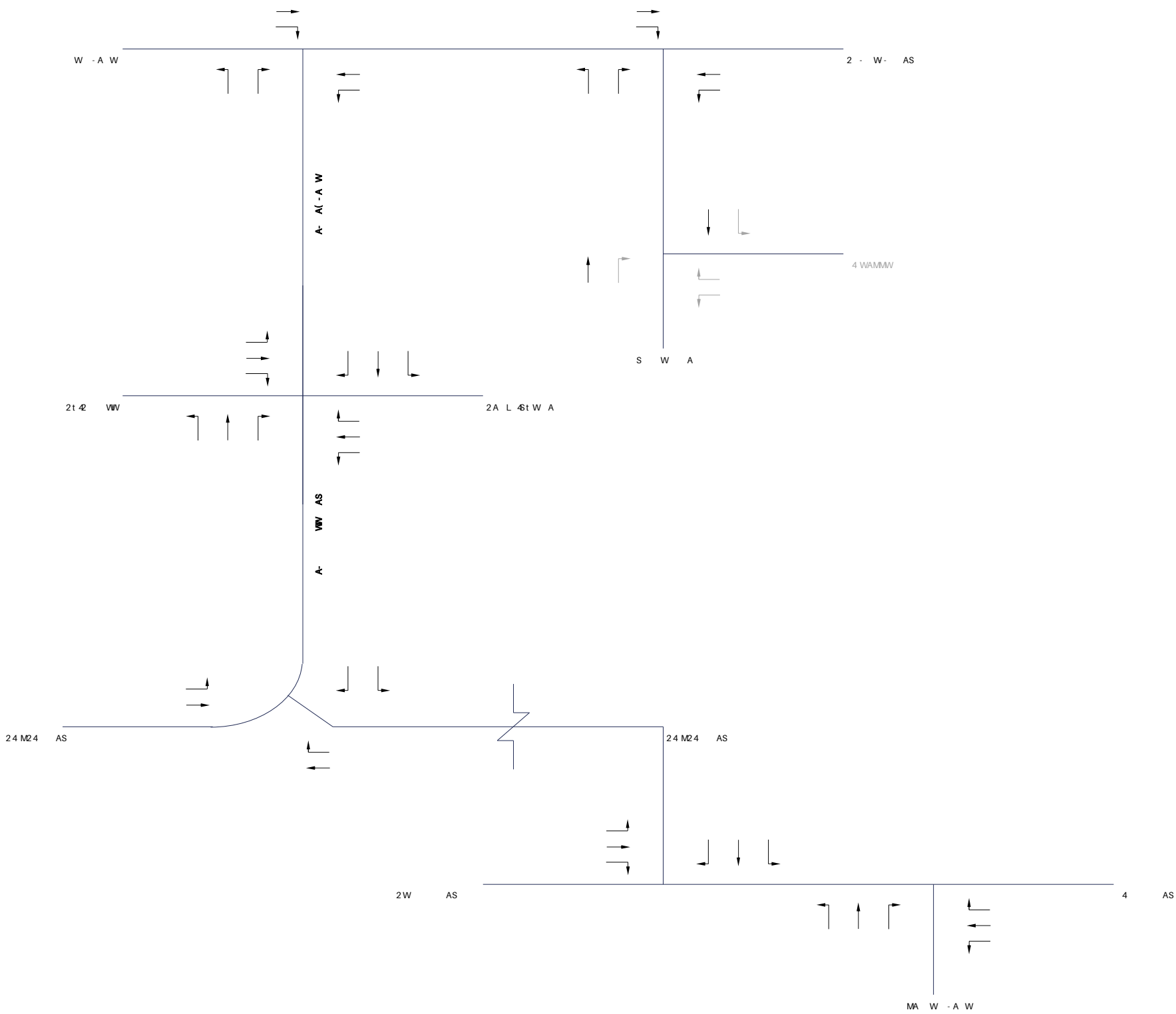
Speed MPH	No. In Range
0-5	0
5-10	7
10-15	26
15-20	72
20-25	379
25-30	1112
30-35	1241
35-40	608
40-45	163
45-50	37
50-55	11
55-60	2
60-65	0
65-70	0
70+	0



A7. TRAFFIC FLOW DIAGRAMS

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





S

2

L W W6 A 2

A

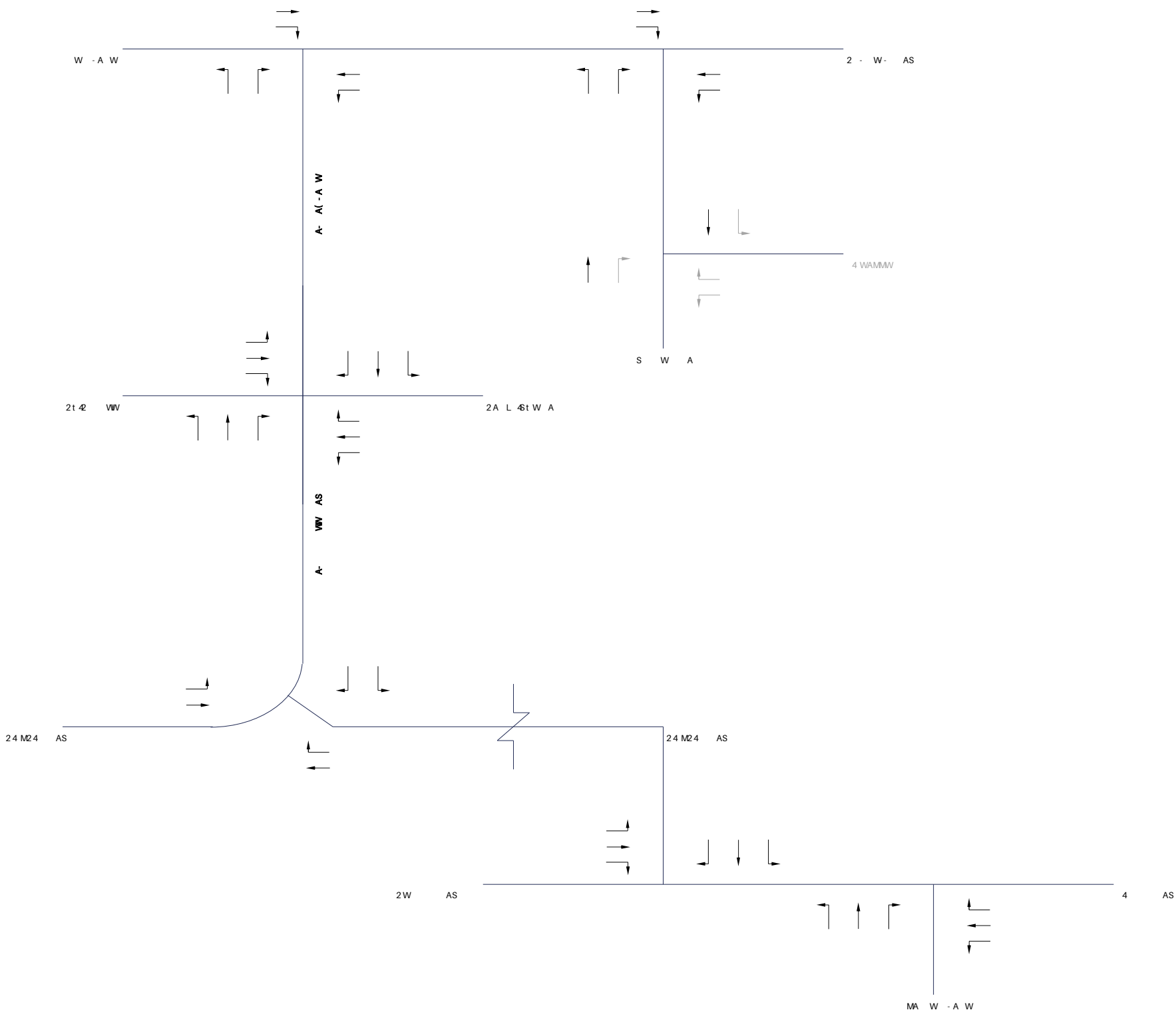
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





S

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L W W6 A W

A

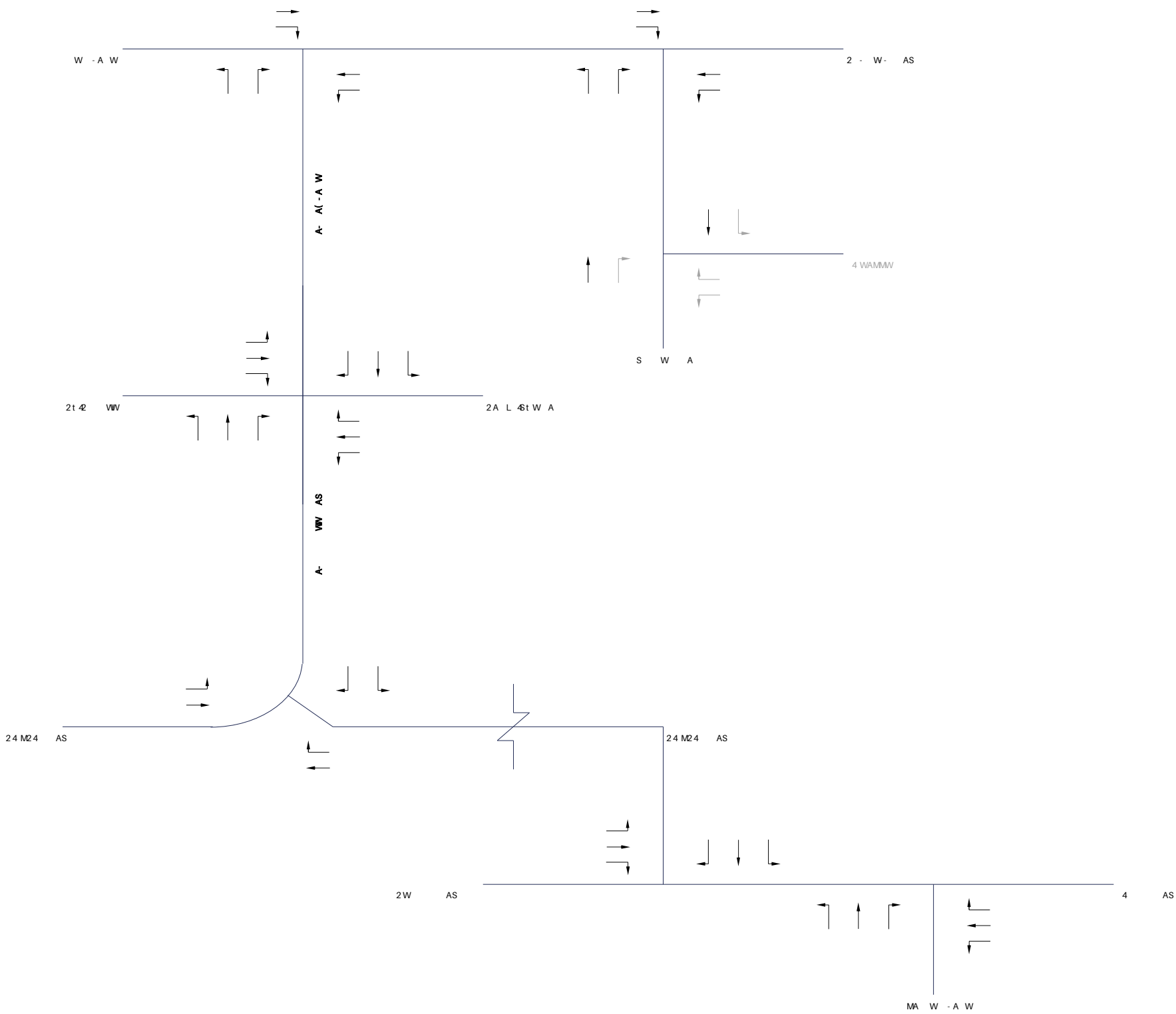
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





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L W W6 A W

A

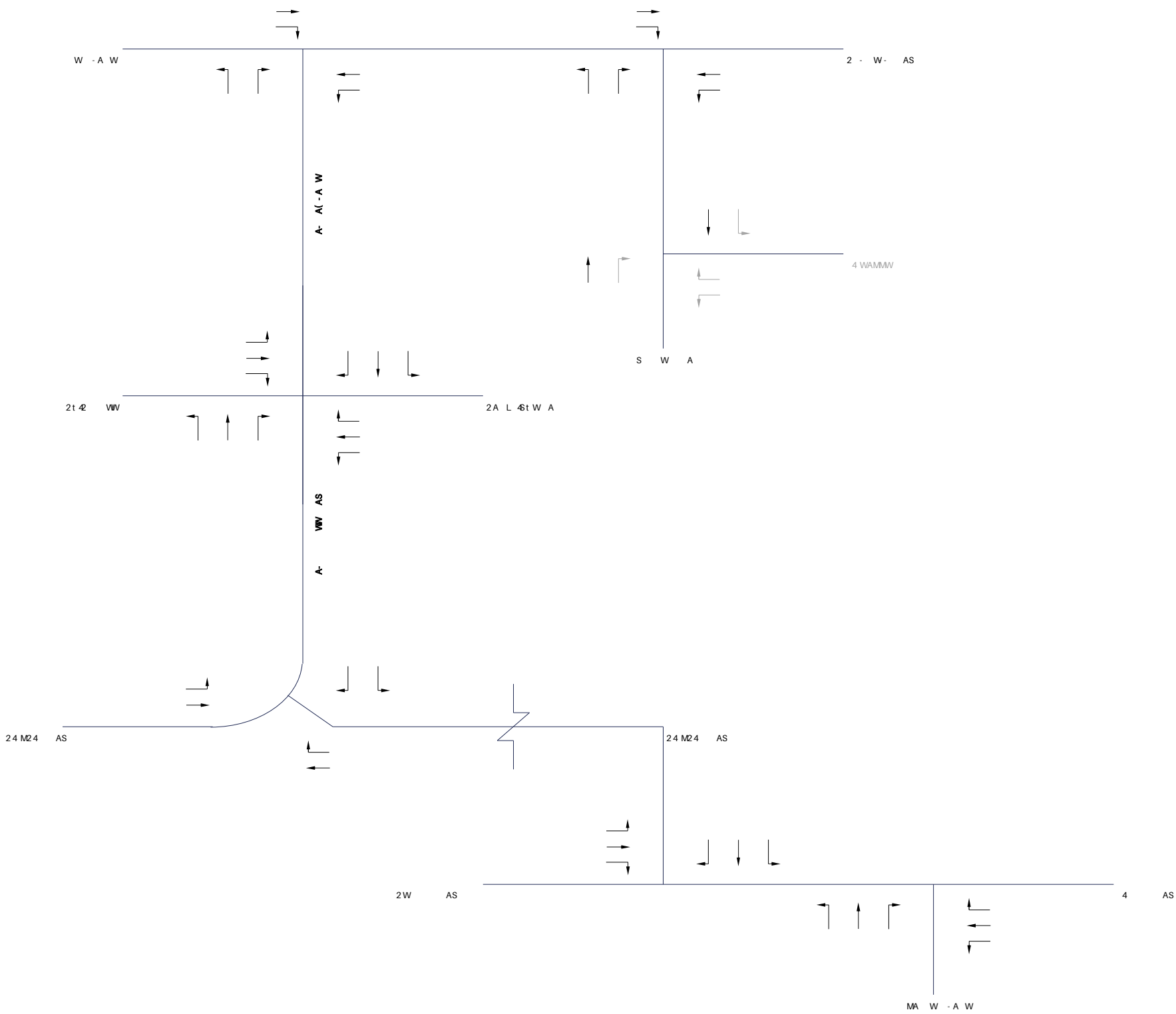
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





S

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L W W6 A W

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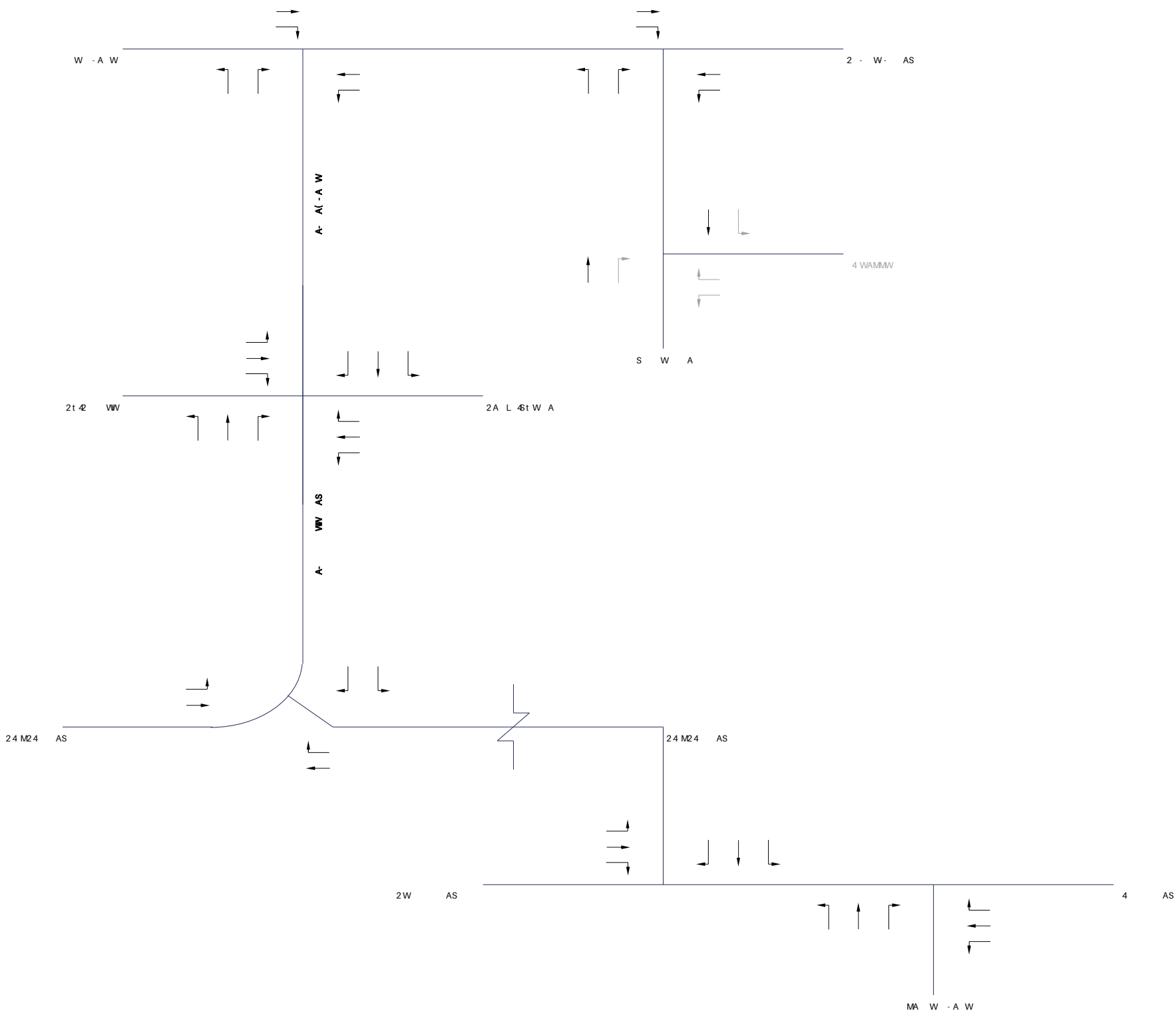
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





S

2

L W W6 A W

A

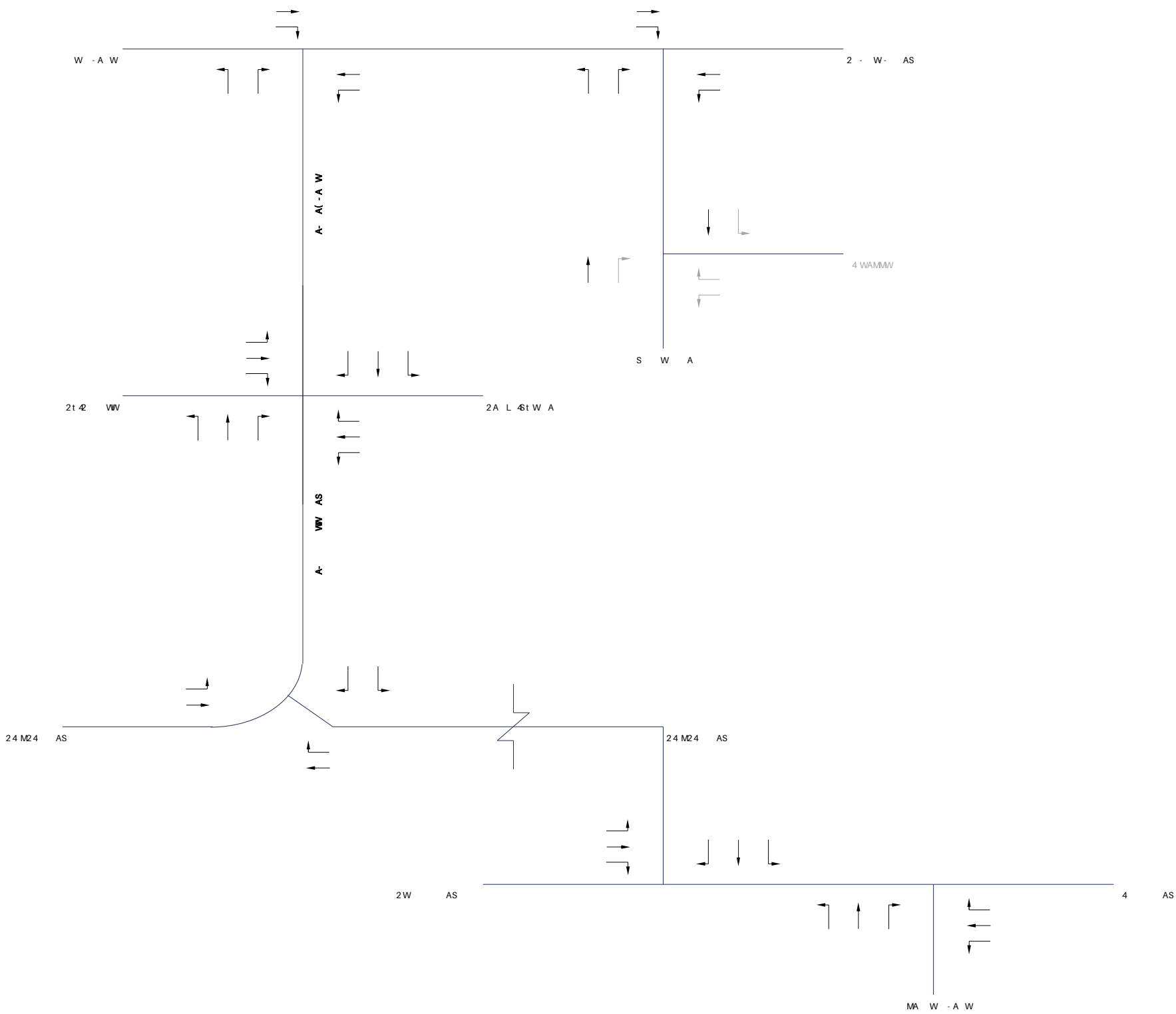
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





S

2

L W W6 2

A

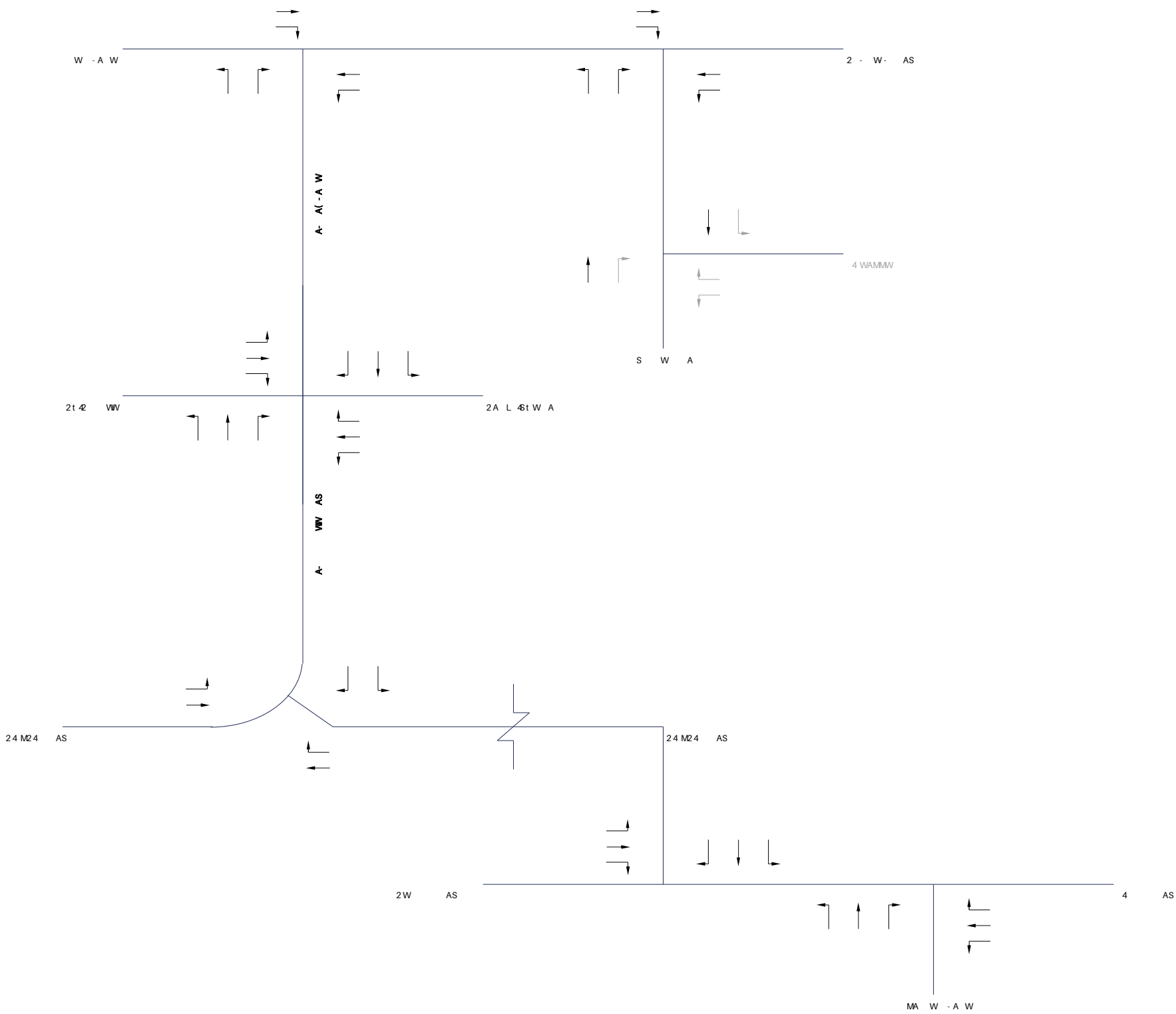
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





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L W W6 W

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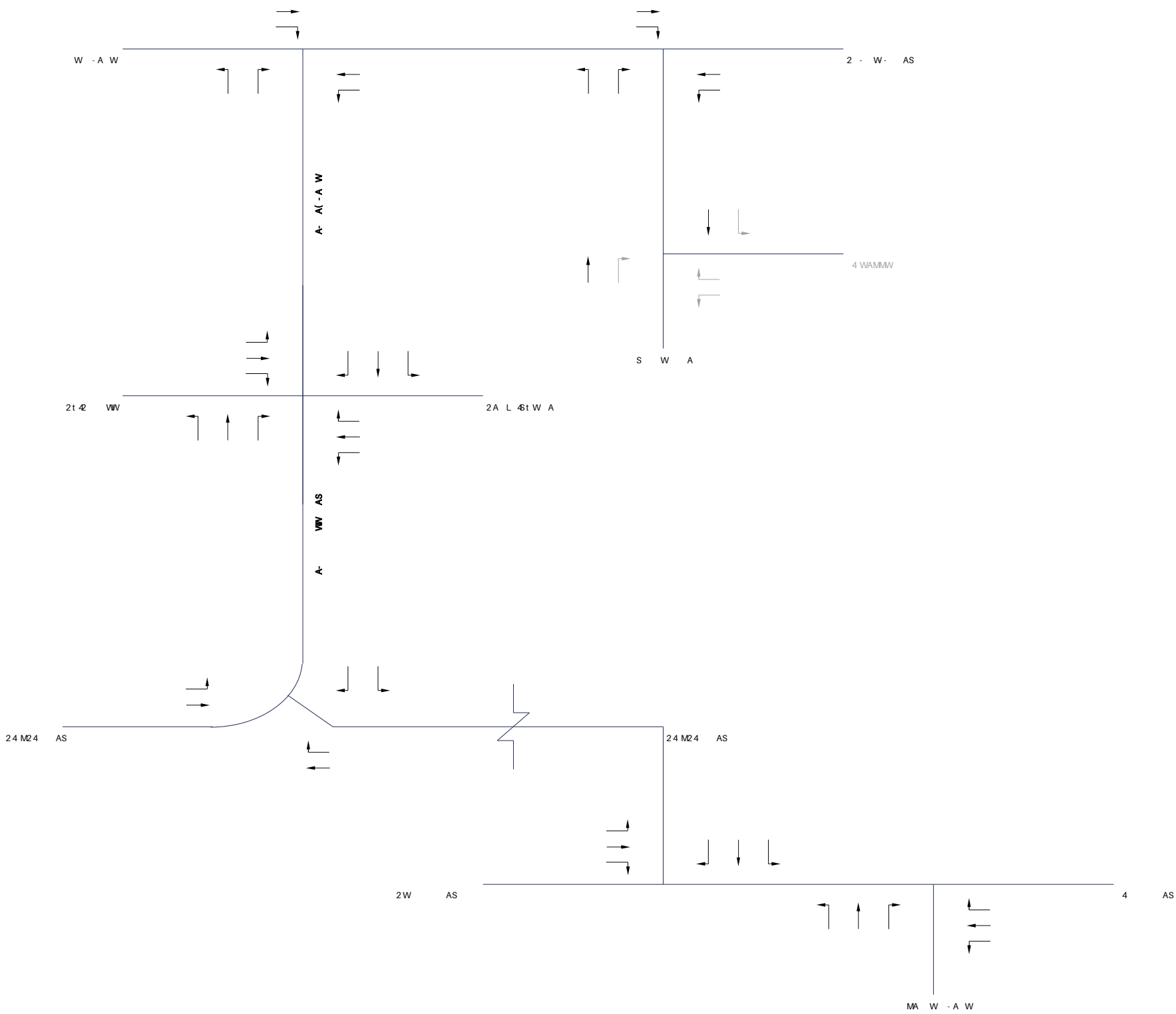
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





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L W W6 W

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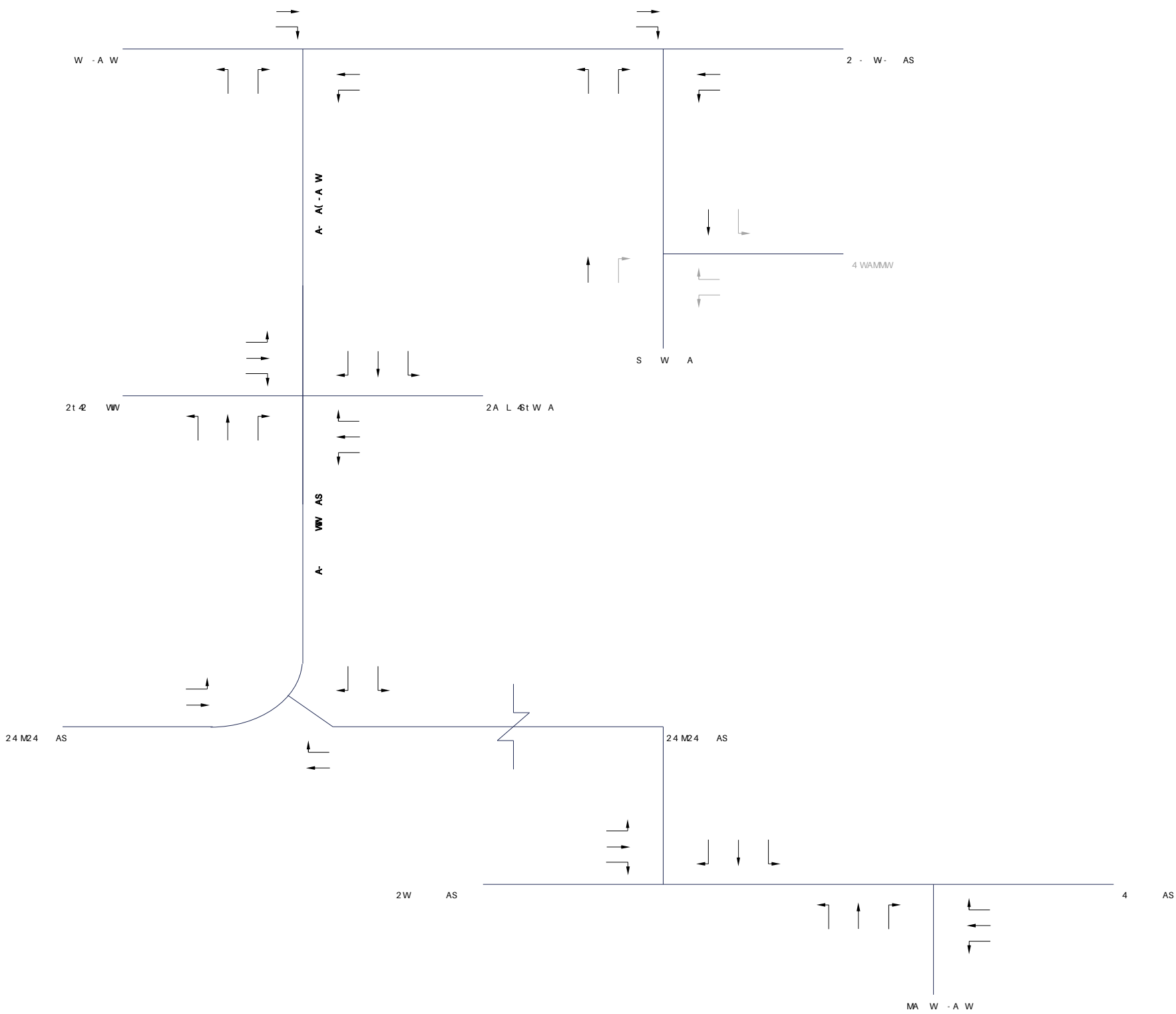
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W2.4 W
s 2t
At W s 2t





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L W W6 W

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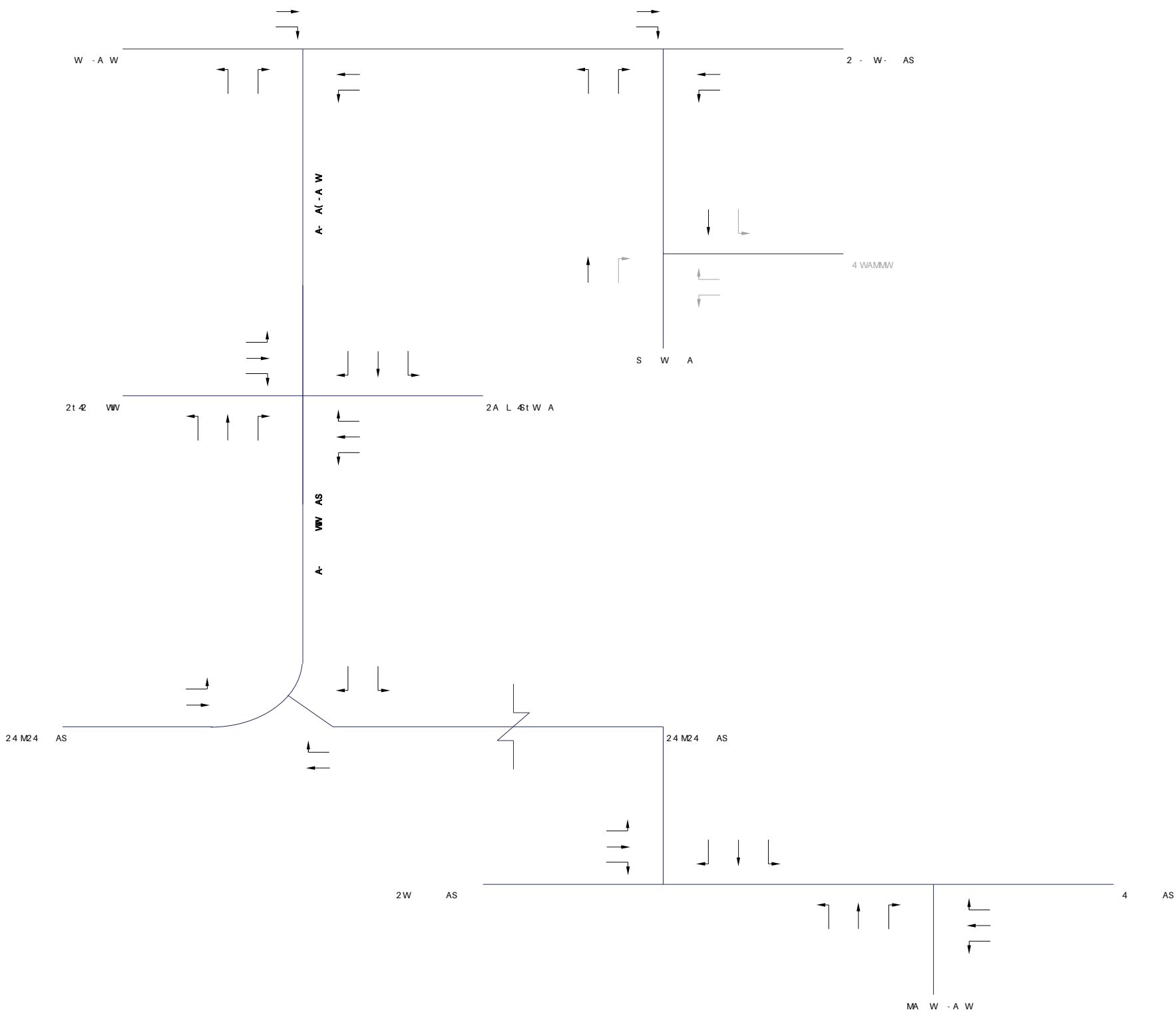
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





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L W W6 W

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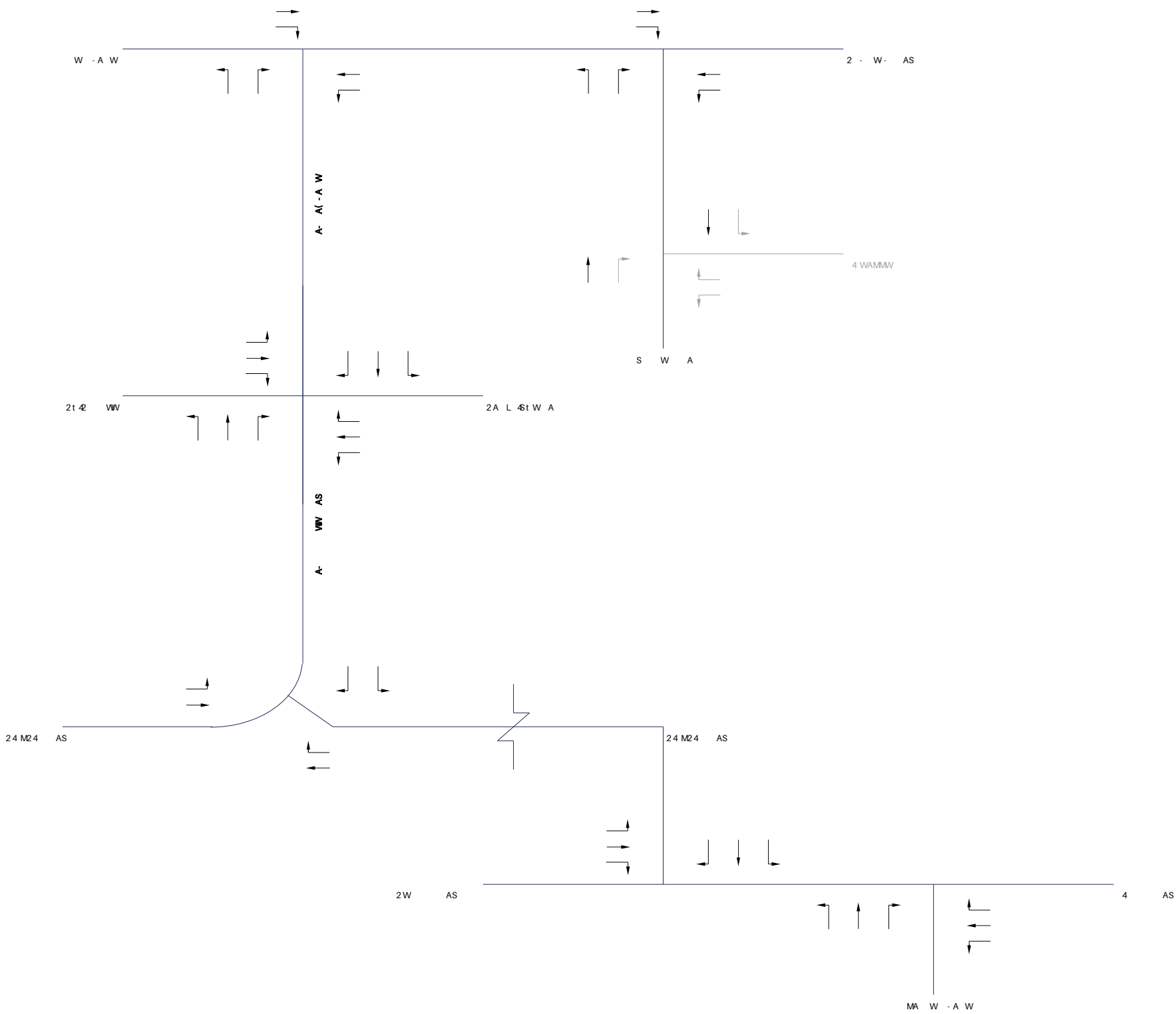
/

A R A R

A L

W WA(2 / /
WA(2 /

(W A- W24W
s 2t
At W s 2t





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LA WA 2

A

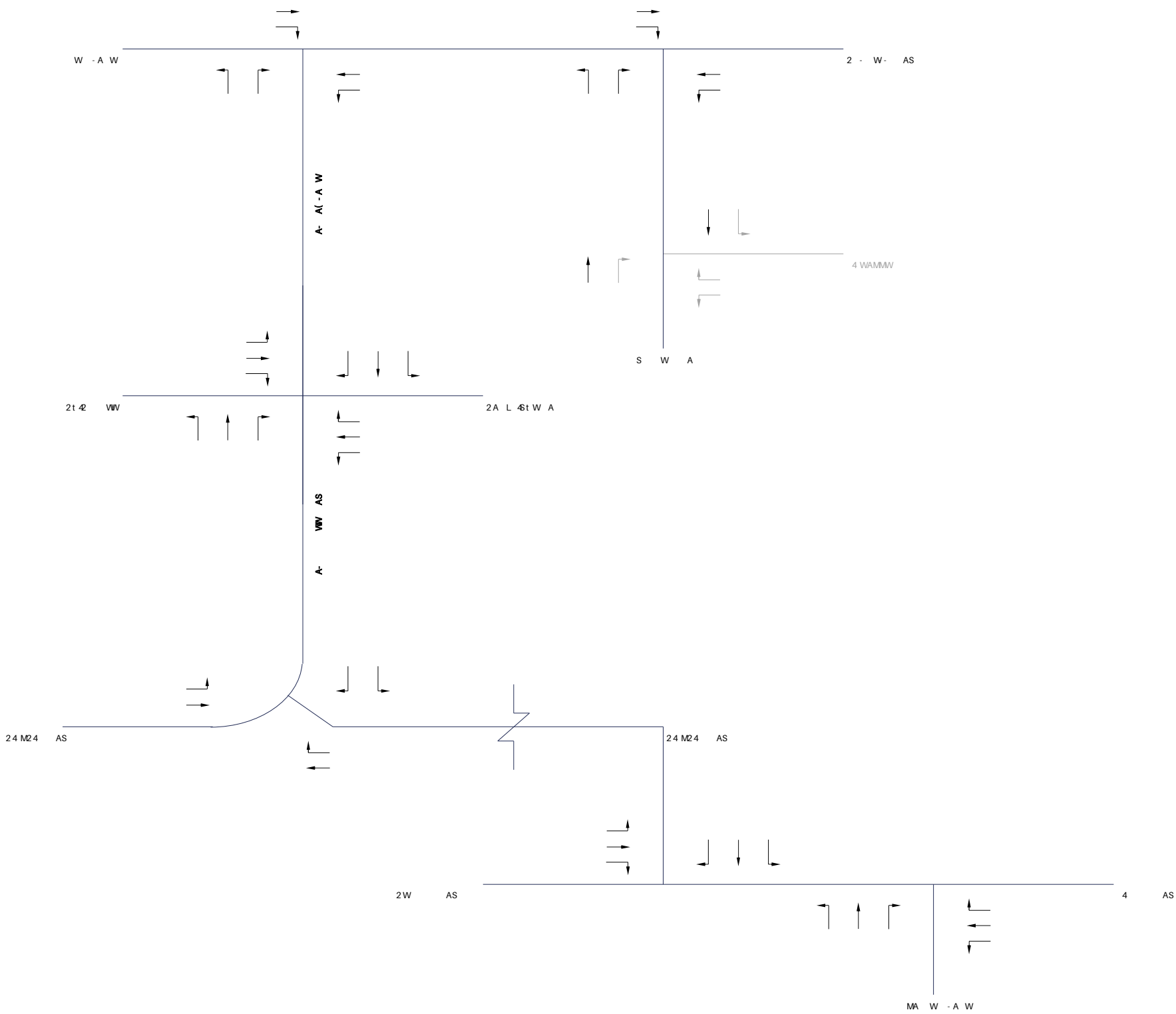
/

A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





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LA WA W

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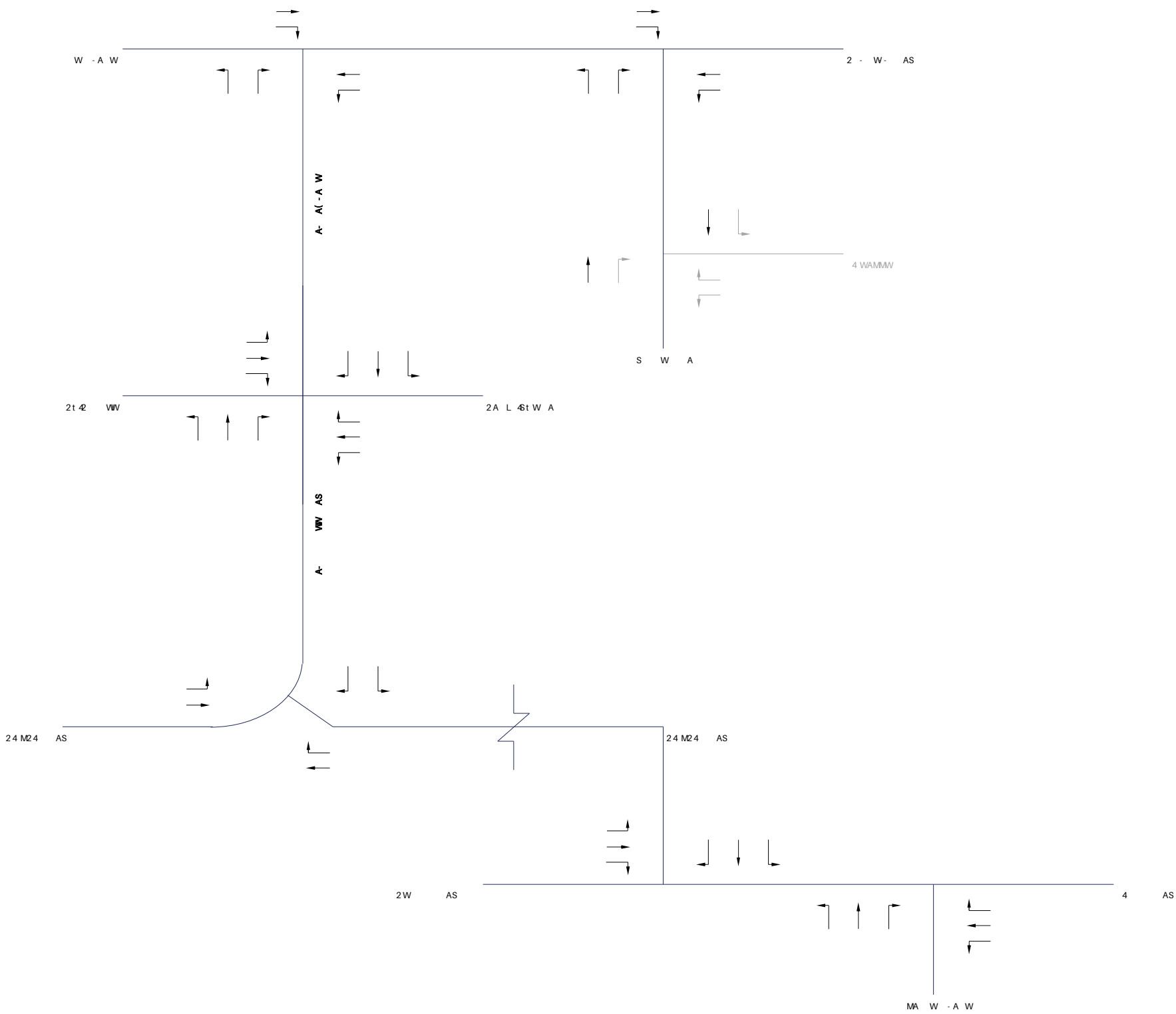
/

A R A R

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W WA(2 / /
WA(2 /

(W A- W24W
s 2t
At W s 2t





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LA WA W

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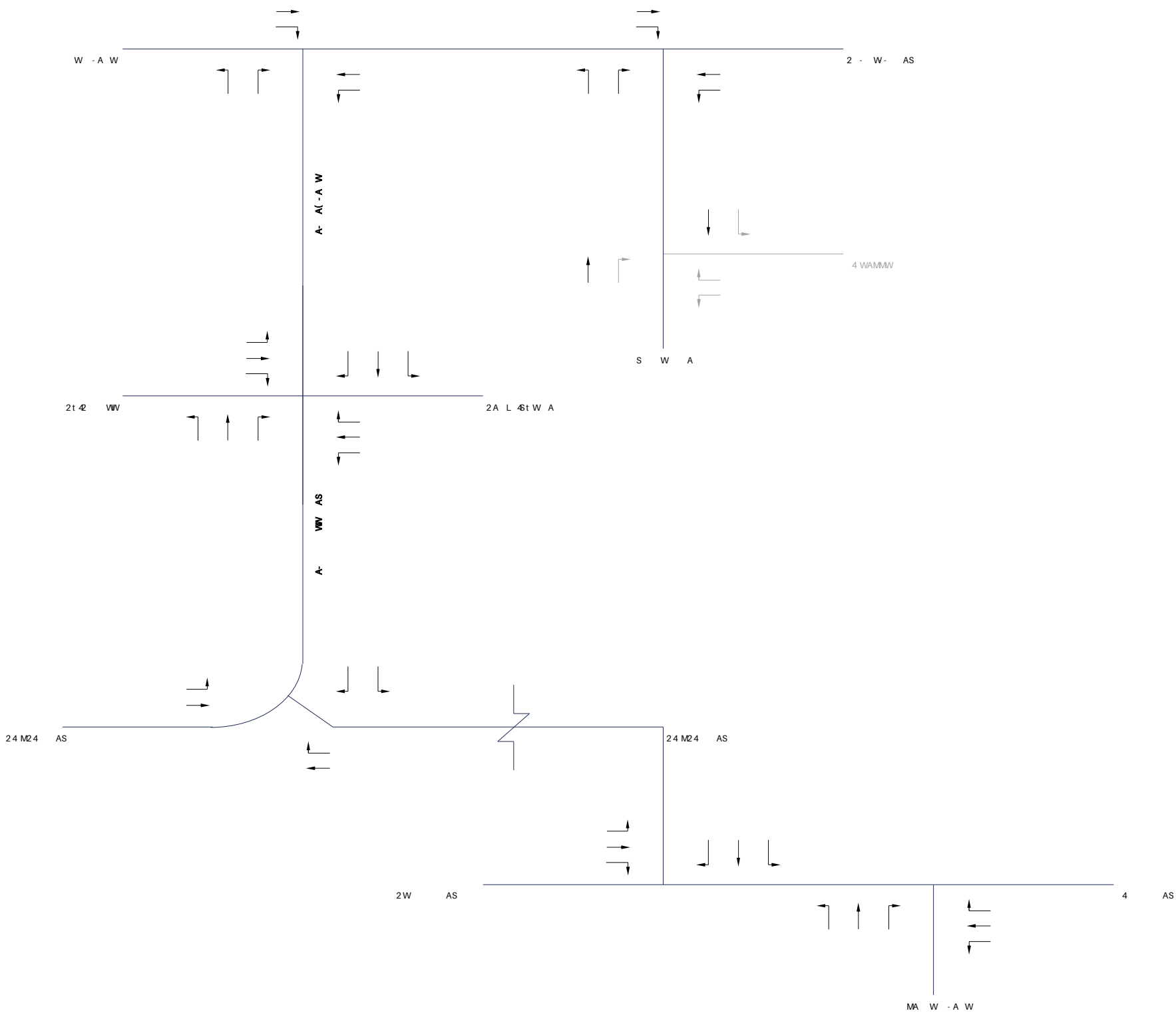
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A R A R

A L

W W(2 / /
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(W A- W24W
s 2t
At W s 2t





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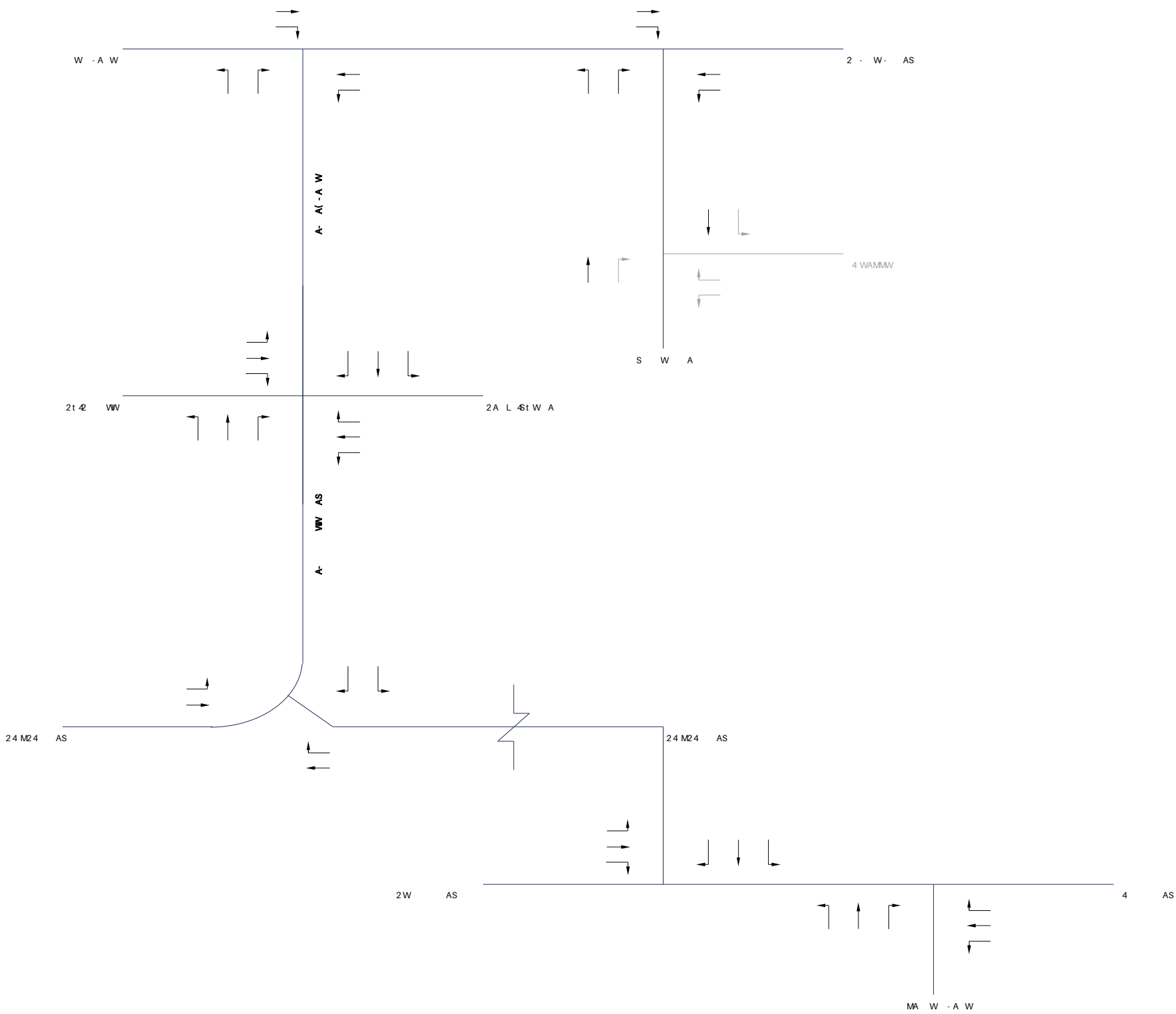
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WA(2 /

(W A- W24W
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At W s 2t





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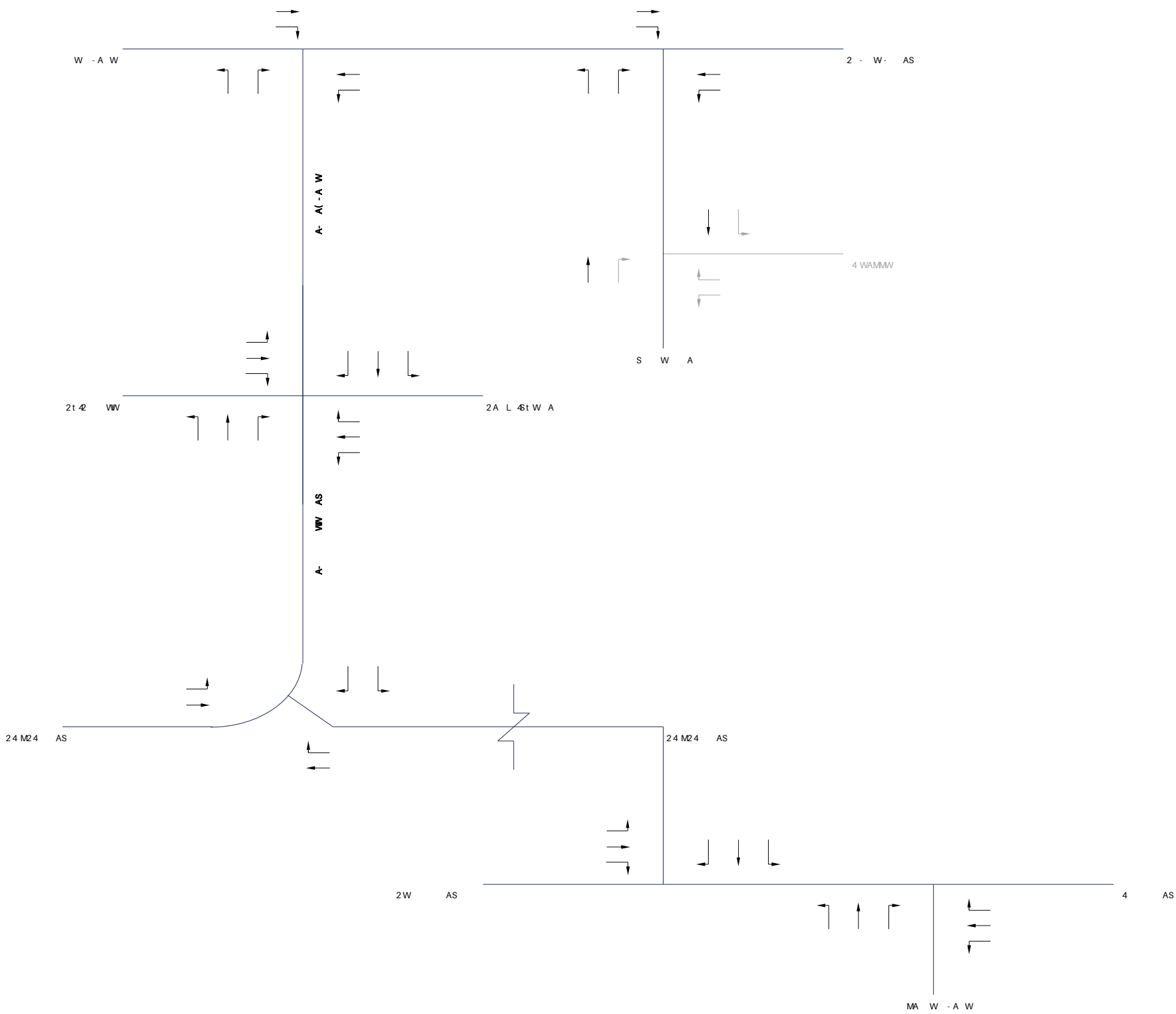
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A R A R

A L

W W(2 / /
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(W A- W24W
s 2t
At W s 2t





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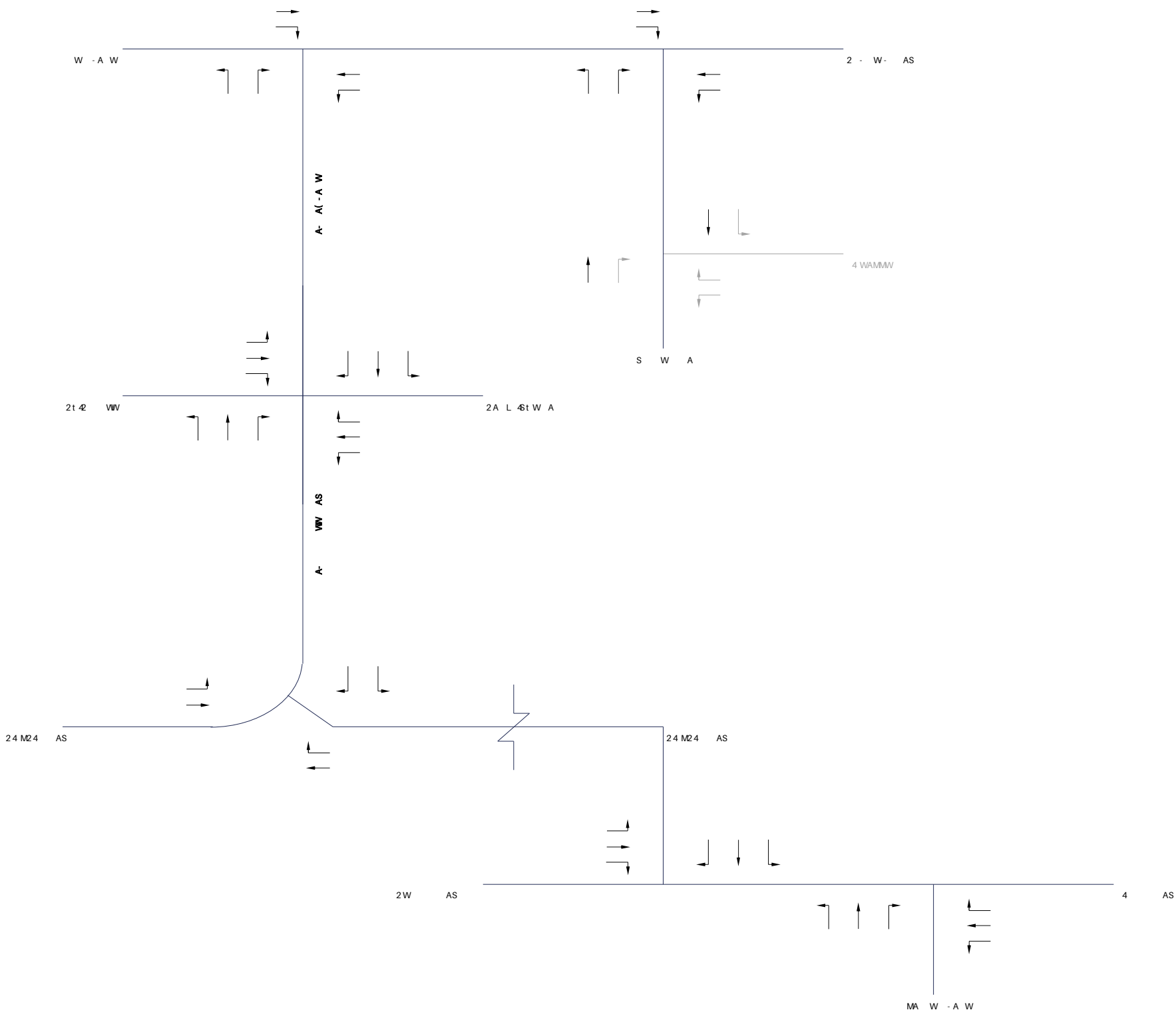
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A R A R

A L

W W(2 / /
W(2 /

(W A- W24W
s 2t
At W s 2t





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LA W 2

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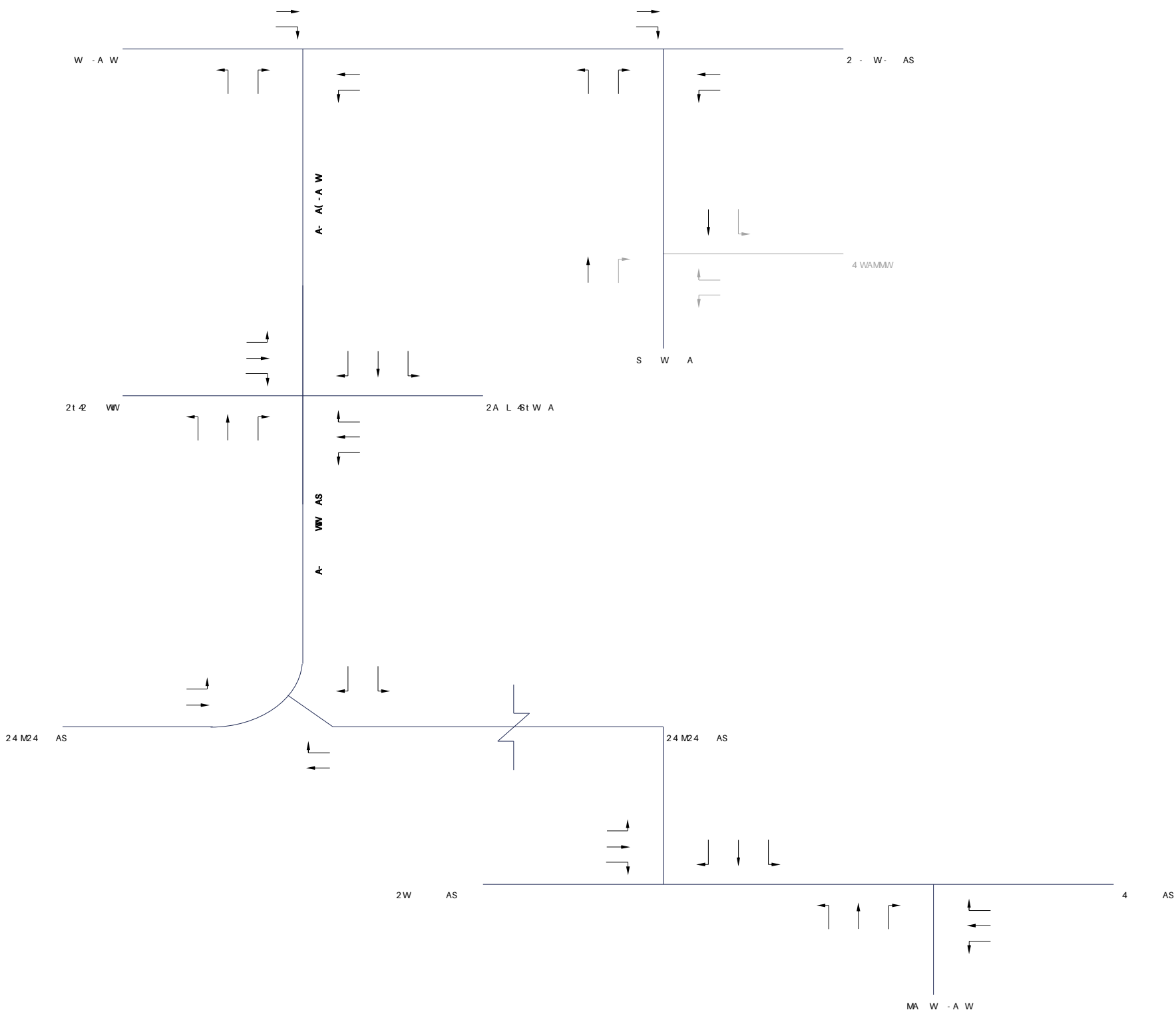
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A R A R

A L

W W(2 / /
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(W A- W24W
s 2t
At W s 2t





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LA W 2

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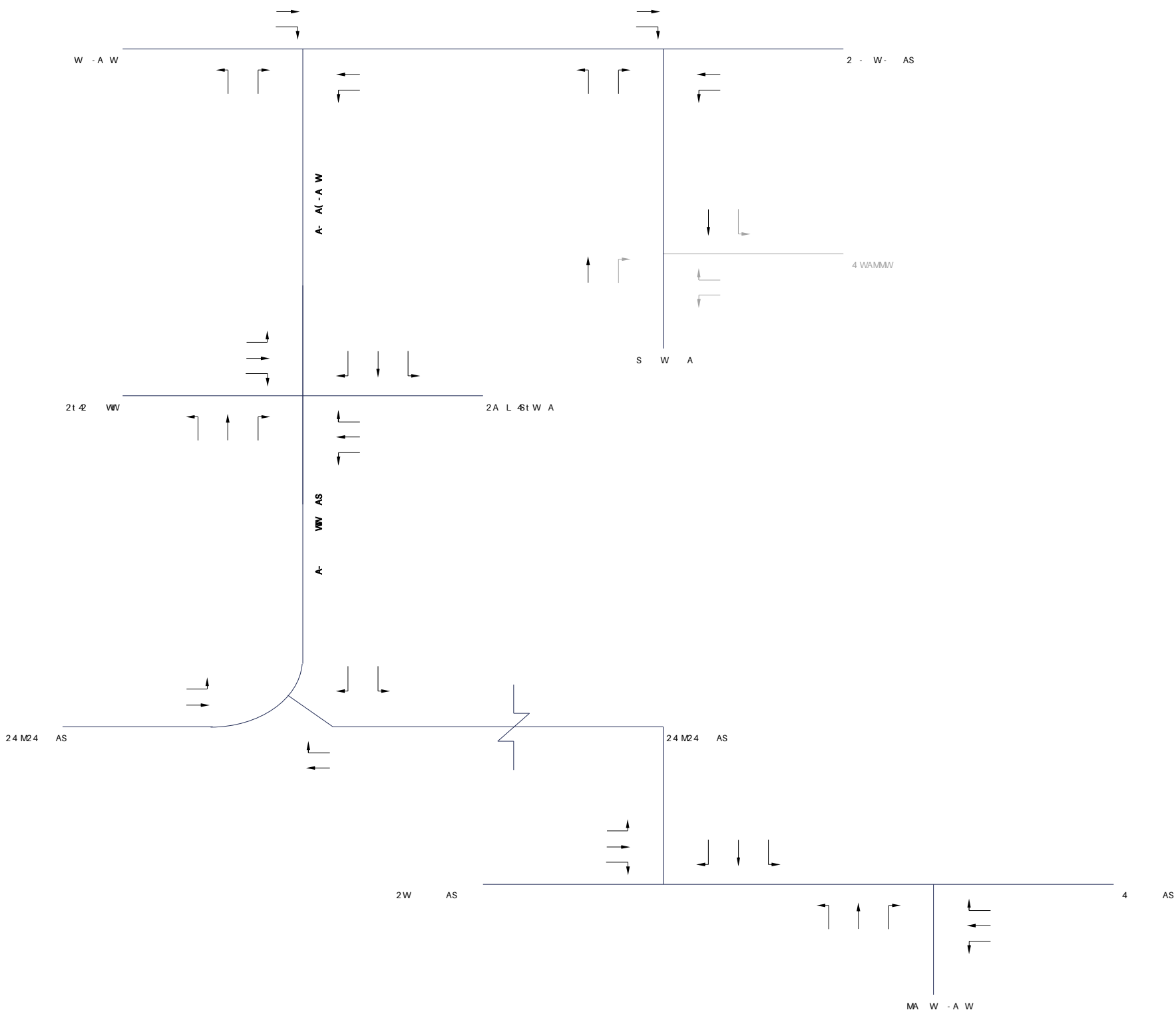
/

A R A R

A L

W W(2 / /
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(W A- W24W
s 2t
At W s 2t





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LA W 2

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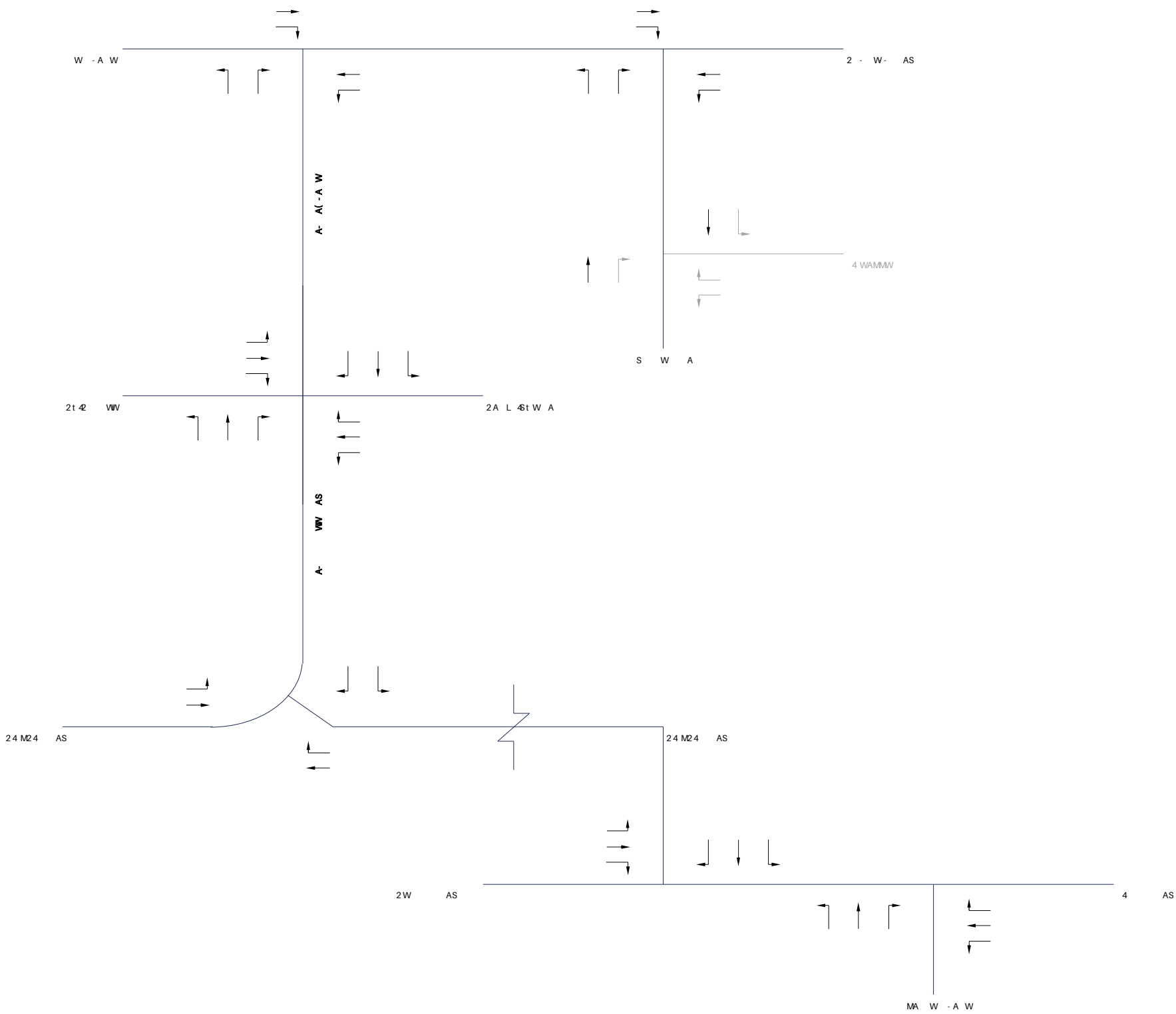
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A R A R

A L

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(W A- W24W
s 2t
At W s 2t





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LA W 2

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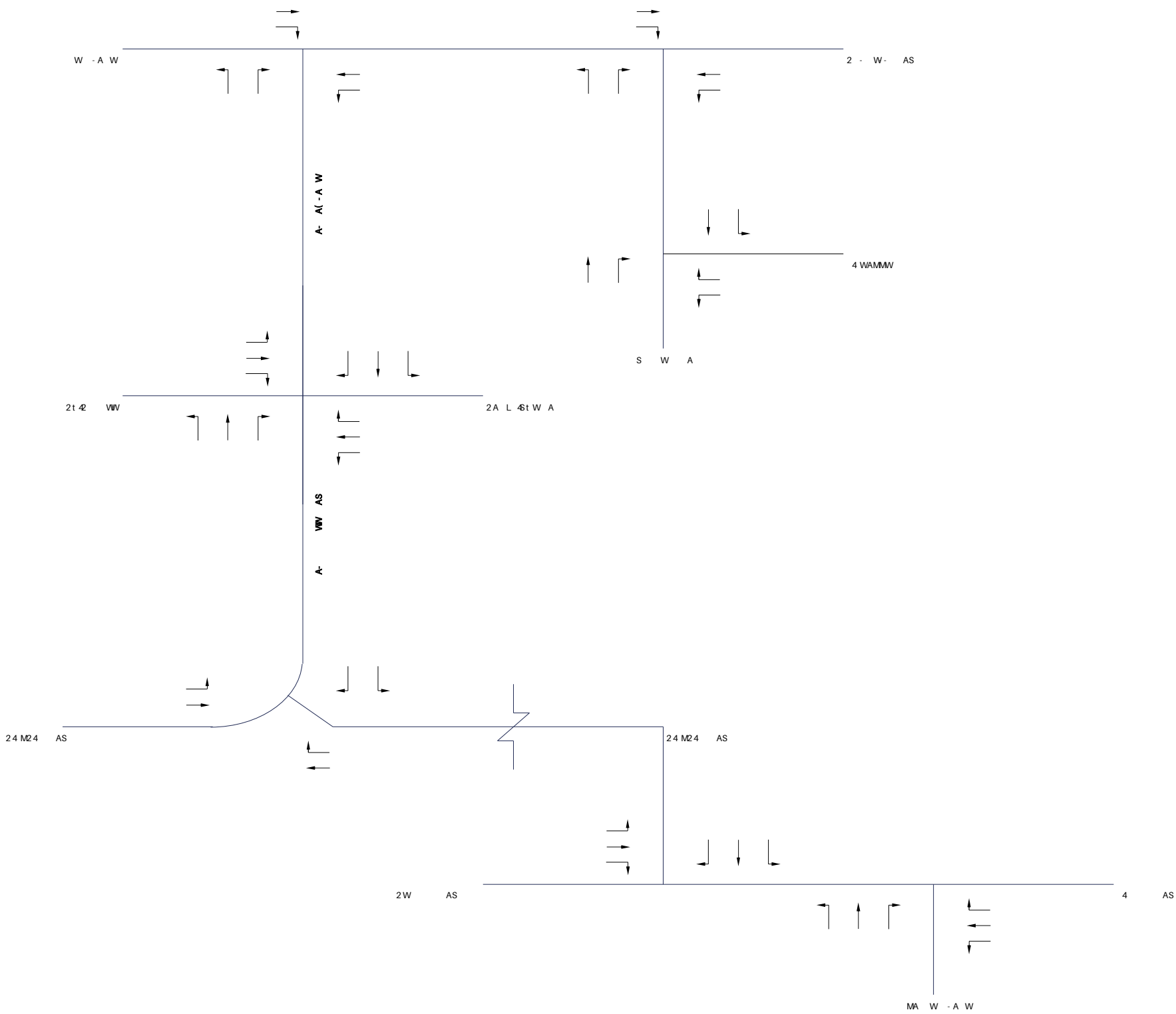
/

A R A R

A L

W W(2 / /
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(W A- W24W
s 2t
At W s 2t





S

2

SWW 2 W MA WA

A

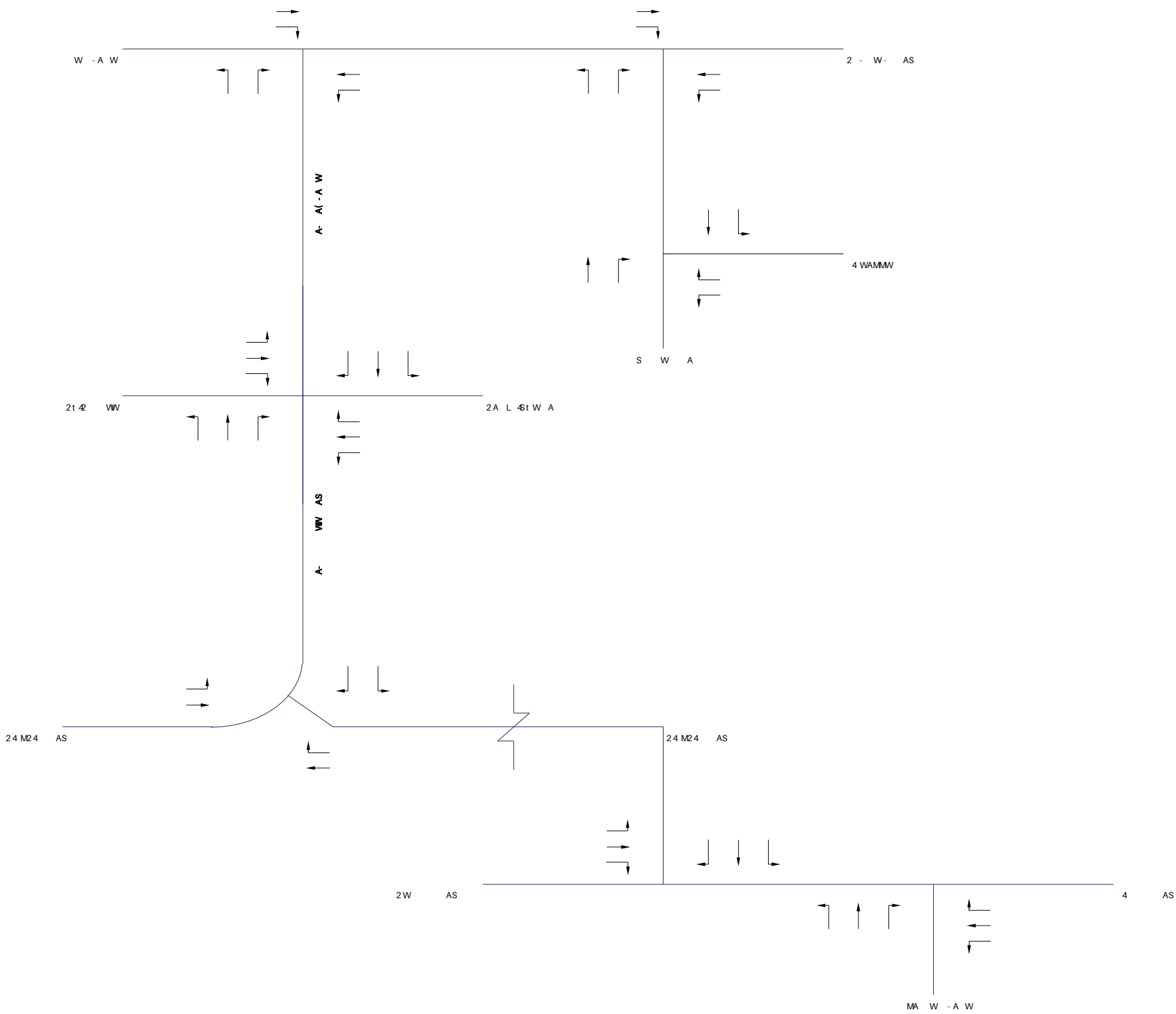
/

A R A R

A L

W WA(2 / /
WA(2 /

(W A- W24W
s 2t
At W s 2t





S

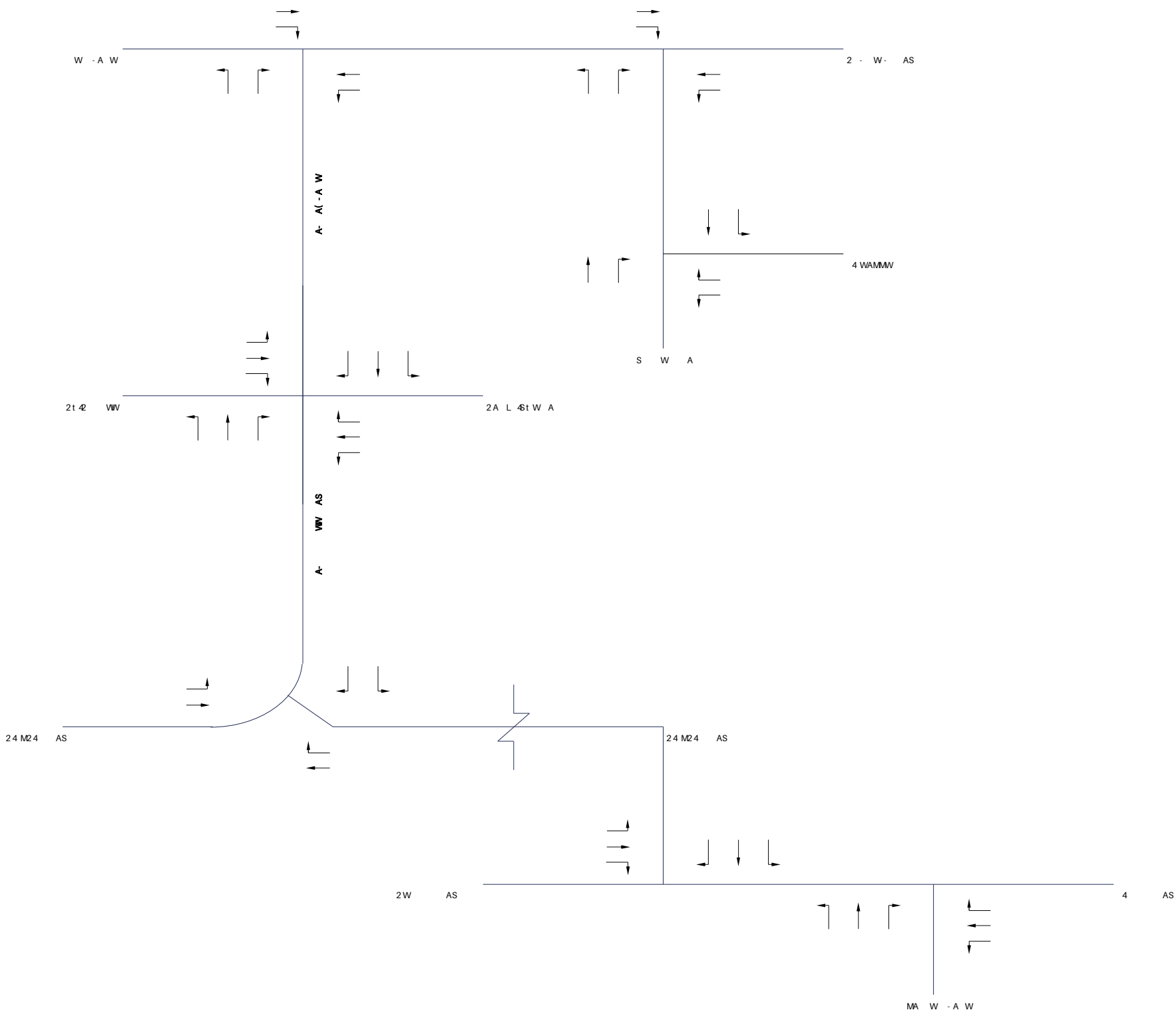
2

SWW W MA WA
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A R A R
A L

W WA(2 / /
WA(2 /

(W A- W24W
s 2t
At W s 2t





S

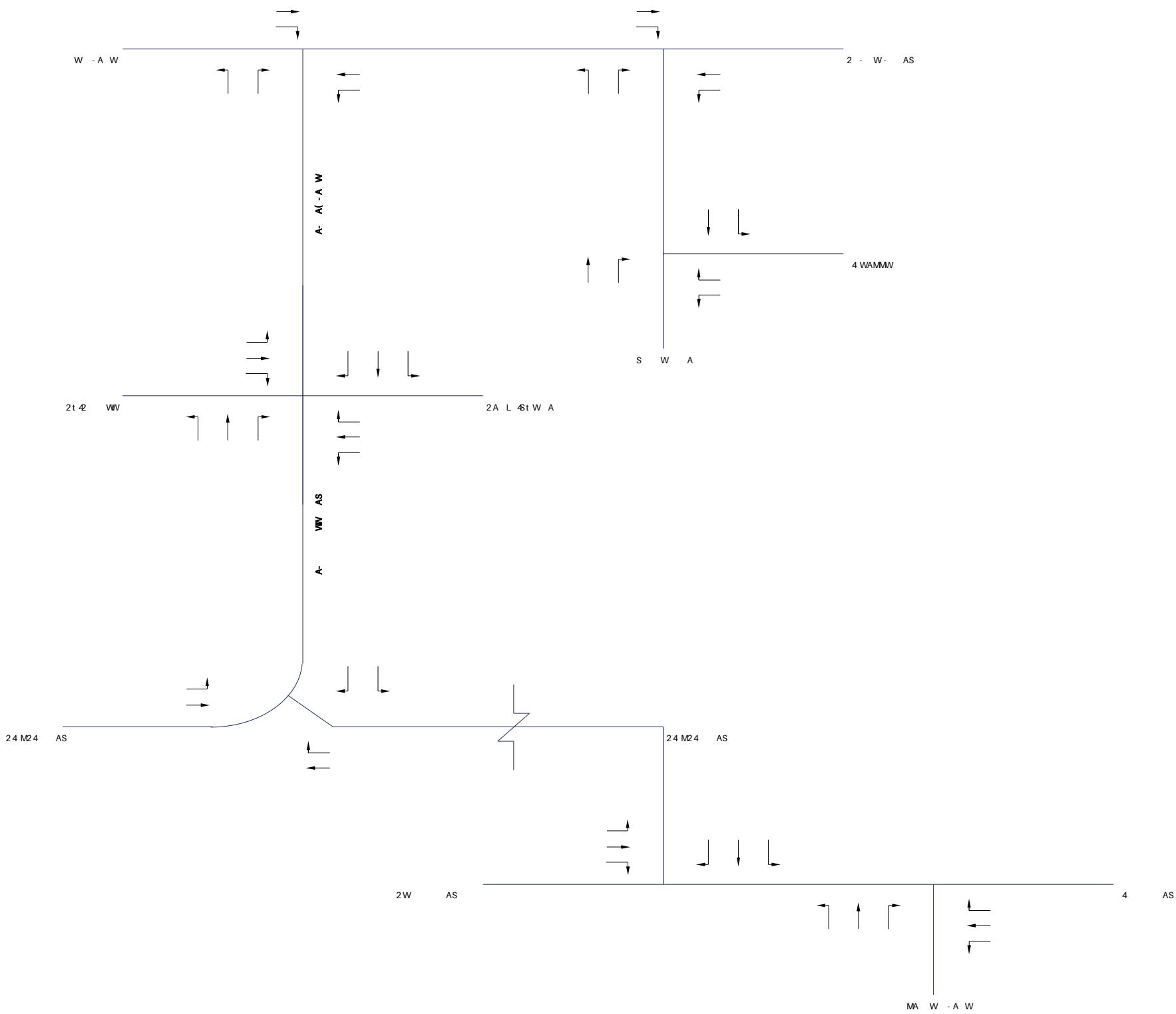
2

SWW W MA WA
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A R A R
A L

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(W A- W24W
s 2t
At W s 2t





S

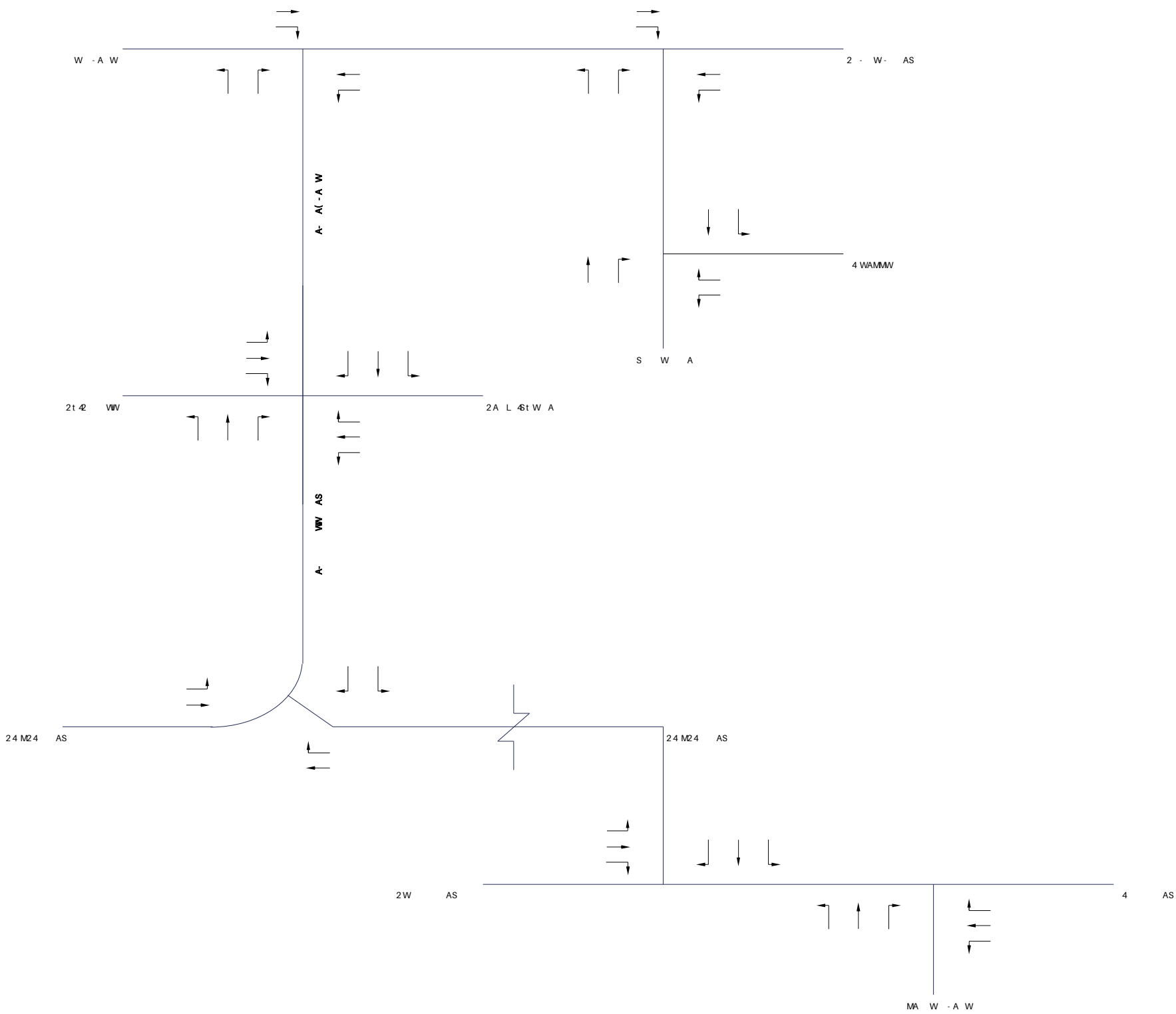
2

SWW W MA WA
W
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A R A R
A L

W WA(2 / /
WA(2 /

(W A- W2.4M W
s 2t
At W s 2t





S

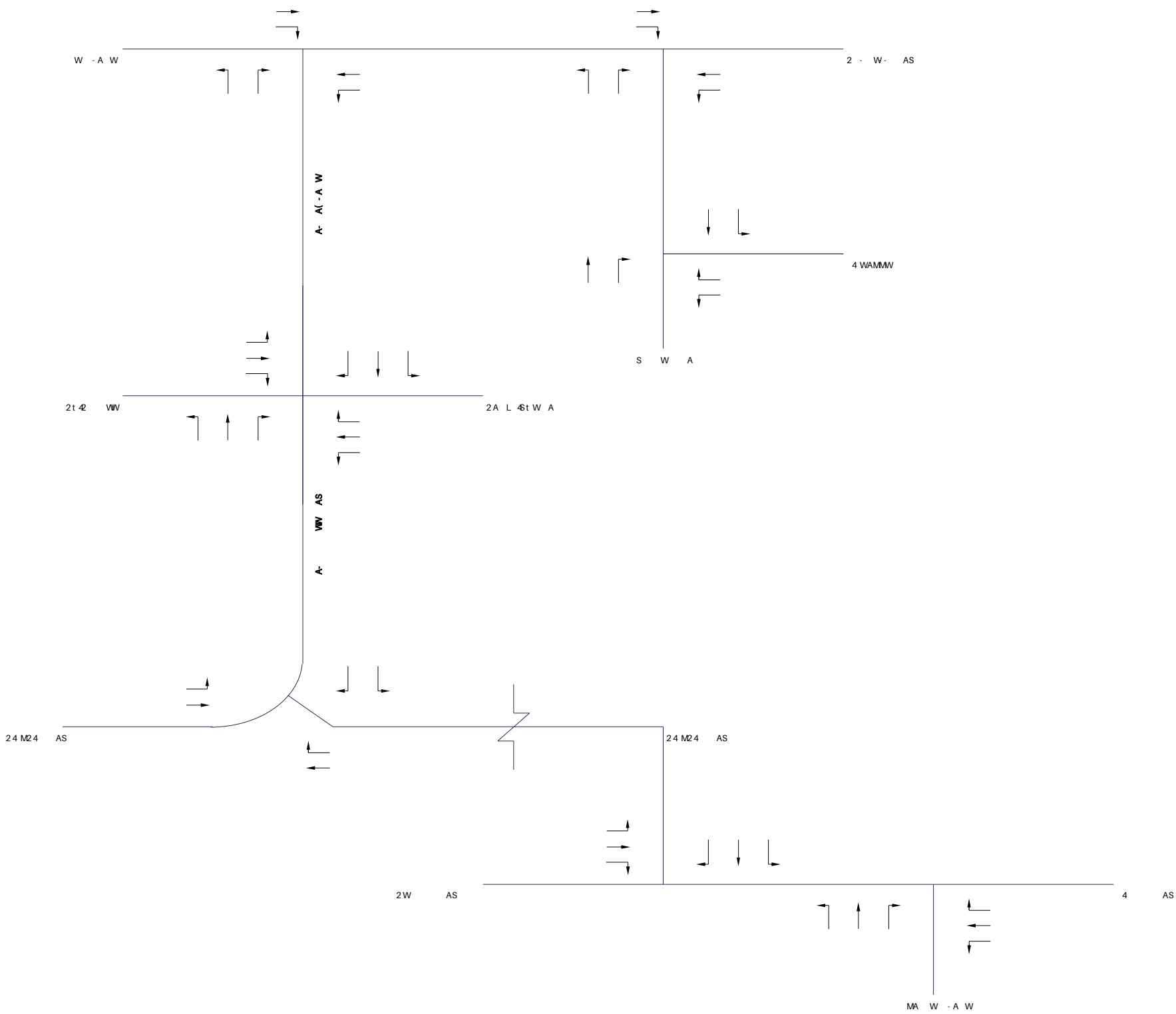
2

SWW W MA WA
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A
/

A R A R
A L

W W(2 / /
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(W A- W24W
s 2t
At W s 2t





S

2

SWW 2 W MA W

A

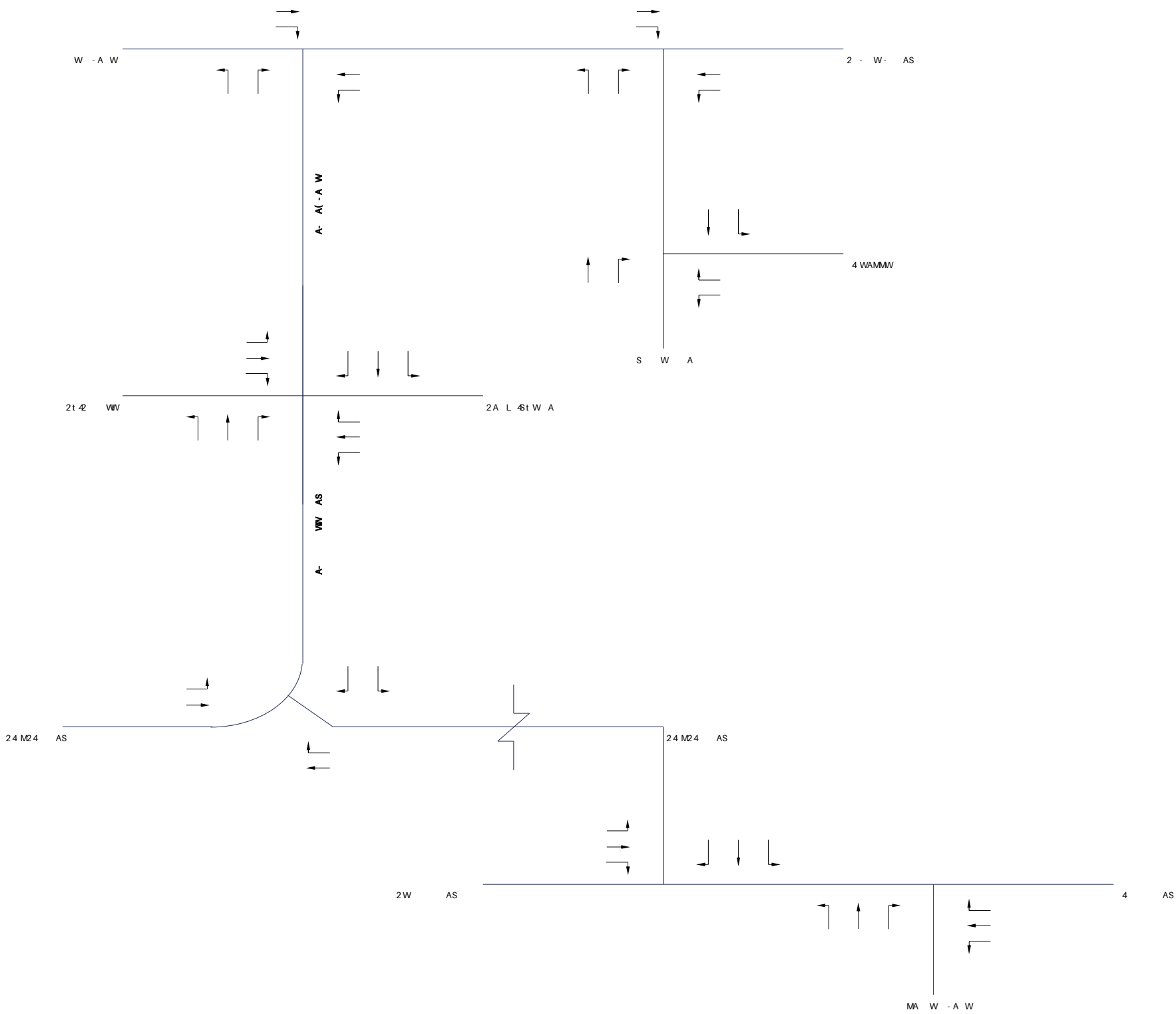
/

A R A R

A L

W W(2 / /
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(W A- W24 W
s 2t
At W s 2t





S

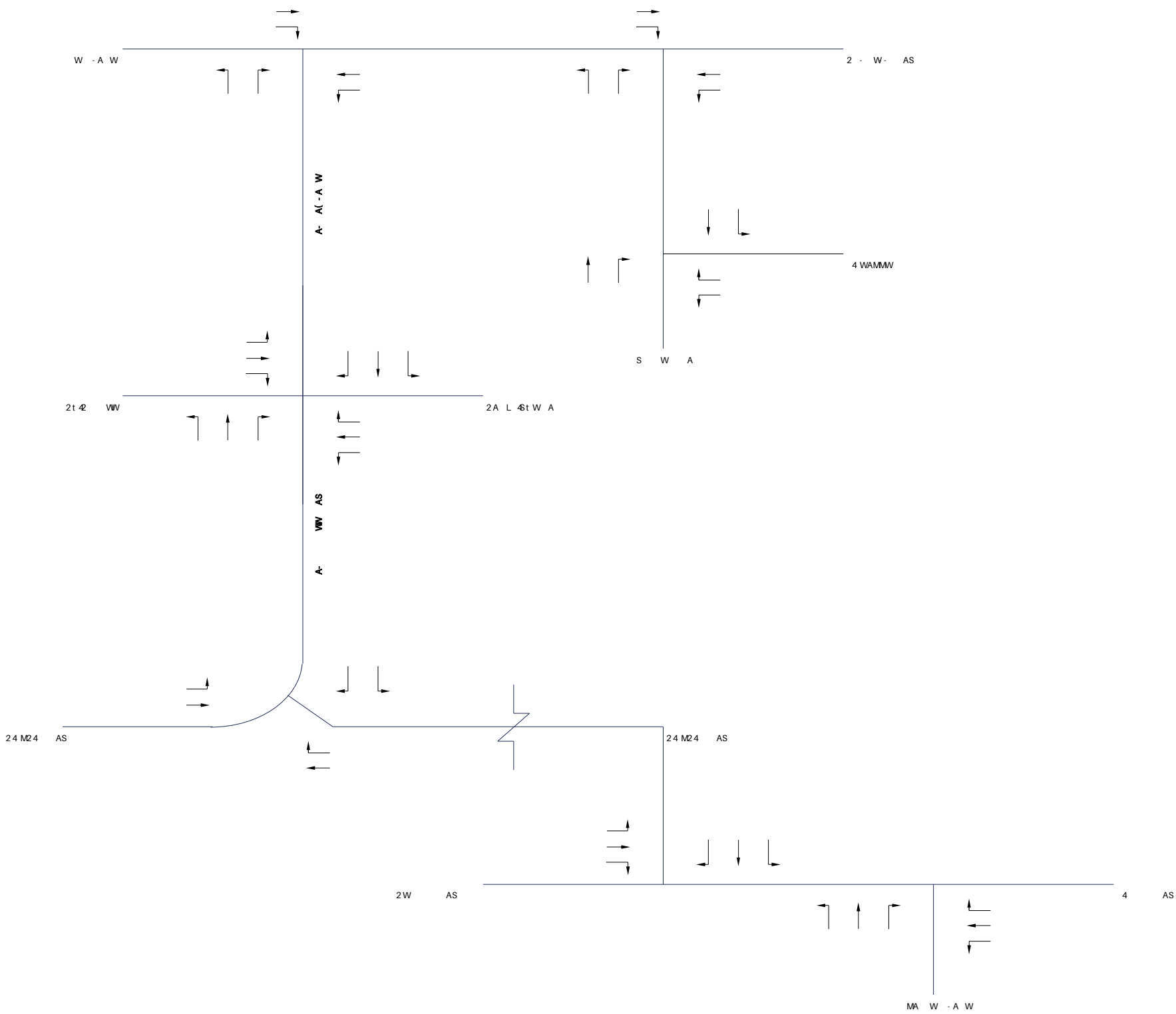
2

SWW W MA W
W
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A R A R
A L

W W(2 / /
W(2 /

(W A- W24 W
s 2t
At W s 2t





S

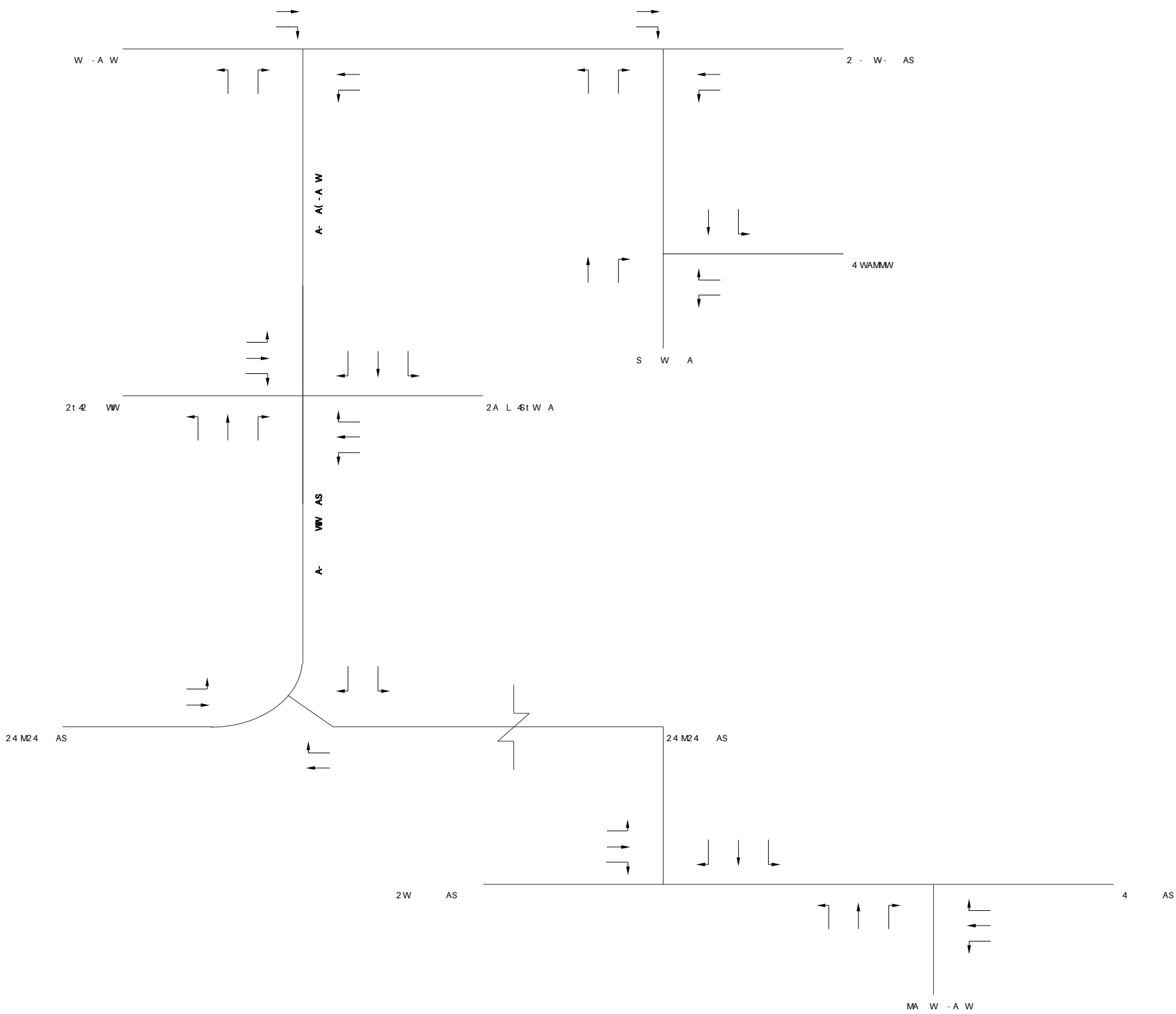
2

SWW W MA W
W
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A R A R
A L

W W(2 / /
W(2 /

(W A- W2.4 W
s 2t
At W s 2t





S

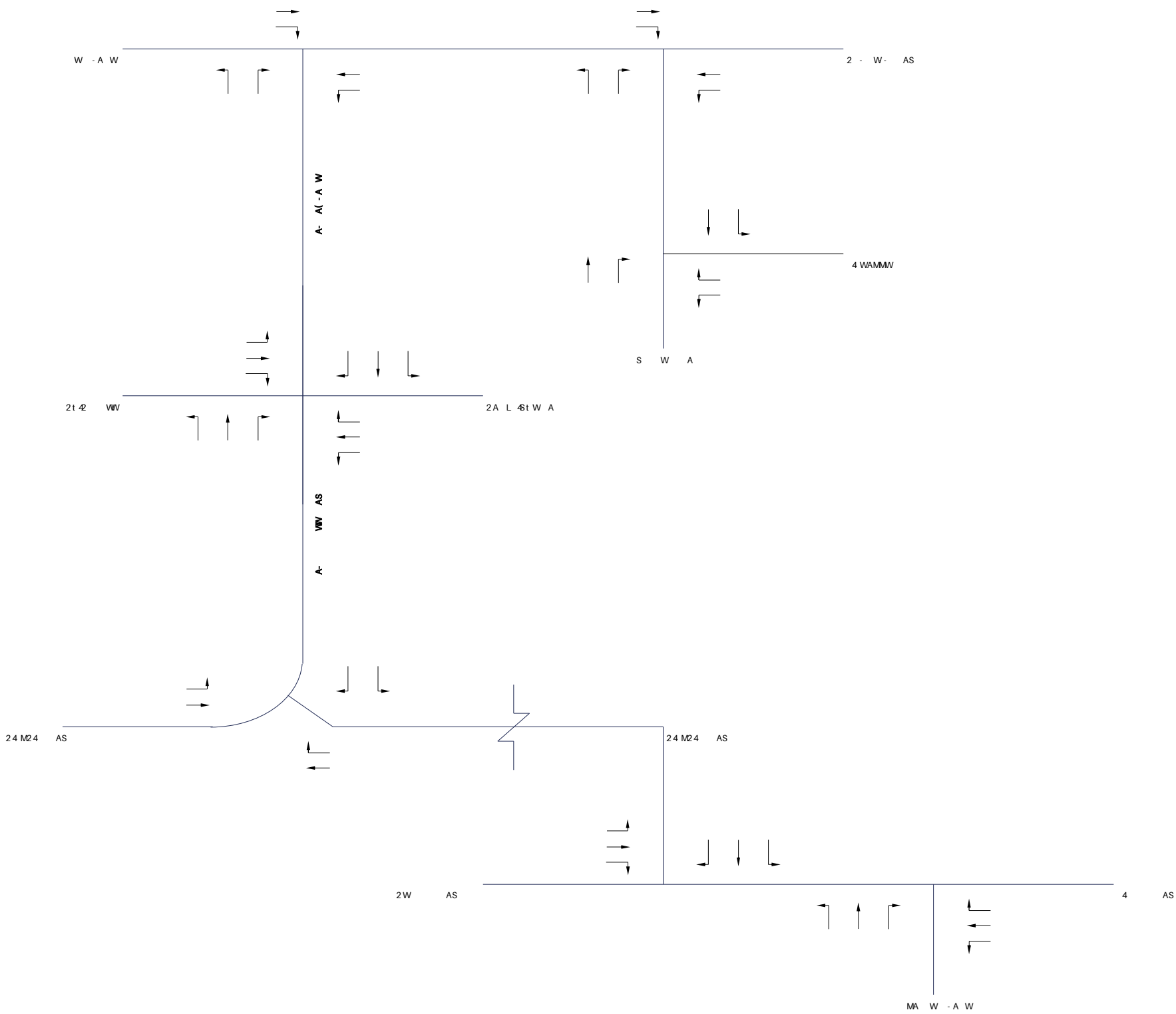
2

SWW W MA W
W
A
/

A R A R
A L

W W(2 / /
W(2 /

(W A- W2.4 W
s 2t
At W s 2t





S

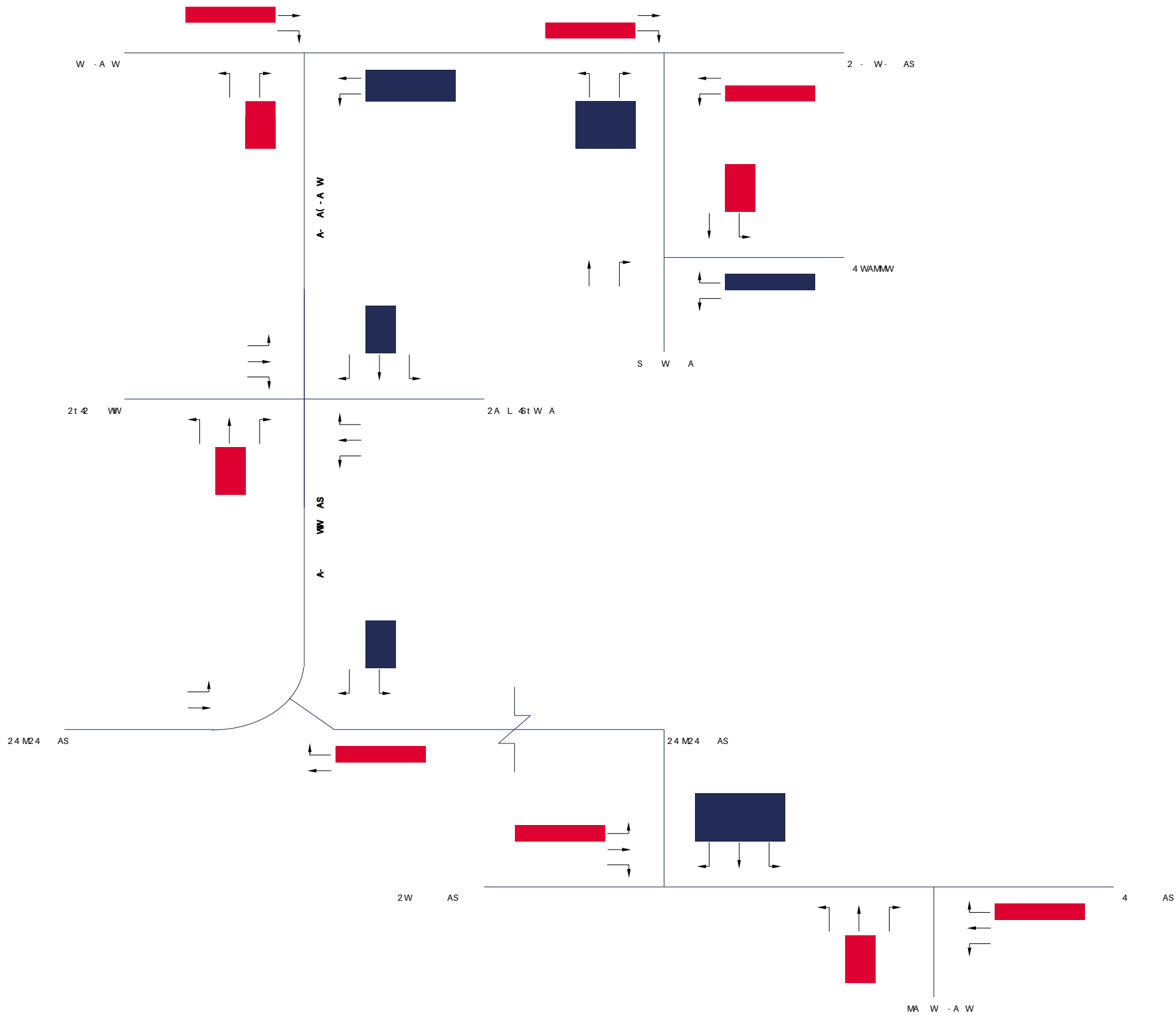
2

SWW W MA W
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A
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A R A R
A L

W A WA(

(W
A 4W
SWA



S

2

V6 4 A 2

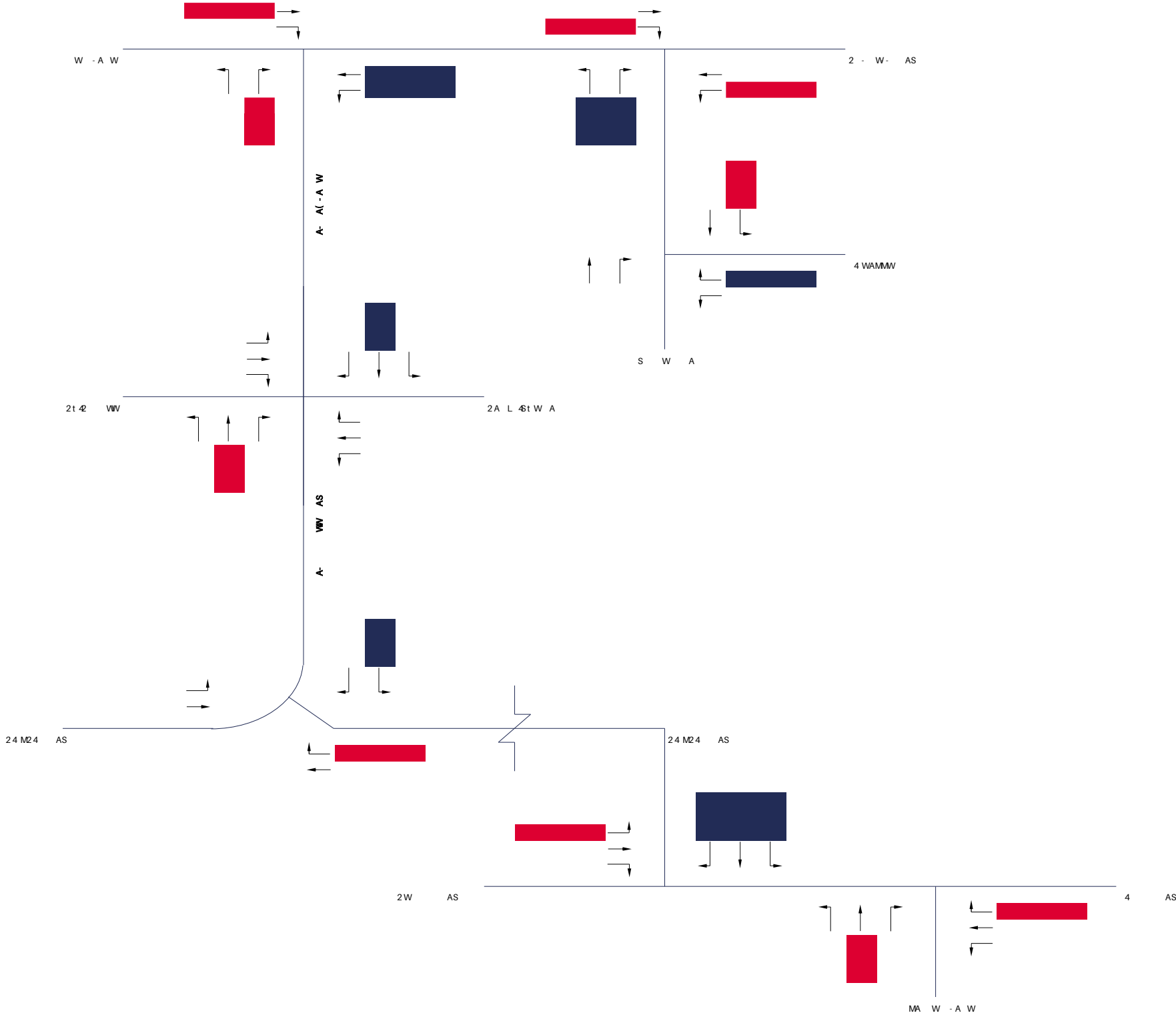
A

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A R A R
A L

W A WA(

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SWA



S

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V/S 4 A W

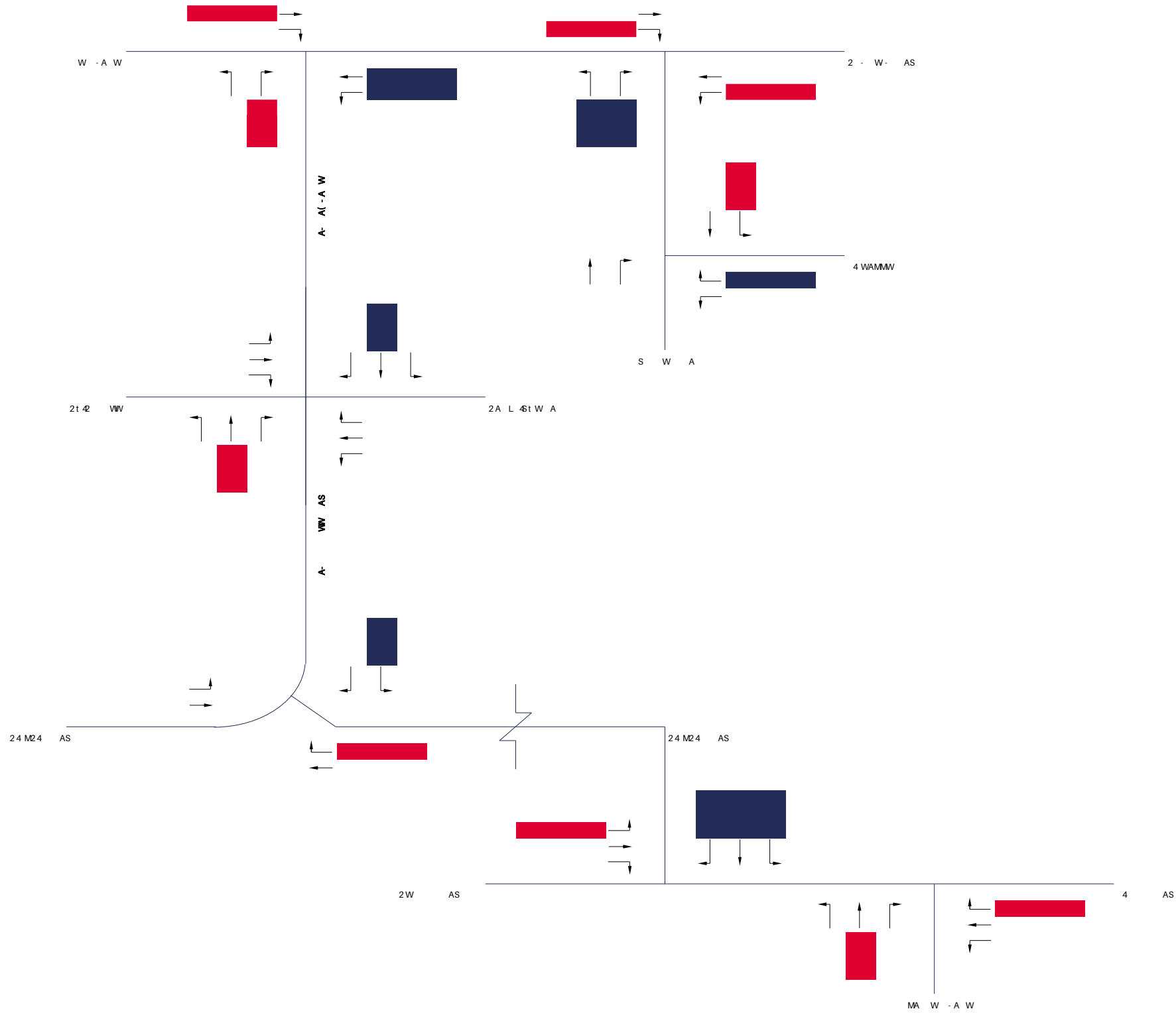
A

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A R A R
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W A WA(

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S

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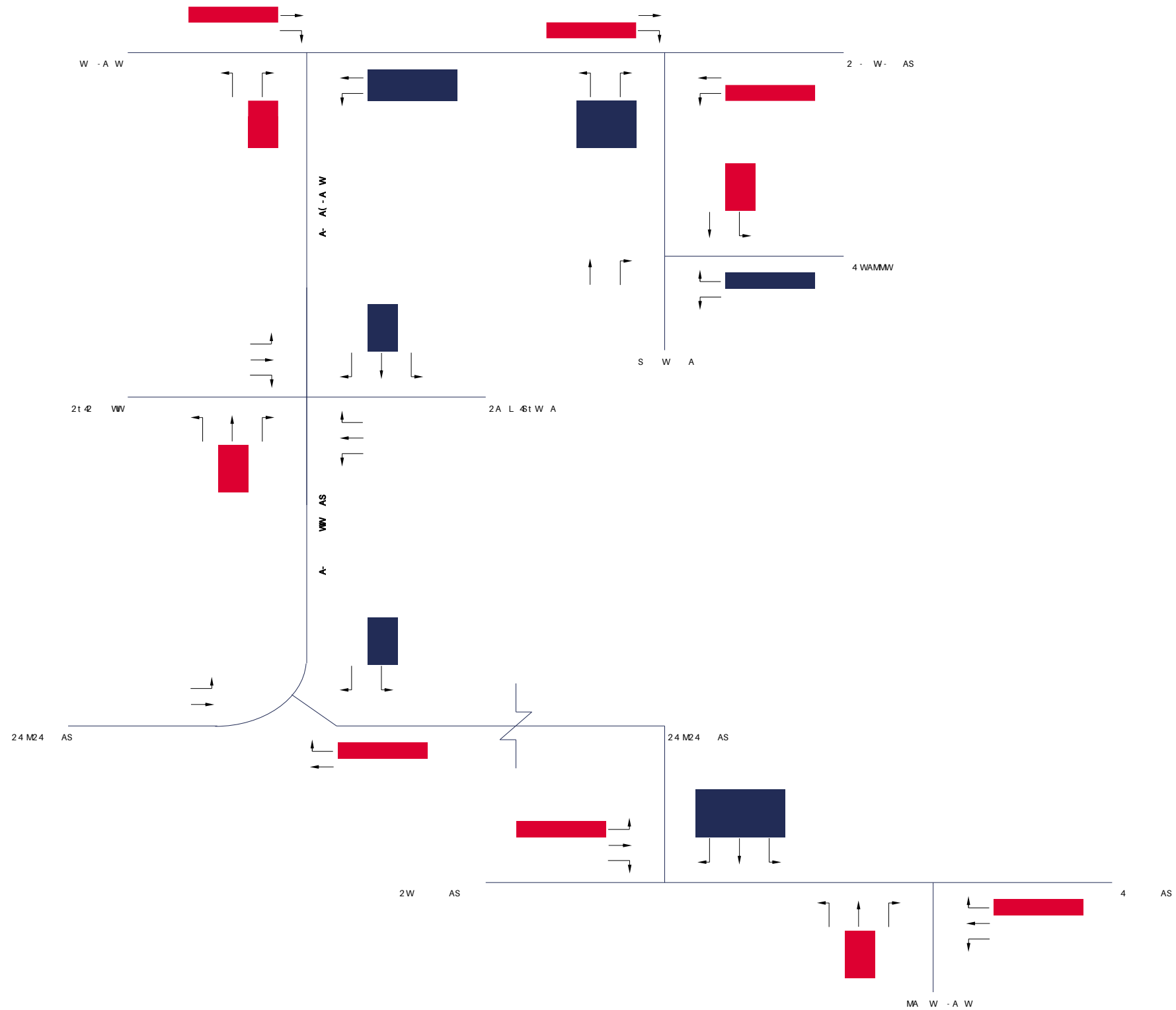
/

A R A R

A L

W A WA(

(W
A 4W
SWA



S
2
VS 4 W
A
/
A R A R
A L

A8. PICADY OUTPUTS

Junctions 10		
PICADY 10 - Priority Intersection Module		
Version: 10.1.1.1905		
© Copyright TRL Software Limited, 2023		
For sales and distribution information, program advice and maintenance, contact TRL Software:		
+44 (0)1344 379777 software@trl.co.uk trlsoftware.com		
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution		

Filename: 01. DROVERS WAY_HOLWELL RD_LINKED_PICADY.j10

Path: C:\Users\rbroom\Iceni Projects Limited\iBIS - Projects - Projects\I000653__Pirton_Hitchin\03 Calcs\02. JUNCTION MODELS\01. DROVERS WAY_HOLWELL ROAD

Report generation date: 10/06/2025 14:29:48

-
- »Existing Layout - 2025 Observed, AM
 - »Existing Layout - 2025 Observed, PM
 - »Existing Layout - 2030 Base, AM
 - »Existing Layout - 2030 Base, PM
 - »Existing Layout - 2030 Development Case, AM
 - »Existing Layout - 2030 Development Case, PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	LOS	Junction LOS	Queue (Veh)	Delay (s)	LOS	Junction LOS
	Existing Layout [Lane Simulation] - 2025 Observed							
1 - Howell Rd / Drovers Way (NE) - A - Holwell Road (N)	0.0	0.00	A	A	0.0	0.00	A	A
1 - Howell Rd / Drovers Way (NE) - B - Drovers Way (N)	0.1	6.99	A		0.0	6.70	A	
1 - Howell Rd / Drovers Way (NE) - C - Holwell Road (W)	0.0	0.00	A		0.0	0.00	A	
2 - Drovers Way (S) - A - Drovers Way (S)	0.0	0.00	A	A	0.0	0.00	A	A
2 - Drovers Way (S) - B - Drovers Way (S)	0.1	6.97	A		0.0	7.74	A	
2 - Drovers Way (S) - C - Drovers Way (N)	0.0	0.00	A		0.0	0.00	A	
3 - Holwell Road / Drovers Way (NW) - A - Holwell Road (W)	0.0	0.00	A	A	0.0	0.00	A	A
3 - Holwell Road / Drovers Way (NW) - B - Drovers Way (S)	0.1	6.09	A		0.0	5.75	A	
3 - Holwell Road / Drovers Way (NW) - C - Holwell Road (W)	0.0	1.71	A		0.0	2.55	A	
	Existing Layout [Lane Simulation] - 2030 Base							
1 - Howell Rd / Drovers Way (NE) - A - Holwell Road (N)	0.0	0.00	A	A	0.0	0.00	A	A
1 - Howell Rd / Drovers Way (NE) - B - Drovers Way (N)	0.0	7.10	A		0.0	8.23	A	
1 - Howell Rd / Drovers Way (NE) - C - Holwell Road (W)	0.0	0.00	A		0.0	0.00	A	
2 - Drovers Way (S) - A - Drovers Way (S)	0.0	0.00	A	A	0.0	0.00	A	A
2 - Drovers Way (S) - B - Drovers Way (S)	0.0	7.14	A		0.1	7.17	A	
2 - Drovers Way (S) - C - Drovers Way (N)	0.0	0.00	A		0.0	0.00	A	
3 - Holwell Road / Drovers Way (NW) - A - Holwell Road (W)	0.0	0.00	A	A	0.0	0.00	A	A
3 - Holwell Road / Drovers Way (NW) - B - Drovers Way (S)	0.0	5.89	A		0.0	4.92	A	
3 - Holwell Road / Drovers Way (NW) - C - Holwell Road (W)	0.0	1.82	A		0.1	2.77	A	
	Existing Layout [Lane Simulation] - 2030 Development Case							
1 - Howell Rd / Drovers Way (NE) - A - Holwell Road (N)	0.0	0.00	A	A	0.0	0.00	A	A
1 - Howell Rd / Drovers Way (NE) - B - Drovers Way (N)	0.0	7.25	A		0.0	7.18	A	
1 - Howell Rd / Drovers Way (NE) - C - Holwell Road (W)	0.0	0.00	A		0.0	0.00	A	
2 - Drovers Way (S) - A - Drovers Way (S)	0.0	0.00	A	A	0.0	0.00	A	A
2 - Drovers Way (S) - B - Drovers Way (S)	0.1	7.24	A		0.1	7.64	A	
2 - Drovers Way (S) - C - Drovers Way (N)	0.0	0.00	A		0.0	0.00	A	
3 - Holwell Road / Drovers Way (NW) - A - Holwell Road (W)	0.0	0.00	A	A	0.0	0.00	A	A
3 - Holwell Road / Drovers Way (NW) - B - Drovers Way (S)	0.1	5.37	A		0.1	5.46	A	
3 - Holwell Road / Drovers Way (NW) - C - Holwell Road (W)	0.1	2.72	A		0.1	4.63	A	

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

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Arm and junction delays are averages for all movements, including movements with zero delay.

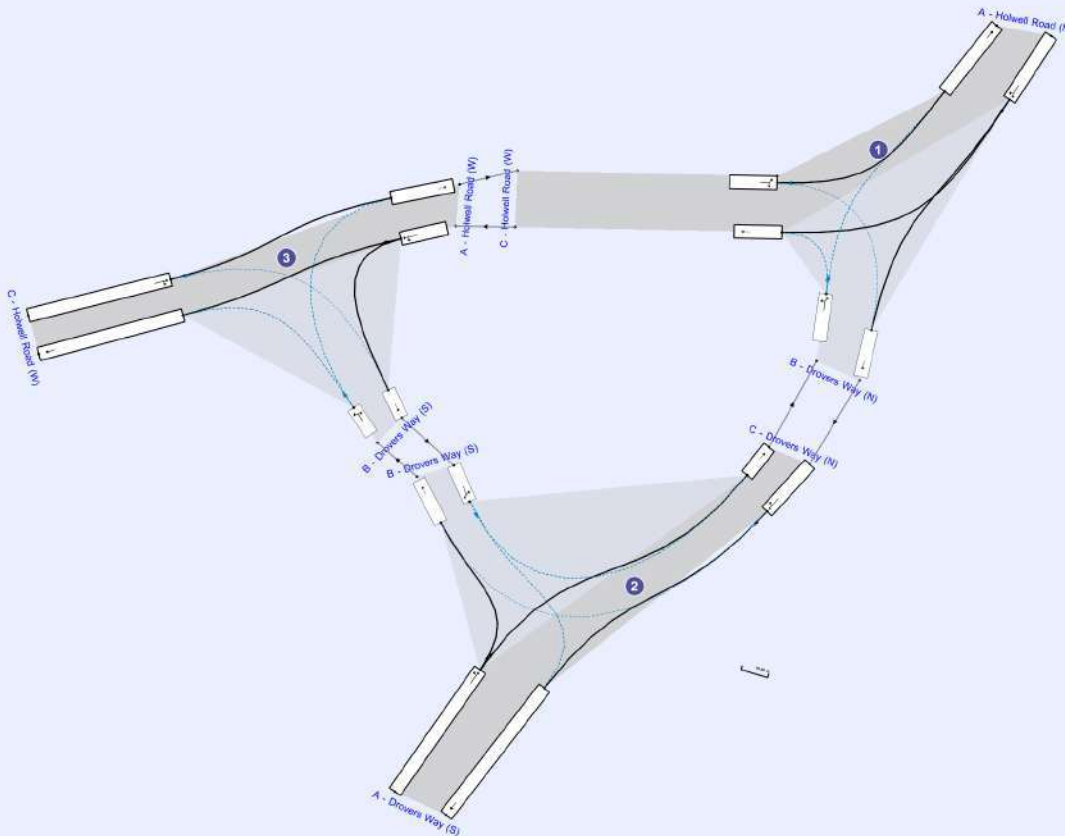
File summary

File Description

Title	Drovers Way / Holwell Road
Location	
Site number	
Date	30/04/2015
Version	v1
Status	(new file)
Identifier	
Client	Gladman Development Ltd
Jobnumber	1000653
Enumerator	
Description	Linked PICADY model of existing bennett junction north of proposed development

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	perTimeSegment	s	-Min	perMin



Flows show original traffic demand (Veh/TS).

Lane simulation visualisation time: 17:59:00

The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
5.75						0.85	36.00	20.00		

Lane Simulation options

Criteria type	Stop criteria (%)	Stop criteria time (s)	Stop criteria number of trials	Calculate RFCs	Random seed	Results refresh speed (s)	Individual vehicle animation number of trials	Average animation capture interval (s)	Use quick response	Do flow sampling	Suppress automatic lane creation	Last run random seed	Last run number of trials	Last run time taken (s)
Delay	1.00	100000	100000	Do not calculate	-1	3	1	60	✓			1753133077	101	0.43

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓
D2	2025 Observed	PM	DIRECT	17:00	18:00	60	15	✓
D3	2030 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2030 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2030 Development Case	AM	DIRECT	08:00	09:00	60	15	✓
D6	2030 Development Case	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Use Lane Simulation	Description	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	Existing Layout	✓	Modelling of existing bennett junction	✓	80.000	100.000

Existing Layout - 2025 Observed, AM

Data Errors and Warnings

Severity	Area	Item	Description
Info	Simulation	A1 - Existing Layout [Lane Simulation]	This run uses Simulation mode. For detailed information on this mode, please see the User Guide.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Howell Rd / Drovers Way (NE)	T-Junction	Two-way	Two-way	Two-way		0.52	A
2	Drovers Way (S)	T-Junction	Two-way	Two-way	Two-way		1.40	A
3	Holwell Road / Drovers Way (NW)	T-Junction	Two-way	Two-way	Two-way		1.67	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.15	A

Arms

Arms

Junction	Arm	Name	Description	Arm type
1 - Howell Rd / Drovers Way (NE)	A	Holwell Road (N)		Major
	B	Drovers Way (N)		Minor
	C	Holwell Road (W)		Major
2 - Drovers Way (S)	A	Drovers Way (S)		Major
	B	Drovers Way (S)		Minor
	C	Drovers Way (N)		Major
3 - Holwell Road / Drovers Way (NW)	A	Holwell Road (W)		Major
	B	Drovers Way (S)		Minor
	C	Holwell Road (W)		Major

Major Arm Geometry

Junction	Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)	Vehicles causing blocking (%)
1 - Howell Rd / Drovers Way (NE)	C - Holwell Road (W)	6.45			95.7	✓	0.00	100
2 - Drovers Way (S)	C - Drovers Way (N)	6.01			24.7	✓	0.00	100
3 - Holwell Road / Drovers Way (NW)	C - Holwell Road (W)	6.45			30.0	✓	0.00	100

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

Minor Arm Geometry

Junction	Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	One lane	3.25	64	120
2 - Drovers Way (S)	B - Drovers Way (S)	One lane	3.90	53	20
3 - Holwell Road / Drovers Way (NW)	B - Drovers Way (S)	One lane	3.90	40	114

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1 - Howell Rd / Drovers Way (NE)	B-A	143.031	0.102	0.258	0.162	0.369
	B-C	179.247	0.108	0.272	-	-
	C-B	157.342	0.239	0.239	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
2 - Drovers Way (S)	B-A	137.506	0.100	0.253	0.159	0.362
	B-C	173.436	0.106	0.269	-	-
	C-B	147.067	0.228	0.228	-	-

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (Veh/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
3 - Holwell Road / Drovers Way (NW)	B-A	148.968	0.106	0.269	0.169	0.384
	B-C	189.512	0.114	0.288	-	-
	C-B	147.834	0.225	0.225	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Lane Simulation: Arm options

Junction	Arm	Traffic considering secondary lanes (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	10.00
	B - Drovers Way (N)	10.00
	C - Holwell Road (W)	10.00
2 - Drovers Way (S)	A - Drovers Way (S)	10.00
	B - Drovers Way (S)	10.00
	C - Drovers Way (N)	10.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	10.00
	B - Drovers Way (S)	10.00
	C - Holwell Road (W)	10.00

Lanes

Junction	Arm	Side	Lane level	Lane	Destination arms	Has limited storage	Storage (PCU)	Has bottleneck	Has obstruction	Minimum capacity (PCU/TS)	Maximum capacity (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C		Infinity			0.00	24999.75
		Exit	1	1			Infinity				
	B - Drovers Way (N)	Entry	1	1	A, C	✓	3.00			0.00	24999.75
		Exit	1	1		✓	3.00				
	C - Holwell Road (W)	Entry	1	1	A, B	✓	3.00			0.00	24999.75
		Exit	1	1		✓	3.00				
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C		Infinity			0.00	24999.75
		Exit	1	1			Infinity				
	B - Drovers Way (S)	Entry	1	1	A, C	✓	3.00			0.00	24999.75
		Exit	1	1		✓	3.00				
	C - Drovers Way (N)	Entry	1	1	A, B	✓	5.00			0.00	24999.75
		Exit	1	1		✓	3.00				
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	✓	3.00			0.00	24999.75
		Exit	1	1		✓	4.00				
	B - Drovers Way (S)	Entry	1	1	A, C	✓	2.00			0.00	24999.75
		Exit	1	1		✓	2.00				
	C - Holwell Road (W)	Entry	1	1	A, B		Infinity			0.00	24999.75
		Exit	1	1			Infinity				

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Holwell Road (N)	Drovers Way (N)	Holwell Road (W)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	1	1		✓	✓
	B - Drovers Way (N)	1	1	✓		✓
	C - Holwell Road (W)	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Drovers Way (S)	Drovers Way (S)	Drovers Way (N)
2 - Drovers Way (S)	A - Drovers Way (S)	1	1		✓	✓
	B - Drovers Way (S)	1	1	✓		✓
	C - Drovers Way (N)	1	1	✓	✓	

Summary of Entry Lane allowed movements

Junction	Arm	Lane Level	Lane	Destination arm		
				Holwell Road (W)	Drovers Way (S)	Holwell Road (W)
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	1		✓	✓
	B - Drovers Way (S)	1	1	✓		✓
	C - Holwell Road (W)	1	1	✓	✓	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2025 Observed	AM	DIRECT	08:00	09:00	60	15	✓

Linked Arm Data

Junction	Arm	Feeding Junction	Feeding Arm	Link Type	Flow source	Uniform flow (Veh/TS)	Flow multiplier (%)	Internal storage space (PCU)
1 - Howell Rd / Drovers Way (NE)	B - Drovers Way (N)	2	C	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Holwell Road (W)	3	A	Simple (vertical queueing)	Normal	0.00	100.00	
2 - Drovers Way (S)	B - Drovers Way (S)	3	B	Simple (vertical queueing)	Normal	0.00	100.00	
	C - Drovers Way (N)	1	B	Simple (vertical queueing)	Normal	0.00	100.00	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	1	C	Simple (vertical queueing)	Normal	0.00	100.00	
	B - Drovers Way (S)	2	B	Simple (vertical queueing)	Normal	0.00	100.00	

Demand overview (Traffic)

Junction	Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)		DIRECT	✓	100.000
	B - Drovers Way (N)	✓			
	C - Holwell Road (W)	✓			
2 - Drovers Way (S)	A - Drovers Way (S)		DIRECT	✓	100.000
	B - Drovers Way (S)	✓			
	C - Drovers Way (N)	✓			
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	✓			
	B - Drovers Way (S)	✓			
	C - Holwell Road (W)		DIRECT	✓	100.000

Origin-Destination Data

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:00
- 08:15

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	1.00	8.00
	B - Drovers Way (N)	6.00	0.00	0.00
	C - Holwell Road (W)	21.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:15
- 08:30

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	19.00
	B - Drovers Way (N)	4.00	0.00	0.00
	C - Holwell Road (W)	24.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:30
- 08:45

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	2.00	14.00
	B - Drovers Way (N)	2.00	0.00	0.00
	C - Holwell Road (W)	21.00	0.00	0.00

Demand (Veh/TS)

1 - Howell Rd / Drovers Way (NE) 08:45
- 09:00

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0.00	0.00	12.00
	B - Drovers Way (N)	0.00	0.00	0.00
	C - Holwell Road (W)	22.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:00 - 08:15

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	3.00	6.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	1.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:15 - 08:30

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	5.00	4.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	2.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:30 - 08:45

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	7.00	2.00
	B - Drovers Way (S)	1.00	0.00	0.00
	C - Drovers Way (N)	2.00	0.00	0.00

Demand (Veh/TS)

2 - Drovers Way (S) 08:45 - 09:00

	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
From	A - Drovers Way (S)	0.00	4.00	0.00
	B - Drovers Way (S)	7.00	0.00	0.00
	C - Drovers Way (N)	0.00	0.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:00 - 08:15

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	8.00
	B - Drovers Way (S)	0.00	0.00	3.00
	C - Holwell Road (W)	21.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:15 - 08:30

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	19.00
	B - Drovers Way (S)	0.00	0.00	5.00
	C - Holwell Road (W)	24.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:30 - 08:45

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	14.00
	B - Drovers Way (S)	0.00	0.00	7.00
	C - Holwell Road (W)	21.00	1.00	0.00

Demand (Veh/TS)

3 - Holwell Road / Drovers Way (NW)
08:45 - 09:00

	To			
		A - Holwell Road (W)	B - Drovers Way (S)	C - Holwell Road (W)
From	A - Holwell Road (W)	0.00	0.00	12.00
	B - Drovers Way (S)	0.00	0.00	4.00
	C - Holwell Road (W)	22.00	7.00	0.00

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Junction	PCU factor for a cyclist	PCU factor for a cyclist in controlling flow
1	0.20	0.80
2	0.20	0.80
3	0.20	0.80

1 -
Howell
Rd /
Drovers
Way
(NE)
08:00 -
08:15

Heavy Vehicle %

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0	100	13
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
From	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	5
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	7
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

1 -
Howell
Rd /
Drovers
Way
(NE)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (N)	B - Drovers Way (N)	C - Holwell Road (W)
	A - Holwell Road (N)	0	0	0
	B - Drovers Way (N)	0	0	0
	C - Holwell Road (W)	0	0	0

2 -
Drovers
Way (S)
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	100	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

2 -
Drovers
Way (S)
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	20	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

2 -
Drovers
Way (S)
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drovers Way (S)	B - Drovers Way (S)	C - Drovers Way (N)
	A - Drovers Way (S)	0	0	0
	B - Drovers Way (S)	0	0	0
	C - Drovers Way (N)	0	0	0

2 -
Drobers
Way (S)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

Cyclist %

From	To			
		A - Drobers Way (S)	B - Drobers Way (S)	C - Drobers Way (N)
	A - Drobers Way (S)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Drobers Way (N)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
08:00 -
08:15

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	13
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
08:15 -
08:30

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	5
	B - Drobers Way (S)	0	0	20
	C - Holwell Road (W)	0	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
08:30 -
08:45

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	7
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

3 -
Holwell
Road /
Drobers
Way
(NW)
08:45 -
09:00

Heavy Vehicle %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	5	0	0

Cyclist %

From	To			
		A - Holwell Road (W)	B - Drobers Way (S)	C - Holwell Road (W)
	A - Holwell Road (W)	0	0	0
	B - Drobers Way (S)	0	0	0
	C - Holwell Road (W)	0	0	0

Results

Results Summary for whole modelled period

Junction	Arm	Max Delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/TS)	Total Junction Arrivals (Veh)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	0.00	0.0	A	11.57	46.28
	B - Drovers Way (N)	6.99	0.1	A	2.37	9.48
	C - Holwell Road (W)	0.00	0.0	A	16.92	67.66
2 - Drovers Way (S)	A - Drovers Way (S)	0.00	0.0	A	6.21	24.83
	B - Drovers Way (S)	6.97	0.1	A	1.91	7.63
	C - Drovers Way (N)	0.00	0.0	A	1.00	4.01
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	0.00	0.0	A	10.57	42.29
	B - Drovers Way (S)	6.09	0.1	A	3.84	15.36
	C - Holwell Road (W)	1.71	0.0	A	18.80	75.21

Main Results for each time segment

08:00 - 08:15

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	6.66	6.66	6.66	9.43	20.84	0.0	0.0	0.000	A
	B - Drovers Way (N)	4.78	4.78	4.69	5.26	0.62	0.0	0.1	6.987	A
	C - Holwell Road (W)	16.16	16.16	16.16	18.41	6.05	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	7.51	7.51	7.51	8.23	1.41	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.77	0.77	0.80	0.71	2.73	0.0	0.0	6.172	A
	C - Drovers Way (N)	0.62	0.62	0.62	1.68	4.78	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	6.06	6.06	6.06	7.66	16.16	0.0	0.0	0.000	A
	B - Drovers Way (S)	2.73	2.73	2.73	2.87	0.77	0.0	0.0	4.367	A
	C - Holwell Road (W)	16.93	16.93	16.93	19.22	8.79	0.0	0.0	0.286	A

08:15 - 08:30

Junction	Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	18.27	18.27	18.27	16.90	22.25	0.0	0.0	0.000	A
	B - Drovers Way (N)	3.06	3.06	3.12	3.00	1.99	0.1	0.0	6.760	A
	C - Holwell Road (W)	19.13	19.13	19.13	18.94	16.28	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	7.13	7.13	7.13	8.17	2.76	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.68	0.68	0.77	0.87	4.10	0.0	0.0	6.973	A
	C - Drovers Way (N)	1.99	1.99	1.99	1.64	3.06	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	16.28	16.28	16.28	15.27	19.13	0.0	0.0	0.000	A
	B - Drovers Way (S)	4.10	4.10	4.16	5.02	0.68	0.0	0.1	6.088	A
	C - Holwell Road (W)	19.81	19.81	19.81	19.81	20.44	0.0	0.0	0.379	A

08:30 - 08:45

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	11.88	11.88	11.88	13.48	16.74	0.0	0.0	0.000	A
	B - Drovers Way (N)	1.63	1.63	1.57	1.54	1.40	0.0	0.0	6.112	A
	C - Holwell Road (W)	15.18	15.18	15.18	17.20	10.47	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	7.04	7.04	7.04	7.31	2.23	0.0	0.0	0.000	A
	B - Drovers Way (S)	0.71	0.71	0.83	0.91	5.41	0.0	0.0	5.660	A
	C - Drovers Way (N)	1.40	1.40	1.40	1.58	1.63	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	10.48	10.48	10.48	11.86	15.18	0.0	0.0	0.000	A
	B - Drovers Way (S)	5.41	5.41	5.38	5.80	0.71	0.1	0.0	5.216	A
	C - Holwell Road (W)	15.89	15.89	15.89	18.17	15.86	0.0	0.0	0.318	A

08:45 - 09:00

Junction	Am	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Throughput (exit side) (Veh/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsignalised level of service
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	9.48	9.48	9.48	9.61	17.20	0.0	0.0	0.000	A
	B - Drovers Way (N)	0.00	0.00	0.00	0.02	0.00	0.0	0.0	0.000	A
	C - Holwell Road (W)	17.20	17.20	17.20	18.82	9.48	0.0	0.0	0.000	A
2 - Drovers Way (S)	A - Drovers Way (S)	3.15	3.15	3.15	3.74	5.35	0.0	0.0	0.000	A
	B - Drovers Way (S)	5.47	5.47	5.35	5.20	3.15	0.0	0.1	6.733	A
	C - Drovers Way (N)	0.00	0.00	0.00	0.00	0.00	0.0	0.0	0.000	A
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	9.48	9.48	9.48	9.61	17.20	0.0	0.0	0.000	A
	B - Drovers Way (S)	3.15	3.15	3.15	3.76	5.47	0.0	0.0	4.962	A
	C - Holwell Road (W)	22.57	22.57	22.66	23.95	12.62	0.0	0.0	1.713	A

Lane Results

Lane Level notation: Lane Level 1 is always closest to the junction.

Lanes: Main Results for each time segment

08:00 - 08:15

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	6.66	6.66	9.43	0.0	0.0	0.000	
		Exit	1	1		20.84	20.84	23.66	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	4.78	4.69	5.26	0.0	0.1	6.987	
		Exit	1	1		0.62	0.62	1.68	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	16.16	16.16	18.41	0.0	0.0	0.000	
		Exit	1	1		6.05	6.05	7.74	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	7.51	7.51	8.23	0.0	0.0	0.000	
		Exit	1	1		1.41	1.41	2.40	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.77	0.80	0.71	0.0	0.0	6.172	
		Exit	1	1		2.73	2.73	2.89	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	0.62	0.62	1.68	0.0	0.0	0.000	
		Exit	1	1		4.78	4.78	5.34	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	6.06	6.06	7.66	0.0	0.0	0.000	
		Exit	1	1		16.16	16.16	18.50	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	2.73	2.73	2.87	0.0	0.0	4.367	
		Exit	1	1		0.77	0.77	0.71	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	16.93	16.93	19.22	0.0	0.0	0.286	
		Exit	1	1		8.79	8.79	10.53	0.0	0.0	0.000	

08:15 - 08:30

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	18.27	18.27	16.90	0.0	0.0	0.000	
		Exit	1	1		22.25	22.25	21.94	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	3.06	3.12	3.00	0.1	0.0	6.760	
		Exit	1	1		1.99	1.99	1.64	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	19.13	19.13	18.94	0.0	0.0	0.000	
		Exit	1	1		16.28	16.28	15.26	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	7.13	7.13	8.17	0.0	0.0	0.000	
		Exit	1	1		2.76	2.76	2.51	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.68	0.77	0.87	0.0	0.0	6.973	
		Exit	1	1		4.07	4.10	5.24	0.0	0.0	0.202	
	C - Drovers Way (N)	Entry	1	1	A, B	1.99	1.99	1.64	0.0	0.0	0.000	
		Exit	1	1		3.06	3.06	2.93	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	16.28	16.28	15.27	0.0	0.0	0.000	
		Exit	1	1		19.13	19.13	18.94	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	4.10	4.16	5.02	0.0	0.1	6.088	
		Exit	1	1		0.68	0.68	0.87	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	19.81	19.81	19.81	0.0	0.0	0.379	
		Exit	1	1		20.44	20.44	20.29	0.0	0.0	0.000	

08:30 - 08:45

Junction	Am	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	11.88	11.88	13.48	0.0	0.0	0.000	
		Exit	1	1		16.74	16.74	18.74	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	1.63	1.57	1.54	0.0	0.0	6.112	
		Exit	1	1		1.40	1.40	1.58	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	15.18	15.18	17.20	0.0	0.0	0.000	
		Exit	1	1		10.47	10.47	11.89	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	7.04	7.04	7.31	0.0	0.0	0.000	
		Exit	1	1		2.23	2.23	2.50	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	0.71	0.83	0.91	0.0	0.0	5.660	
		Exit	1	1		5.41	5.41	5.75	0.0	0.0	0.030	
	C - Drovers Way (N)	Entry	1	1	A, B	1.40	1.40	1.58	0.0	0.0	0.000	
		Exit	1	1		1.63	1.63	1.55	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	10.48	10.48	11.86	0.0	0.0	0.000	
		Exit	1	1		15.18	15.18	17.26	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	5.41	5.38	5.80	0.1	0.0	5.216	
		Exit	1	1		0.71	0.71	0.91	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	15.89	15.89	18.17	0.0	0.0	0.318	
		Exit	1	1		15.86	15.86	17.66	0.0	0.0	0.000	

08:45 - 09:00

Junction	Arm	Side	Lane level	Lane	Destination arms	Total Demand (Veh/TS)	Throughput (Veh/TS)	Average throughput (PCU/TS)	Start queue (Veh)	End queue (Veh)	Delay (s)	Unsig lev se
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	B, C	9.48	9.48	9.61	0.0	0.0	0.000	
		Exit	1	1		17.20	17.20	18.84	0.0	0.0	0.000	
	B - Drovers Way (N)	Entry	1	1	A, C	0.00	0.00	0.02	0.0	0.0	0.000	
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	17.20	17.20	18.82	0.0	0.0	0.000	
		Exit	1	1		9.48	9.48	9.61	0.0	0.0	0.000	
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	B, C	3.15	3.15	3.74	0.0	0.0	0.000	
		Exit	1	1		5.35	5.35	5.20	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	5.47	5.35	5.20	0.0	0.1	6.733	
		Exit	1	1		3.15	3.15	3.74	0.0	0.0	0.000	
	C - Drovers Way (N)	Entry	1	1	A, B	0.00	0.00	0.00	0.0	0.0	0.000	
		Exit	1	1		0.00	0.00	0.00	0.0	0.0	0.000	
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	B, C	9.48	9.48	9.61	0.0	0.0	0.000	
		Exit	1	1		17.20	17.20	18.69	0.0	0.0	0.000	
	B - Drovers Way (S)	Entry	1	1	A, C	3.15	3.15	3.76	0.0	0.0	4.962	
		Exit	1	1		5.47	5.47	5.26	0.0	0.0	0.000	
	C - Holwell Road (W)	Entry	1	1	A, B	22.57	22.66	23.95	0.0	0.0	1.713	
		Exit	1	1		12.62	12.62	13.38	0.0	0.0	0.000	

Lane movements: Main Results for each time segment

08:00 - 08:15

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughput (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.62	0.62	-	-	-	0.62	1.68
					C	6.05	6.05	-	-	-	6.05	7.74
	B - Drovers Way (N)	Entry	1	1	A	4.78	4.78	143.03	137.75	0.035	4.69	5.26
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	16.16	16.16	-	-	-	16.16	18.41
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	2.73	2.73	-	-	-	2.73	2.89
					C	4.78	4.78	-	-	-	4.78	5.34
	B - Drovers Way (S)	Entry	1	1	A	0.77	0.77	65.35	64.37	0.012	0.80	0.71
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	0.62	0.62	-	-	-	0.62	1.68
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	6.06	6.06	-	-	-	6.06	7.66
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	2.73	2.73	168.87	166.84	0.016	2.73	2.87
	C - Holwell Road (W)	Entry	1	1	A	16.16	16.16	-	-	-	16.16	18.50
					B	0.77	0.77	70.26	69.37	0.011	0.77	0.71
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:15 - 08:30

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.99	1.99	-	-	-	1.99	1.64
					C	16.28	16.28	-	-	-	16.28	15.26
	B - Drovers Way (N)	Entry	1	1	A	3.06	3.06	135.95	128.69	0.024	3.12	3.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	19.13	19.13	-	-	-	19.13	18.94
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	4.07	4.07	-	-	-	4.07	5.24
					C	3.06	3.06	-	-	-	3.06	2.93
	B - Drovers Way (S)	Entry	1	1	A	0.68	0.68	74.88	73.98	0.009	0.77	0.87
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.99	1.99	-	-	-	1.99	1.64
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	16.28	16.28	-	-	-	16.28	15.27
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	4.10	4.10	187.64	155.27	0.026	4.16	5.02
	C - Holwell Road (W)	Entry	1	1	A	19.13	19.13	-	-	-	19.13	18.94
					B	0.68	0.68	80.50	78.56	0.009	0.68	0.87
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00

08:30 - 08:45

Junction	Arm	Side	Lane level	Lane	To Arm	Total Demand (Veh/TS)	Junction Arrivals (Veh)	Simulation max flow (PCU/TS)	Capacity (Veh/TS)	RFC	Throughput (Veh/TS)	Average throughp (PCU/TS)
1 - Howell Rd / Drovers Way (NE)	A - Holwell Road (N)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	1.40	1.40	-	-	-	1.40	1.58
					C	10.47	10.47	-	-	-	10.47	11.89
	B - Drovers Way (N)	Entry	1	1	A	1.63	1.63	113.29	108.56	0.015	1.57	1.54
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Holwell Road (W)	Entry	1	1	A	15.18	15.18	-	-	-	15.18	17.20
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
2 - Drovers Way (S)	A - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	5.41	5.41	-	-	-	5.41	5.75
					C	1.63	1.63	-	-	-	1.63	1.55
	B - Drovers Way (S)	Entry	1	1	A	0.71	0.71	72.16	71.48	0.010	0.83	0.91
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
	C - Drovers Way (N)	Entry	1	1	A	1.40	1.40	-	-	-	1.40	1.58
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00
3 - Holwell Road / Drovers Way (NW)	A - Holwell Road (W)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	10.48	10.48	-	-	-	10.48	11.86
	B - Drovers Way (S)	Entry	1	1	A	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					B	0.00	0.00	0.00	0.00	0.000	0.00	0.00
					C	5.41	5.41	189.51	186.24	0.029	5.38	5.80
	C - Holwell Road (W)	Entry	1	1	A	15.18	15.18	-	-	-	15.18	17.26
					B	0.71	0.71	77.58	76.10	0.009	0.71	0.91
					C	0.00	0.00	0.00	0.00	0.000	0.00	0.00